

Schedule 10: Notable Tree Schedule

The Schedule is divided into Auckland Districts and is organised into alphabetical order by street name.

The Notable Trees Overlay symbols are marked on the Planning maps and should be viewed in conjunction with the Schedule below. The symbols indicate the presence of a notable tree, trees or groups of trees.

The Notable Trees Overlay is a qualifying matter in accordance with section 77O(a) and (j) of the RMA with respect to the greater height or density enabled under policy 3 of the NPS-UD in the Business – City Centre zone.

The Notable Trees Overlay is a qualifying matter in accordance with clause 8 of Schedule 3C of the RMA with respect to the greater height or density enabled by clause 4 of Schedule 3C.

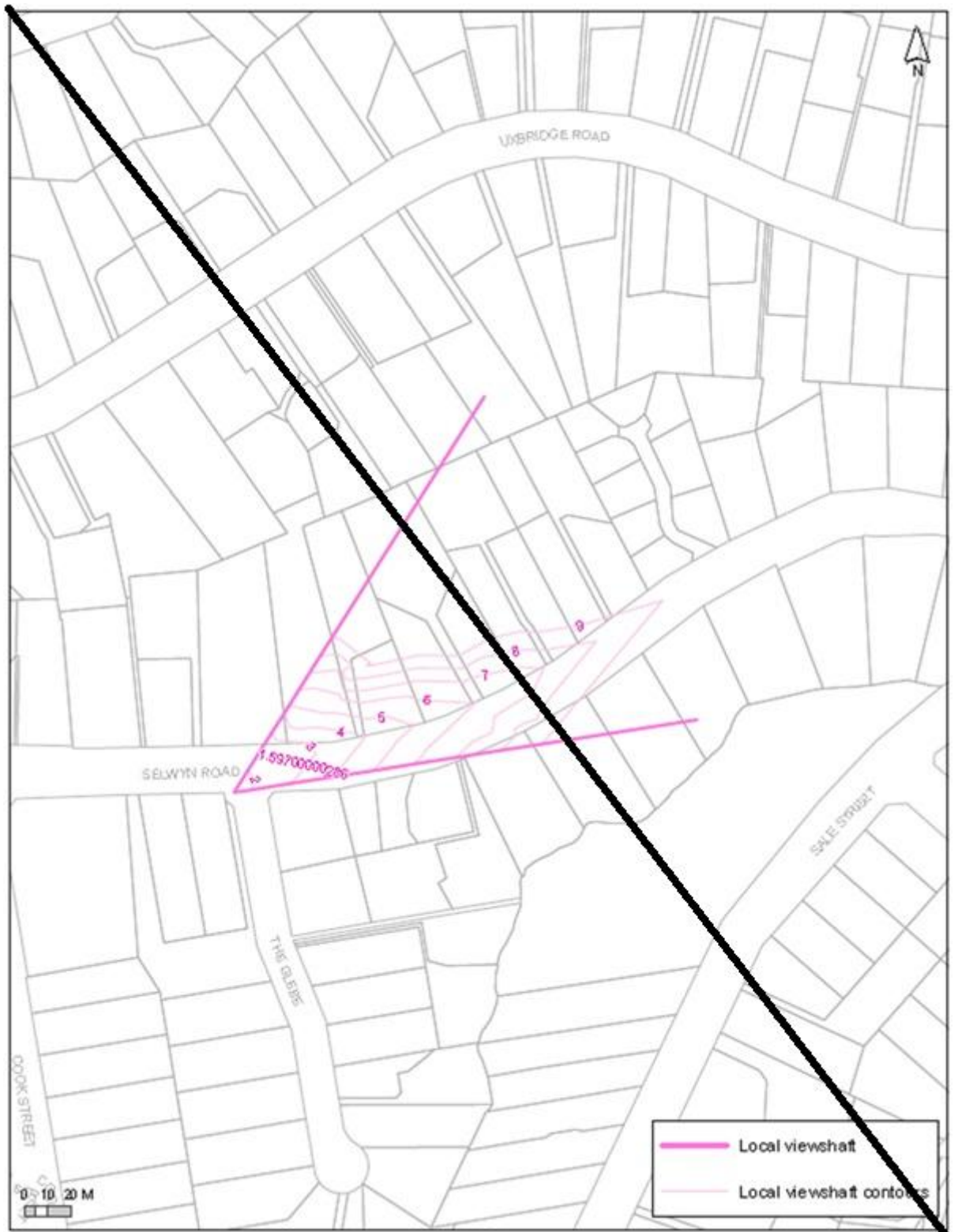
It is a qualifying matter for those notable trees that have historic heritage values under section 6 of the RMA and a qualifying matter for all notable trees due to their amenity values under section 7 of the RMA.

The provisions of this overlay (including Schedule 10) may mean the height or density of development enabled in the underlying zone will not be able to be achieved on some sites.

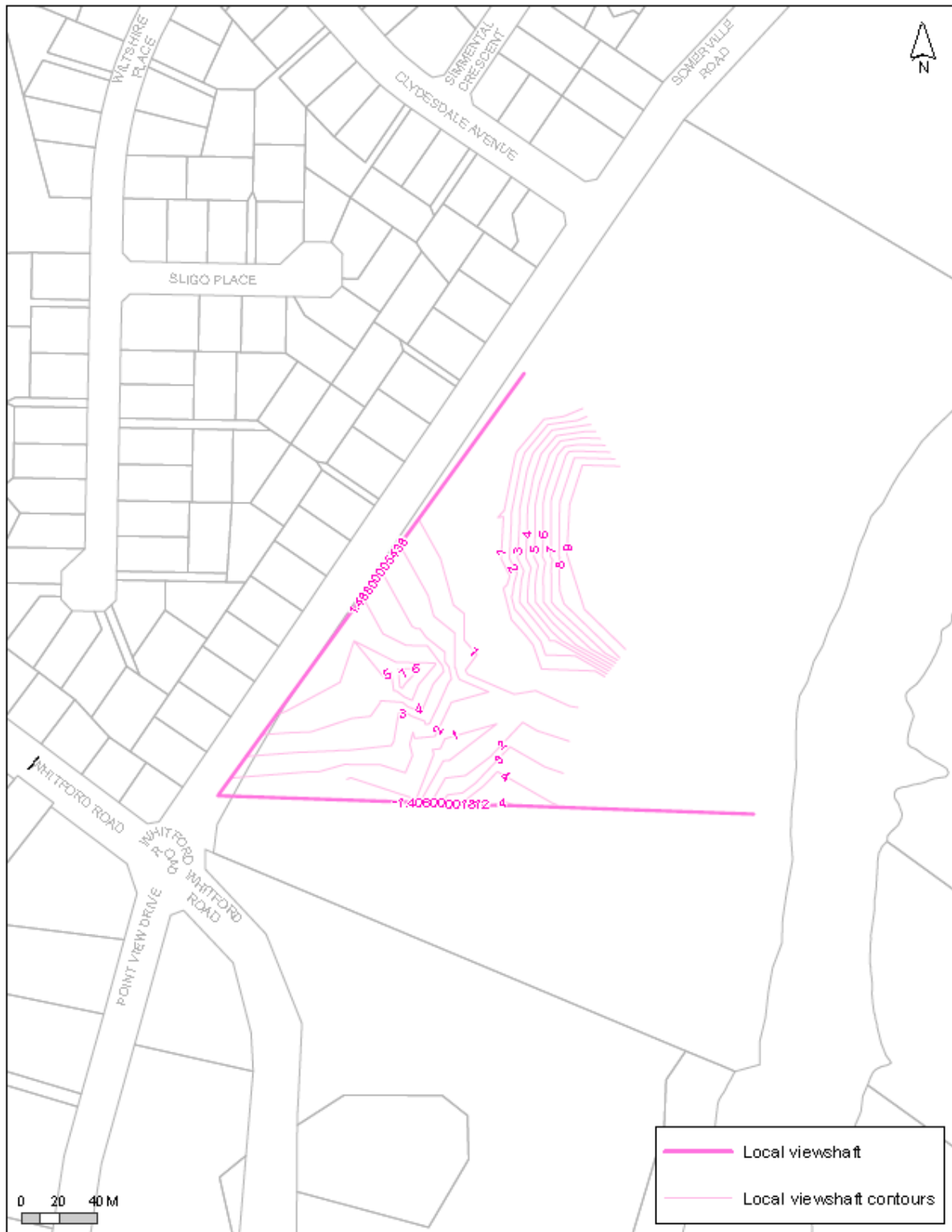
Schedule 11 Local Public View Schedule

Map 11.1 [Deleted]

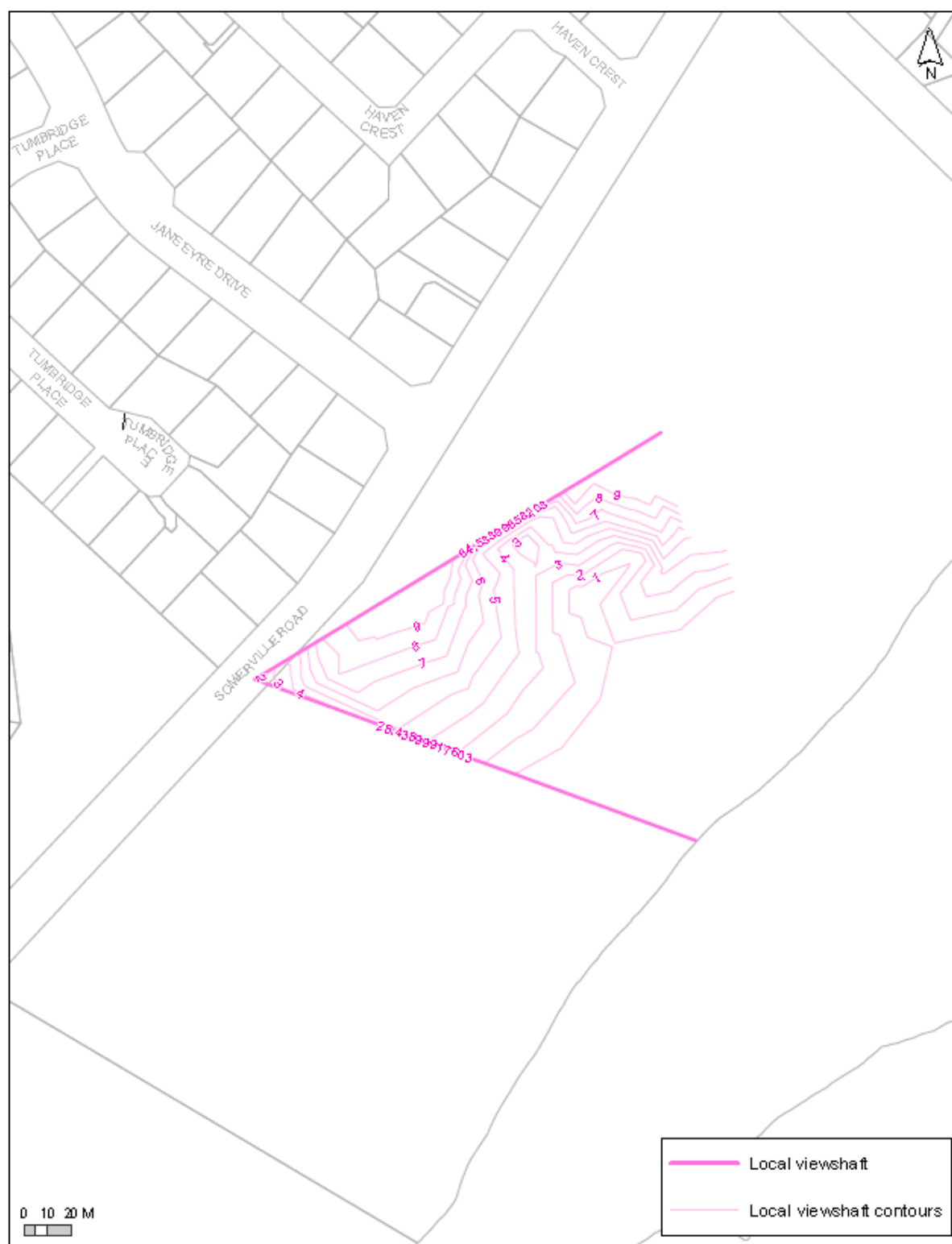
Map 11.2 ~~Selwyn Road/ The Glebe intersection~~ [Deleted]



Map 11.3 Mangemangeroa Reserve, Somerville Road/ Whitford Road Intersection

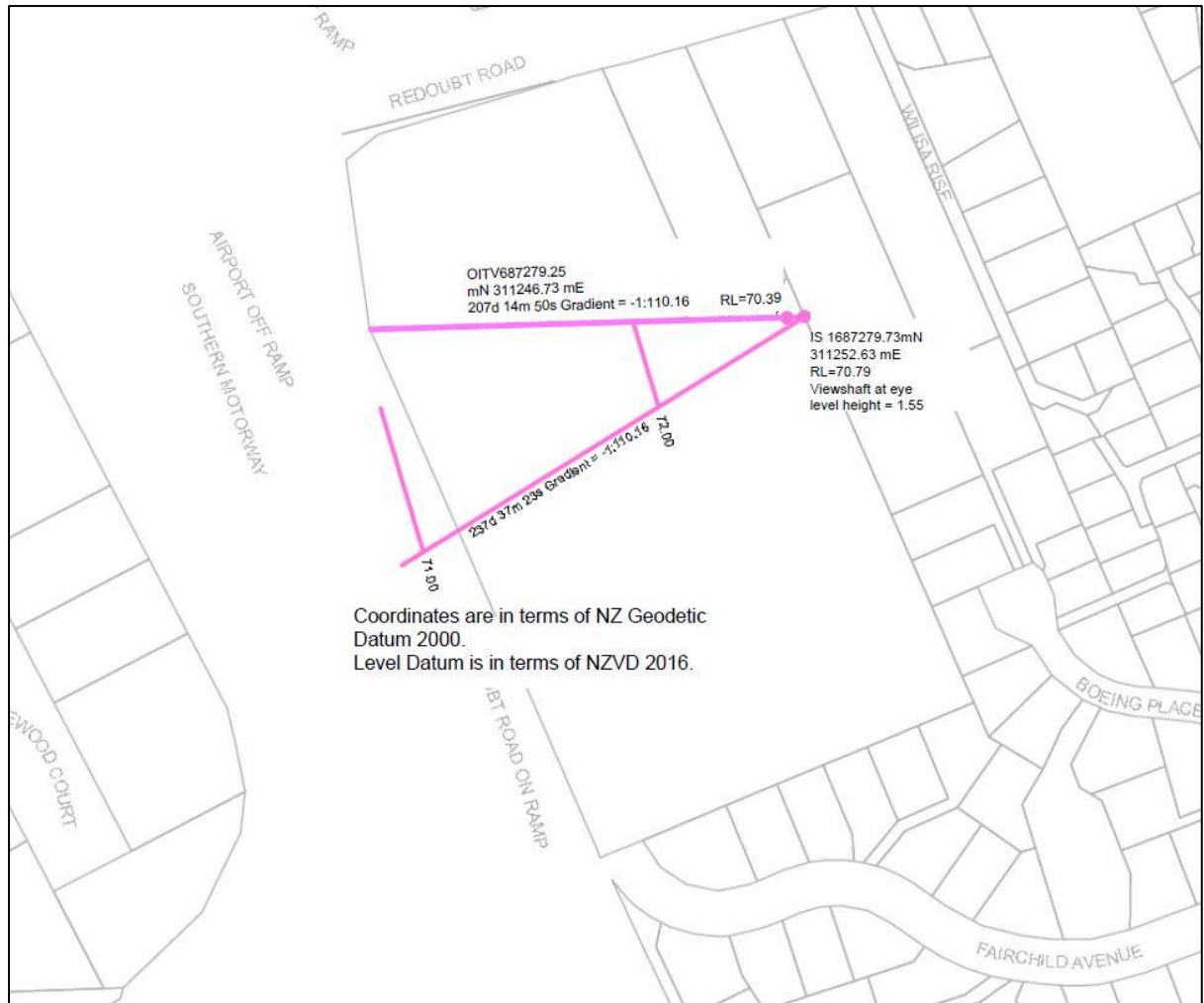


Map 11.4 Mangemangeroa Reserve, Somerville Road



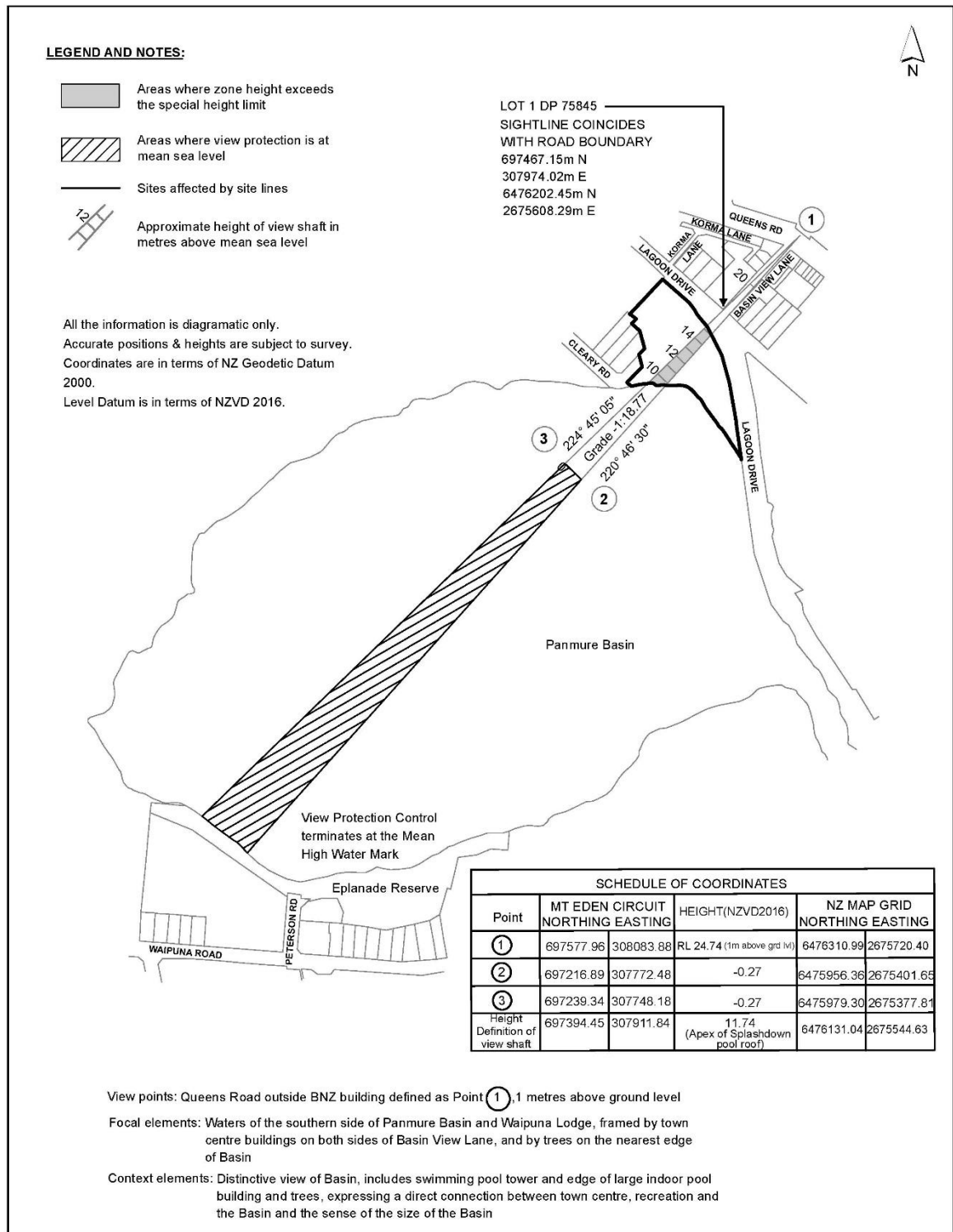
Qualifying matter
as per Sch 3C,
cls 8(1)(b) of the
RMA

Map 11.5 St Johns Redoubt, Redoubt Road



Qualifying matter
as per Sch 3C,
cls 8(1)(b) of the
RMA

Map 11.6 Queens Road, Panmure Basin [rcp/dp]



Map 11.7 Pilkington Road, Panmure Basin [rcp/dp]

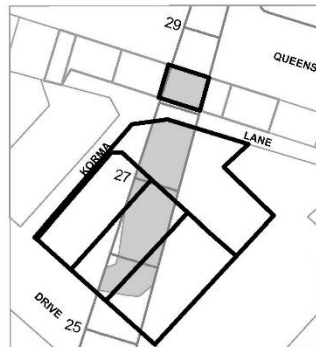
LEGEND AND NOTES:

-  Areas where zone height exceeds the special height limit
-  Areas where view protection is at mean sea level
-  Sites affected by sight lines
-  Approximate height of view shaft in metres above mean sea level

SCHEDULE OF COORDINATES				
Point	MT EDEN CIRCUIT NORTHING EASTING	HEIGHT (NZVD 2016)	NZ MAP GRID NORTHING EASTING	
①	697868.33 308032.89	37.84(1m above ground level)	6476602.36	2675675.37
②	696774.53 307758.83	-0.27	6475514.34	2675378.93
③	696790.28 307702.75	-0.27	6475531.24	2675323.18
Height Definition of view shaft	697591.88 307963.63	28.21 (Parapet of building)	6476327.37	2675600.45

All the information is diagrammatic only.
Accurate positions & heights are subject to survey.
Coordinates are in terms of NZ Geodetic Datum
2000.
Level Datum is in terms of NZVD 2016

Inset

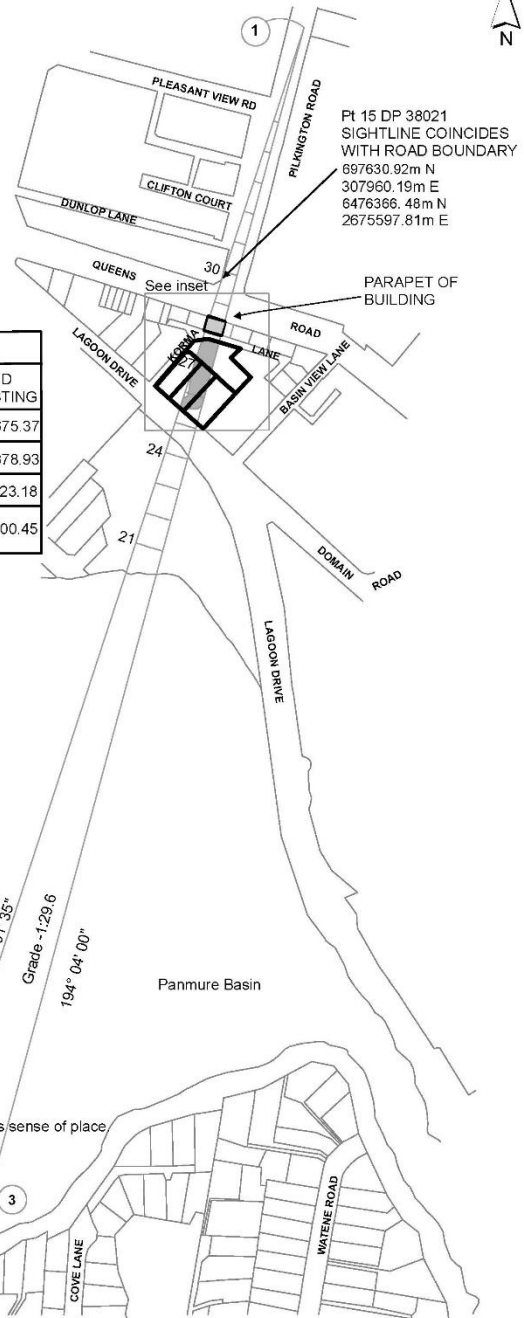


View Protection Control terminates
at the Mean High Water Mark

View Point: At kerb in front of 27 Pilkington Road, 1 metre above ground level defined as Point ①

Focal Elements: Waters of the Basin and its far side, from residential context, across town centre.

Context elements: Distinctive view of Basin, strongly directed by Pilkington Road and framed by street trees and commercial buildings, connecting residential area and town centre to the Basin as a key element of the area's sense of place.



Schedule 14.1 Schedule of Historic Heritage

Schedule of Historic Heritage is a qualifying matter in accordance with clause 8(1)(a) of Schedule 3C of the Resource Management Act 1991.

[rcp/dp]

Introduction

The criteria in [B5.2.2\(1\) to \(5\)](#) have been used to determine the significant historic heritage places in this schedule and will be used to assess any proposed additions to it.

The criteria that contribute to the heritage values of scheduled historic heritage in Schedule 14.1 are referenced with the following letters:

A: historical

B: social

C: Mana Whenua

D: knowledge

E: technology

F: physical attributes

G: aesthetic

H: context.

Information relating to Schedule 14.1

Schedule 14.1 includes for each scheduled historic heritage place;

- an identification reference (also shown on the Plan maps)
- a description of a scheduled place
- a verified location and legal description and the following information:

Reference to Archaeological Site Recording

Schedule 14.1 includes in the place name or description a reference to the site number in the New Zealand Archaeological Association Site Recording Scheme for some places, for example R10_709.

Categories of scheduled historic heritage places

Schedule 14.1 identifies the category of significance for historic heritage places, namely:

- (a) outstanding significance well beyond their immediate environs (Category A); or
- (b) the most significant scheduled historic heritage places scheduled in previous district plans where the total or substantial demolition or destruction was a discretionary or non-complying activity, rather than a prohibited activity (Category A*). This is an interim category until a

comprehensive re-evaluation of these places is undertaken and their category status is addressed through a plan change process; or

- (c) considerable significance to a locality or greater geographic area (Category B).

Further information on the categories of scheduled historic heritage places is contained in [D17 Historic Heritage Overlay](#).

Primary feature

Schedule 14.1 lists the primary feature of historic heritage significance for a scheduled place. Not all primary features of Category B places have been identified. Until such time as the primary features of Category B places are identified, all features within the extent of Category B places, where the primary features are not identified, will be considered a primary feature.

Extent of a scheduled historic heritage place

Schedule 14.1 refers to the 'extent of place' of a scheduled historic heritage place. In most cases reference is made to the extent of a scheduled historic heritage place being shown on the Plan maps. The historic heritage overlay rules apply to all land and water (including the foreshore and seabed) within the identified extent of a scheduled historic heritage place.

Where a scheduled historic heritage place is annotated with a # symbol in Schedule 14.1 an extent of place has yet to be defined. For places annotated with a # symbol the rules in [D17 Historic Heritage Overlay](#) apply to all land and water (including the foreshore and seabed) within 50 metres of the feature named or described in the schedule.

For Historic Heritage Areas the maps and statements of significance in Schedule 14.2 describe the identified extent of place. When the extent of place for a scheduled historic heritage place is shown on a map in Schedule 14.2 it shall take precedence over the extent of place shown on the Plan maps.

Exclusions

Schedule 14.1 identifies as 'exclusions' those sites, features or elements of a historic heritage place that do not have historic heritage value. Excluded features are subject to different rules than those that apply to the scheduled place (refer to [D17 Historic Heritage Overlay](#)).

Additional rules for archaeological sites or features

Schedule 14.1 identifies those scheduled historic heritage places with archaeological values where additional archaeological rules apply (refer to [D17 Historic Heritage Overlay](#)).

Place of Māori significance

Schedule 14.1 identifies scheduled historic heritage places that are sites or places of significance to Mana Whenua. These places may also be subject to [D21 Sites and Places of Significance to Mana Whenua Overlay](#).

Requirements of the Heritage New Zealand Pouhere Taonga Act 2014

In addition to the Plan provisions relating to scheduled historic heritage places the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply.

Historic heritage places subject to heritage orders

Historic heritage places that are subject to Heritage Orders under the Heritage New Zealand Pouhere Taonga Act 2014 are included in Schedule 13 Heritage Orders Schedule.

Heritage New Zealand Pouhere Taonga (Heritage New Zealand)

Heritage New Zealand maintains the New Zealand Heritage List/ Rārangī Kōrero which is a list of historic places, historic areas and wahi tapu areas. Heritage New Zealand is also required to establish and maintain the list of National Historic Landmarks/ Ngā Manawhenua o Aotearoa me ōna Kōrero Tūturu. A scheduled historic heritage place in this Plan may also be on the New Zealand Heritage List.

In addition to the requirements of this Plan, the Heritage New Zealand Pouhere Taonga Act 2014 requires an authority to be obtained from Heritage New Zealand to modify or destroy any archaeological site meeting the criteria set out in that Act, whether or not it is recorded or scheduled.

If works are proposed to a scheduled historic heritage place, and the place meets the definition of an 'archaeological site' in the Heritage New Zealand Pouhere Taonga Act 2014, then the works will be subject to the provisions of that Act in addition to this Plan. Some places that meet the definition of an 'archaeological site' under the Heritage New Zealand Pouhere Taonga Act 2014 will not be included in Schedule 14.1, and an authority to modify an archaeological site will be required from Heritage New Zealand.

Prior to starting work, or making an application for a resource consent affecting a historic heritage place Heritage New Zealand should be contacted to confirm whether, in addition to any rules applying in this Plan;

- (1) an authority is required from Heritage New Zealand to modify an archaeological site; or
- (2) the place is on the New Zealand Heritage List/ Rārangī Kōrero or list of National Historic Landmarks

Schedule 14.2 Historic Heritage Areas – Maps and statements of significance

Historic Heritage Areas are a qualifying matter in accordance with clause 8(1)(a) of Schedule 3C of the Resource Management Act 1991.

Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area ([Schedule 14.1](#) ID 02516)

Statement of significance

This is an area of Edwardian villas displaying a good representation of architectural and landscape character, with very clear geographic and topographic identity. The area displays stylistic and spatial consistency, which derives from both the nature of the subdivision, and a remarkable “group building” venture (described below).

A number of Edwardian commercial buildings at the Jervois Road entries are important historic portals to the historic heritage area and are included as an integral part of it. The corners of Ardmore Road and Wanganui Avenue are graced by solid two-storey decorative period masonry buildings. The west side of the Albany Road entry is marked by what is probably the best corner building of the six, while the building on the opposite corner is of no heritage value but warrants inclusion in the interests of completeness, symmetry, and long-term improvement.

The three principal roads (Ardmore Road, Wanganui Avenue & Albany Road) run in parallel at right angles to Jervois Road and the land contour, as if it were on a perfect plane warped in one direction only. This relation to the contour imparts elements of both movement and formality. Commencing at Jervois Road, each road enters into a long pronounced descent, then bottoms out and finishes with a short ascent to a common terminus at Trinity Street, where the facing villas act powerfully to close the vista and provide a sense of completeness. The shops form an important historic streetscape and consistently have verandahs and Edwardian details. Some shops include old shop frontages, while other ground level frontages have seen more change. At the Jervois Road end of the road are a few outbuildings - some relate to the shops, while on Albany Street there is an old stables.

The commercial premises within the historic heritage area on Jervois Road illustrate the historical development pattern of providing local convenience stores which offered important services for the nearby residents at a time prior to modern conveniences such as refrigeration, the motor vehicle, and supermarkets.

Throughout the area, the houses have a common alignment square to the site boundaries, there is consistency of lot size, width and building set-back in any one part, a strong repetition of building style and form (notably the gabled bay), and strong consistency of roof form and slope. These features form strong elements of group character and, in particular, have combined to create striking sequences of buildings in parallax. The steepness of the roads allows the character of the housing to be appreciated more fully than on a level road, such that each building plays an increased role in the visual composition of the streetscape.

The historic heritage area corresponds to what was effectively a single subdivision of some 250 lots, created between 1903 and 1906 in the name of the Jervois Estate

Syndicate. The four roads of bay villas were largely built over a period of two years by an American who employed 'chippies' from the ships in port during their periods of loading and unloading.

Some small decorative details, such as the caps on some internal posts, have been found to be uniquely American (Stewart). However, the external style is demonstrably Edwardian.

A distinctive ambience exists in Ardmore Road because of the treatment of the road itself. All the roads have the same reserve width but Ardmore alone has been developed with a berm and a correspondingly narrower carriageway (nine metres). In contrast, Wanganui Avenue and Albany Road both have a very wide carriageway (12 metres). Chicanes were introduced in recent years to exclude through-traffic. The street trees are not of historical significance to the original subdivision. Bluestone kerbs remain a recognisable feature.

Half of the lots are unusually small for the period, being only 16.4-16.7 perches (420m²). These are located in the lowest positions with the least views. The lot sizes then scale progressively up the principal roads, being approximately 460m² to 630m² at the top nearest to Jervois Road (with a corresponding increase in lot width from 12 to 14 metres). Likewise the lots on rising ground in Trinity Street reach 530m². Clearly, the developers perceived a hierarchy of values. However, it means that more than half the lots are too narrow to permit vehicular access down the side of the villa, and in some cases, there is insufficient depth for parking in the front yard. Should car parking be desired forward of the building facade where there is sufficient depth to the front yard, care needs to be taken that this does not unduly obscure the character of the villa.

A large proportion of the villas have only minor modifications to their exteriors. There have been recent additions to some roofs and to the rear of the houses, and limited infill by housing of later periods. Alterations to houses in the historic heritage area are very largely cosmetic, leaving the basic form, decoration and architectural value effectively intact. The small changes made are easily reversible. The scale of the villas has been retained and still forms a strong historic visual streetscape.

The villas are largely straightforward in form. They are aligned essentially to the front and rear, irrespective of the orientation to sun or view. With building setbacks of only two to four metres, the villas stand consistently up to the road, lending a conspicuously architectural character to the area.

The houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Roof forms dominate the streetscape, with only a few roofs with a Dutch gable detail. Brick chimneys are prominent, many of them ornamented. Most houses have a bay. In character with late period villas, the bay is contained under the main roof of the house. Timber ornamentation is essentially sparing and simple. Picket fences predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting

a time when the road was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.1.1 Historic Heritage Area: Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street



Schedule 14.2.2 Burnley Terrace and King Edward Street Historic Heritage Area
([Schedule 14.1](#) ID 02513)

Statement of significance

This is an outstanding subdivision in Sandringham of quite remarkable consistency, with a superb range of fairly closely-spaced late Victorian and Edwardian bay villas in Burnley Terrace, and a mixture of Edwardian and transitional villas in King Edward Street. Some of the houses on Burnley Terrace adjoin Taupata Street, with a short pattern of lots spread over these two streets. Both streets are straight and flat, and all the houses have a common alignment square to the site boundaries.

Up until the 1870s, the activity in the area was predominantly farming with early settlement dating from 1840 with crown grants. During the 1880s, residential lots were established - Edmund Bell's subdivision included Taupata Street; in 1885, Charles Paice put in King Edward Street; and in 1886, Henry Hirst created 58 sections along Burnley Terrace. In 1902, the tram arrived and signalled major development.

Some of the houses on Burnley Terrace also adjoin Taupata Street, with a short pattern of lots spread over these two streets, with a few of the garages or houses facing the rear lane of Taupata Street.

The overall area shows consistency of lot size, width and building set-back, strong repetition of building style and form (notably the gabled bay), and strong consistency of a main roof form and slope. These features form strong elements of group character, and in particular have combined to create striking sequences of buildings in parallax.

The two streets are characteristic of the Victorian and Edwardian eras, and of the subdivision of the time, and exhibit it at a great scale, with relatively little modification and minimal infill by housing of later periods. Alterations to houses in these streets are largely cosmetic, leaving the basic form, decoration and architectural value intact. The small changes made are easily reversible.

The houses are largely straightforward in form. Although the side yards are wider than in earlier periods, the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view.

Most of the houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Brick chimneys are prominent, some of them ornamented. Apart from a pair of mid-Victorian villas on the south side of Burnley Terrace, most houses have a strong gable, and many are bay villas or transitional villas. In keeping with the character of the early 1890s period, the bay is contained under the main roof of the house. There are also a few instances of bungalows that represent the next phase of the area's development.

The level of timber ornamentation ranges from very sparing simple forms to the more eye-catching "pattern-book" ornamentation of some of the bay villas. Picket fences predominate at the front boundary. A few historic stone walls are evident, especially in Burnley Terrace.

The houses are predominantly clad in timber and retain traditional materials. In the design of the house facade and treatment of the front yard, there is a sense of propriety

and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as an intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added. Bluestone kerbs remain a feature of the streetscape.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear. There are a few houses that face away from Burnley Terrace onto Taupata Street.

Burnley Terrace

Burnley Terrace was the first of the two streets in this historic heritage area to be subdivided, with the development in 1885-86 of more than 120 lots. Road construction proceeded from both the east and west ends on slightly different alignments, causing a slight offset in their kerbs where they meet.

The western half of Burnley Terrace was originally named Reston Road. It is the more humble half, the lots being appreciably smaller and narrower than in the eastern half; 12 metres wide compared with 13 to 14 metres. Accordingly, about one-third of the lots in the western half do not allow vehicular access beside the house. In a few cases, parking occurs in the front yard, where care needs to be taken that this does not unduly obscure the character of the villa. In the eastern half, with most of the lots having a driveway down the side boundary, cars are not parked forward of the building facade and the front yards have largely retained their original character.

The western half of Burnley Terrace has an appreciably narrower carriageway (nine metres) and a wider berm than the eastern half. Interestingly however, the narrower berms in the eastern half contain intermittent rows of melias, while for the most part the berms at the western half are simply grassed. While this imparts a certain bareness to the western end of the street, it does allow the pattern of building forms to be plainly visible and appreciated without interruption or dilution.

Along all of Burnley Terrace, the villas are located well-up to the street, with typical set-backs of as little as two to two-and-a-half metres. This gives the street a conspicuously architectural character.

At the time Burnley Terrace was subdivided, the economy was depressed and house building would initially have been slow. The pace of building accelerated from the mid-1890s, when there was a general building boom lasting into the 1900s. Most of the villas date from this boom period.

A distinctive characteristic of the area are the villas that face north to Taupata Street, which is a cul-de-sac and, as it terminates, has more of a service lane quality. Two significant villas are located on Taupata Street, along with a number of outbuildings associated with other lots, and an early rental building. These properties have two street frontages.

King Edward Street

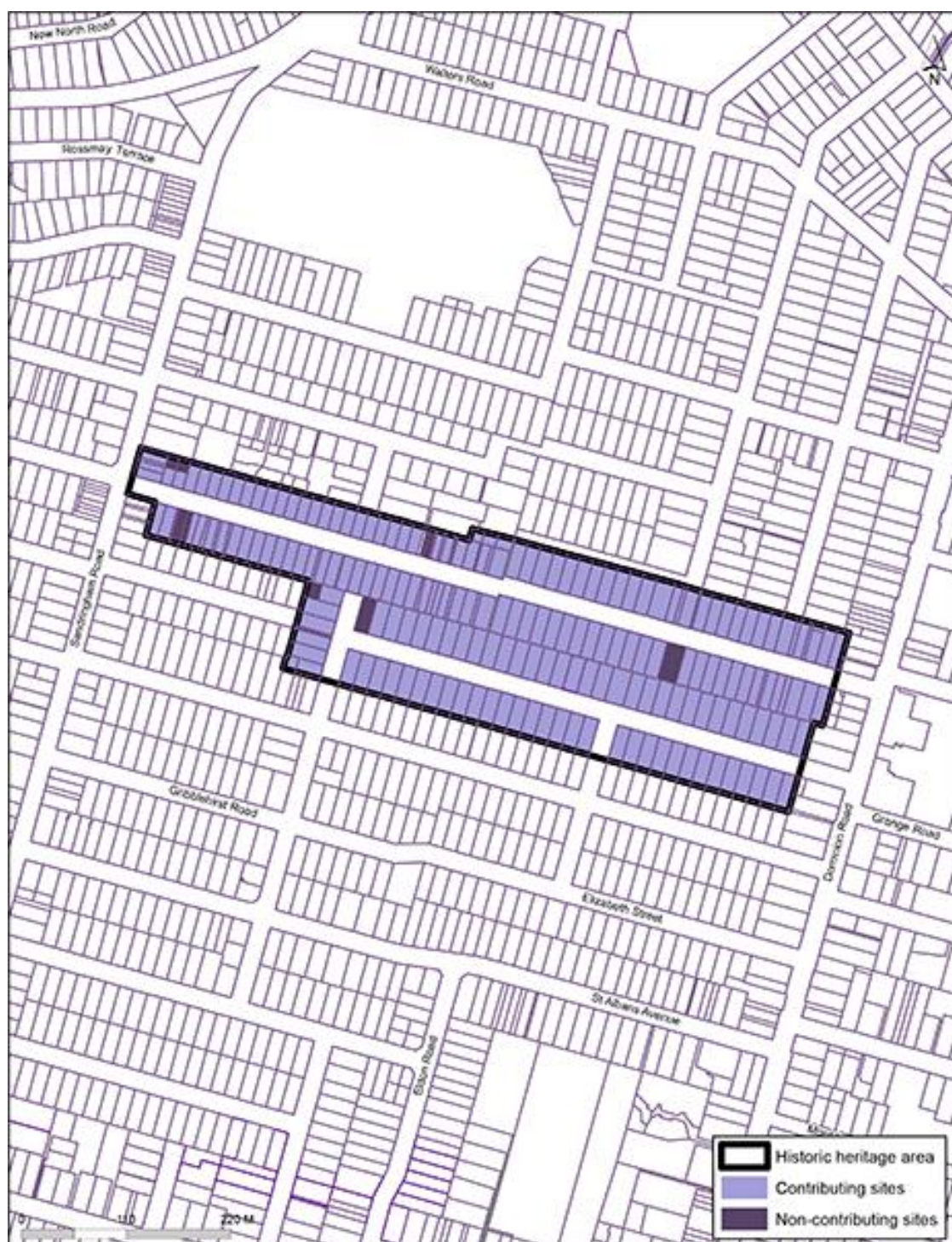
King Edward Street's main subdivision occurred almost 20 years later than Burnley Terrace, in 1904-05, when the area was known as the "Township of Bellwood South". Most of the villas were built soon after subdivision and represent the next two generations of style after those in Burnley Terrace. The houses are constructed, primarily in the late Edwardian villa-style, with a few transitional bay villas, demonstrating a later style dating from around World War I (1914-1918), and distinguishable in the street by the main roof running down over the verandah.

The roof forms of the transitional villas are a dominant form and there have been little later roof alteration or attic additions. The ambience in King Edward Street is one of spaciousness. The lots are both larger and wider (15 metres) than in Burnley Terrace and the berms are wider. In places the berm is split about a central footpath, a concept new for the period. There are intermittent sequences of tree planting, in mixed species. The villas are set somewhat further back than in Burnley Terrace, generally in the range of three to three-and-a-half metres. One sequence is set back eight metres, giving the front garden much greater significance. All the lots are wide enough to allow vehicular access beside the house, so cars are not parked forward of the building facade, and the front yards have largely retained their original character.

Summary

The range of period housing within these streets represents an important period of time in the development of Auckland, and although a number of houses are undergoing renovations, King Edward Street and Burnley Terrace retain a distinctive character that represents their period of development. However, the western end of King Edward Street has a few modern houses which do not make a contribution. There are also a few distinctive buildings including a two storey homestead in Burnley Terrace, a 1912 apartment building, early bungalows, and a former commercial building in King Edward Street, that add their own character to the streets.

Map 14.2.2.1 Historic Heritage Area: Burnley Terrace and King Edward Street



Schedule 14.2.3 Cooper Street Historic Heritage Area ([Schedule 14.1](#) ID 02518)

Statement of significance

This is a significant subdivision of early Victorian cottages from the Arch Hill farm, representing some of the oldest surviving housing in the inner city. The lots were placed on the market in 1865 when the area was known as Newton West. It is assumed that house building began soon after this time, and that many of the houses date from the 1870s.

Cooper Street is contemporaneous with the Renall Street Historic Heritage Area. Both were subdivided for the artisan class. However, at the time it was developed, Cooper Street was on the very edge of the town and was less constricted than Renall Street. The elevated site falls to the southeast. Its open prospect and clear separation from the poor-class housing areas of Freemans Bay and Newton Gully were important selling points when the lots went to auction. The 1865 sale notice described the “choice building lots” as “deserving of particular attention for their healthy and commanding position.”

The layout of Cooper Street is somewhat more spacious than Renall Street. The road width was made 15 metres wide and the carriageway is wider. The sections were created larger than those at Renall Street, at 300m². The extra size is wholly accounted for in the depth of the lots.

As in Renall Street, the lots are narrow (50 links or ten metres) and the houses generally sit tightly together with minimal side yards, so that the houses are orientated entirely to the front and rear. For the most part, except for the two-storey cottages and a bungalow, the houses sit well forward. Only the footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. For the most part, the ambience at both the front and rear of the houses is of a compact, close-spaced, tight density. The street is aligned perfectly at right angles to the land contours, which imparts a certain sense of formality.

The houses are predominantly small 19th century cottages, essentially simple in form and detail, and aligned square to the site boundaries. They are predominantly clad in weatherboard, with pitched roofs of corrugated iron. There are sash, timber framed windows, with almost no bays. Timber ornamentation is simple and low key.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation.

The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Many of the cottages have historic lean-to additions, which have a simple form and limited detail. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Cooper Street is divided by Seddon Street and there is a change of character at this point. Whereas the houses north of Seddon Street are single storeyed cottages set close to the street, those south of Seddon Street include both single storey and a number of two-storey narrow cottages and are generally set further back. While the land north of Seddon Street descends gently from Great North Road, it steepens rapidly below Seddon Street.

The street is now cut by a modern motorway, and there is no longer evidence of historic use of the end of the street, although Cooper Street is connected visually to the Newton gully cottages on the opposite slopes. There is little evidence of original plantings, footpaths or road surface in the streetscape however, bluestone kerbs remain a recognisable feature.

North of Seddon Street

North of Seddon Street, there is a consistency of building scale and set back, and a tightness of buildings, which combine to create a unity and intimacy of character. All the cottages are Victorian, and most of them are largely unmodified. There has been very little infill of later period housing. With only small front yards, planting is small scale and delicate. Low-scale picket fences predominate. Several cottages have been modified, resulting in their verandahs being fully closed-in. This is not in keeping with the original open-verandah style.

Car parking is on-street, as the side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. As a consequence, the front yards have largely retained their original character.

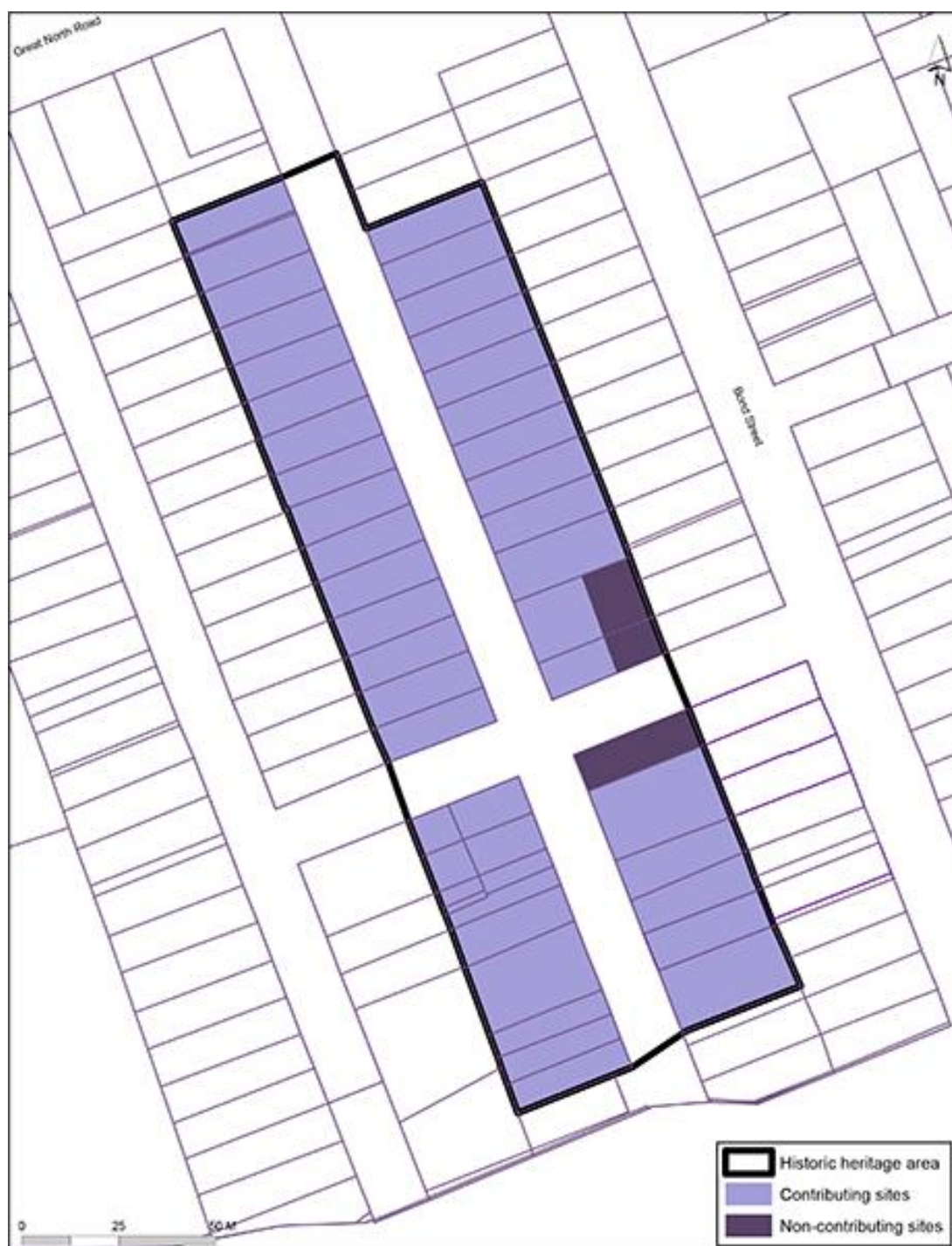
South of Seddon Street

The houses south of Seddon Street were built over an extended period, so that only a proportion of them pre-date World War 1. The oldest and most notable are six small two-storeyed Victorian cottages, which are one room wide, and are largely unmodified.

The steepness of the street allows the character of the housing to be appreciated more fully than on a level street, such that each building plays an increased role in the visual composition of the streetscape.

The houses are set behind more substantial front gardens, which allow the planting of significant trees and shrubs. There is greater provision of on-site parking. Some of the houses occupy double lots and many have a wide enough side yards for vehicle access. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house.

Map 14.2.3.1 Historic Heritage Area: Cooper Street



Schedule 14.2.4 Elgin Street Historic Heritage Area ([Schedule 14.1 ID 02517](#))

Statement of significance

This street of uninterrupted Victorian and Edwardian housing was subdivided in 1884. By this time, subdivision standards had increased significantly. The street is 20 metres wide and the lots are typically of 480m² with a width of 12 metres. There is therefore a sense of spaciousness not apparent in earlier streets.

The historic heritage area includes a fine brick warehouse at the Great North Road end, adding value to the historic ambience of the street. The scale of the warehouse, though larger, is quite compatible with the domestic scale of the street and acts as an important portal for the street to and from the south. Its exterior surface and detailing are essentially intact and should be conserved.

At the time Elgin Street was subdivided, the economy was depressed and house building would have proceeded slowly. Accordingly, the houses were built over a period of about twenty years, and so range from four-square Victorian cottages and villas of the late-1880s, to mass-produced Edwardian bay villas constructed in the 1900s when the economy had quickened. The lots were large enough to accommodate “pattern-book” building plans, leading to an increased standardisation of form. The late villas, for example those at 14 Elgin Street and 18 Elgin Street, show a repeated form which creates a strong streetscape. There is a noticeable cluster of richly designed homes on the east side of the southern block, including a highly individualistic example of the Victorian Gothic style. In contrast, the Edwardian villas opposite are simply and sparingly designed. Where there is an intact historic appearance from the street and side elevations, this is an important feature.

While the side yards are not as tight as in earlier periods, the houses are still orientated essentially to the front and rear. Some of the earliest homes are set comparatively close to the street, whereas the turn-of-the-century villas are set further back. There tend to be reasonably consistent building lines in any one part of the street. The footpaths are wider than in earlier streets and a berm is provided. Together with the berm, the front yards are large enough to accommodate significant trees and shrubs.

The street has a strong slope and the southern section has a curve in it. The gradient and curve allow the character of the housing to be appreciated more fully than in a straight level street, such that each building plays an increased role in the visual composition of the streetscape. Bluestone kerbs remain a recognisable feature.

The houses are largely straightforward in form and are aligned square to the site boundaries. They are all single storeyed, with weatherboard cladding and pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays. In character with this later period, the bay is contained under the main roof of the house. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the fine intricate fret-work of the Victorian Gothic, to the more conventional industrial patterns of the

Edwardian. Form, scale, height and materials of the villas are important attributes. Picket fences, in various designs, predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated (often with bays) and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Elgin Street is divided by Crummer Road and there is some change in character at that point. The houses in the southern block are of very high consistency and largely unmodified. In the northern block, where the houses tend to be more humble, the basic building form is intact but minor modifications and loss of detail are common. This offers an opportunity for restoration to complement the quality of the southern block.

Many of the houses, particularly in the southern block, have one side yard just wide enough for vehicle access, and most car parking is off-street. The landscaping of the front yard is largely uncompromised by car parking or garaging, particularly in the southern block where the front yards retain much of their original character. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house. This poses more of a problem in the northern block.

Map 14.2.4.1 Historic Heritage Area: Elgin Street



Schedule 14.2.5 Herne Bay Road Historic Heritage Area ([Schedule 14.1](#) ID 02515)

Statement of significance

Herne Bay Road is a street of mostly late Victorian and early Edwardian villas of very high quality and which are largely unmodified, particularly on the east side. The historic heritage area is representative of this housing period, and also represents Herne Bay housing for the upper-class of the time. The area is almost completely free of more recent infill development. Herne Bay Road is one of Auckland's earlier roads, having been set out as a thoroughfare in the late 1860s, prior to its subdivision for housing. In the 1870s and early 1880s, eleven lots were released on the west side and most of the Victorian villas and cottages that were built on them have survived, largely intact.

In 1901, the east side was subdivided into fifteen lots in the middle of a building boom. Accordingly, the lots were all built on in a relatively short period, producing today's legacy of an unusually continuous row of well-preserved Edwardian bay villas. The villas show strong repetition of overall forms, notably the gabled bay, and strong consistency of roof form and roof slope and building set-back. These elements combine to create a sequence of buildings in parallax. At the same time, the villas express individuality in timber detailing and ornamentation, ranging from fairly standard catalogue mouldings to complex turnery and spindle work. The form, scale, height and materials of the villas are important attributes.

The road includes four later houses at the top of the west side approaching Jervois Road, where subdivision did not occur until 1923, including a set of mid-century apartments. These dwellings were designed in the style of their period and show a historical progression up the road, moving through the Californian bungalow-style to the Moderne style of the apartments. This sense of stylistic evolution lends character to this part of the road, and its inclusion in the historic heritage area is important in maintaining the quality of the road's "portal" at Jervois Road. The portal is completed by a finely proportioned Victorian shop and residence on the east corner (now used as a restaurant), which is historically integral to Herne Bay Road.

The road has a particularly spacious ambience. The road has bluestone kerbs and established trees that lead down towards Herne Bay beach. The lots range from 550-800m² and have a width of 15 to 20 metres, which was generous for the time. Accordingly, the villas are generally well separated from each other.

There tends to be reasonably consistent building lines in any one part of the road. The villas on the east side are situated reasonably closely to the road, and have a consistent set-back of 3.5 to 4.5 metres. Front gardens and landscaping was traditionally soft and involved timber or metal fencing. Much of this historic landscaping is retained, giving the frontage a conspicuously architectural character. On the west side of the road, most of the set-backs range between three metres and six metres. Virtually all the lots are wide enough to allow vehicular access beside the house. In consequence, most cars are not parked forward of the building facade, and the front yards have largely retained their original character. Garages were generally not part of the historic fabric of the street, and front yards traditionally remain intact and void of structures.

Herne Bay Road runs straight down the hill until it reaches the harbour, which is situated across the reserve at the foot of the street. There is little evidence of original footpaths or road surface however bluestone kerbs remain a feature. A strong axial character was established through planting the berms in an avenue of London planes, a road tree characteristic of the period. Unfortunately, only the top half of the avenue still survives. Planting within the front yard was historically of low-scale, using soft materials. Historic harbour views are a significant element of the street and have been taken into account in terms of planning and securing the harbour view, obtainable obliquely from each bay window.

Although the side yards are wider than in earlier periods, many of the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view. However, quite a number of the villas, particularly those occupying a double lot, make some architectural concession to one side yard in the form of a return verandah or shallow bay.

The houses are largely straightforward in form and are aligned square to the side boundaries. A main roof form encloses the building with gables coming off the main form. Traditionally, there were no additions on top of the main roof. The predominantly timber villas were set lightly on the ground. Some of the villas have had redevelopment of roof forms with additional attic windows and gables. These are not original, and significant care needs to be taken when modifying the roof form to ensure it remains true to its original style. Some of the buildings have enclosed verandahs, converted into habitable areas, where there would have once been an open verandah. These modifications do not form part of the traditional characteristics of the villa. Specific elements of the verandah that are of importance often include the detailing of the posts, fretwork and balustrades.

The houses are clad in weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays, some with tiled sunhoods. In character with the later period, the bay is contained under the main roof of the house. The road includes examples of the double-bay villa, and the angled-corner bay villa. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the more eye-catching “pattern-book” ornamentation of some of the bay villas, to elegantly turned verandah work. A mixture of low picket fences predominates at the front boundary.

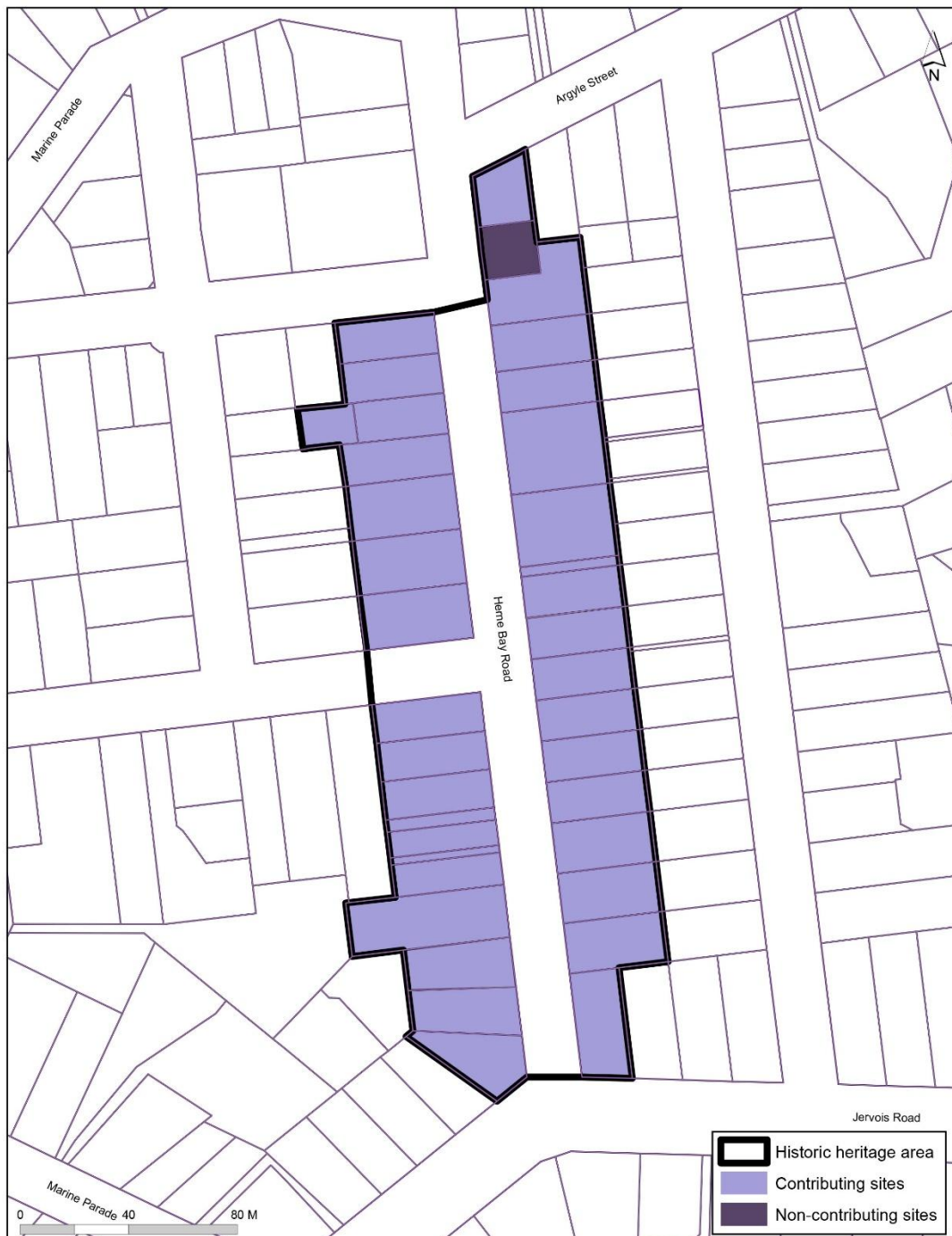
Because the area lies on a north-facing slope oriented to the sun and is somewhat protected from the cool southerlies by the Herne Bay ridge at its back, there is a comfortable microclimate. This is capitalised upon and enhanced, as illustrated by the villas on the east side of the road, which display a repeated sequence of protruding bays and recessed verandahs from south to north. The verandahs were designed to trap the sun and shield the houses from the wind on their southern edge.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the road. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. In both two-storied villas in the road, there are double verandahs. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the road was social space. The social interaction which is possible between the verandah and the

footpath can still survive to some extent today, particularly where high front fences, front yard carports and garages have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility areas, private and unseen) elevation, except where the villa is on a corner site. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.5.1 Historic Heritage Area: Herne Bay Road



Schedule 14.2.6 Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area ([Schedule 14.1](#) ID 02564)

Statement of significance

Lippiatt Road connects Awa Street and Walmsley Road in Otahuhu. It has a northeast-southwest orientation with a slight kink to the east at the Awa Street end. The street is in close proximity to the volcanic feature of Mt Robertson. From the northern end of the street a glimpse of the dense vegetation veil to the cone can be obtained, although the volcanic cone is not a dominant visual feature in relation to the street.

Otahuhu retains a significant number of small bungalow type houses known as Pegler houses. At the time of the Great Depression, the Pegler Brothers began to buy sections in Otahuhu and construct modest, low-cost timber houses of reasonable quality. The construction work provided local employment, while also providing much needed new housing in Otahuhu. Around 180 homes were built in various locations within the borough, many of which still remain.

The original Fencible cottages built in Otahuhu after 1849 have been described as the borough's first housing scheme, with the Pegler houses-noted as Otahuhu's second significant housing scheme. The houses were built in small clusters or individually in many Otahuhu Streets. Lippiatt Road retains the largest cluster of Pegler houses and the street as a whole retains a cohesive 1930s character with bungalow-type housing, including the Pegler Houses, and other bungalow houses of a similar period.

Of a total of approximately 44 residential sections in this road, 20 of these contain Pegler Brothers houses, comprising 45 per cent of the housing stock. Other sections in this street generally contain bungalow-style houses, giving the street as a whole a consistent established bungalow character.

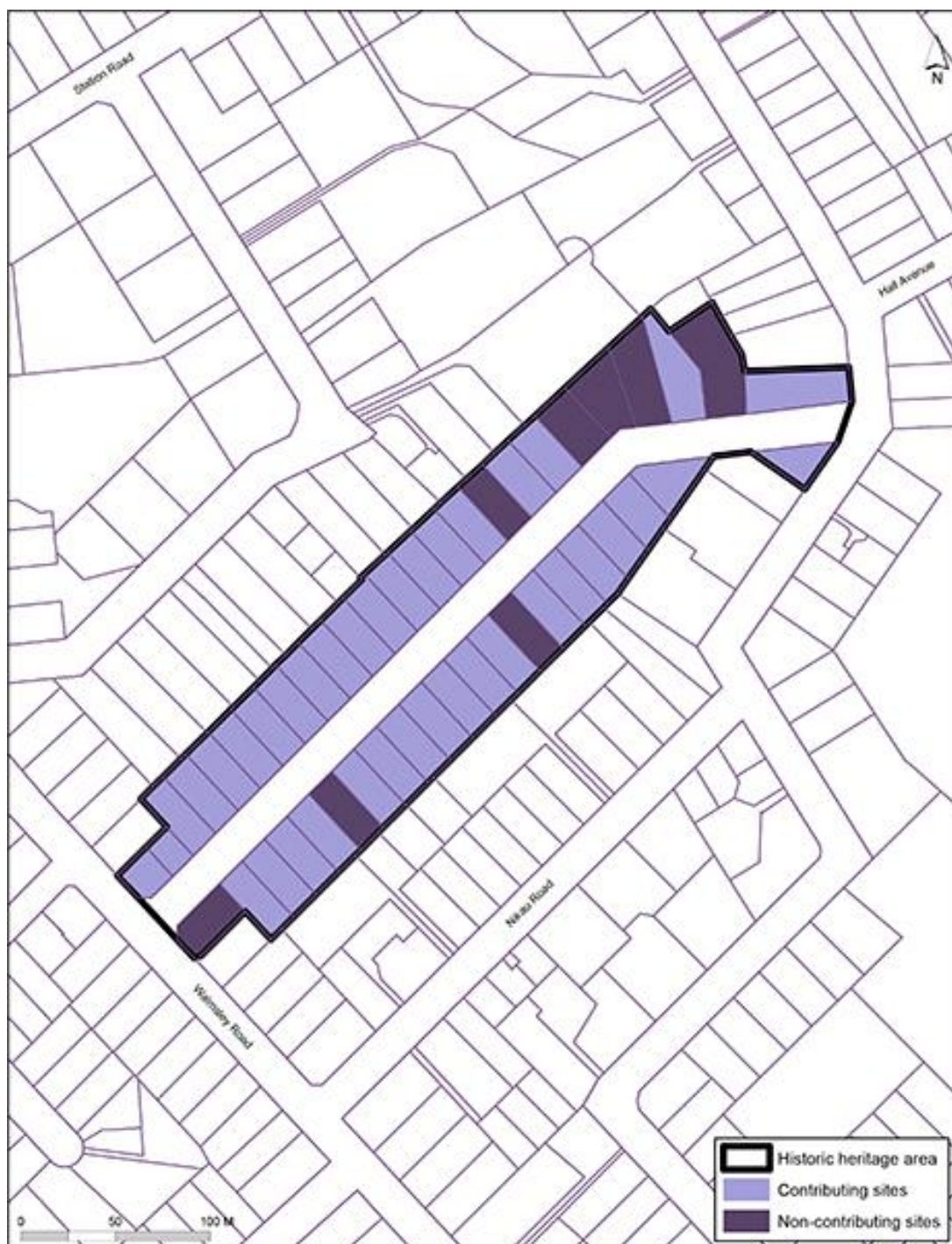
The original subdivision pattern with sites having a general proportion of 16 metres wide by 40 metres deep has been retained. Dwellings are generally set back from the front boundary by between five and nine metres. Front yards are generally open. While a number of properties have solid front fences, a strong visual connection between the street and the dwellings is generally retained. Where garages or carports are present, these are usually located to the rear of properties. Trees contribute considerably to a leafy character for the street. While various alterations, including changes of cladding, have been made to a number of the houses, they still retain a consistent and cohesive pattern of form. Overall, the pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

The Pegler Brothers houses are distinctive in Otahuhu, as modest scale bungalow type houses, clad in timber weatherboards, with timber casement windows, with top-lights. As originally built they had a small bay at the front, with the front door sheltered by a modest porch. Down the side of the houses were two chimneys, one for the living room fireplace and one for the coal range. A small lean-to to the rear of the houses is likely to have housed the bathroom. While the plan appears to have remained reasonably consistent, some variations were made to the roof form, with both gabled and hipped

roofs used. Often both roof types are evident where clusters of the houses remain, possibly to create some variety within a particular group.

The Pegler Brothers Housing Area in Lippiatt Road has considerable local significance for its historic associations with the housing development undertaken by the Pegler Brothers in Otahuhu during the Great Depression. The houses in Lippiatt Road are significant for their physical qualities, as representative examples of the standard modest bungalow built in many locations throughout Otahuhu by the Pegler Brothers. The Pegler Brothers Housing Area has collective historic, architectural and streetscape values, based on the high concentration of Pegler houses, together with other 1930s bungalows, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, the generous setback of dwellings from the street front, and the open street character. Residential gardens, as well as street trees in Lippiatt Road, contribute to its established vegetated character.

Map 14.2.6.1 Historic Heritage Area: Lippiatt Road Pegler Brothers Housing Area



Schedule 14.2.7 Monte Cecilia Park Historic Heritage Area ([Schedule 14.1 ID 02514](#))

Statement of significance

Monte Cecilia Park contains over 14 hectares of land located in Hillsborough, bordered by Hillsborough Road and Pah Road to the west and east, and Mt Albert Road and Herd Road to the north and south. Monte Cecilia Park contains special characteristics that illustrate the early history of Auckland's settlement that includes arboriculture, cultural heritage, archaeology, geology and architecture values relating to a range of time periods. For these reasons, the unified entity of this landscape needs to be recognised and provided for, so that the heritage, character and amenity values of the site are maintained.

The significance of the park derives from both the combination of historical, cultural, and natural values. The area valued for its views, location and soils, and was highly sought after, initially by Maori, and subsequently by European settlers. The park comprises part of the area of land that was formerly known as 'The Pah Estate', and the current landform of Monte Cecilia Park still retains significant physical evidence of its evolution from this estate, including boundary locations, entranceways, driveways, trees, and buildings. It is one of few properties close to central Auckland that has retained a large portion of its original landholding. Monte Cecilia Park has panoramic views of the Manukau Harbour, One Tree Hill and Hillsborough. The park contains two natural amphitheatres within the lower slopes of the park. There are also landform areas within this landscape that contain geological values considered to be important.

The historic heritage area was occupied by Māori before European colonisation of New Zealand, and was formerly the location of an extensive fortified pā, known as Whataroa Pā. As parts of the landscape have not been significantly modified since that time, it is considered that cultural material associated with this Māori occupation may be present within the park today.

The Pah Estate originally comprised an area of land purchased by land dealer William Hart, who acquired the Crown Grant in 1847. Hart developed a farm on the property, selling it in 1852. Subsequently it was owned and managed by some of Auckland's most prominent businessmen during the 1860s to 1880s. The Pah Estate was sold in 1866 to Thomas Russell, a prominent Auckland lawyer, businessman, and politician. The landholding was extended considerably under Russell's ownership and the landscape evolved from its early farming use to a highly developed commercial farm and designed landscape, featuring a tree-lined entrance drive and formally laid out plantings. Russell sold the property to James Williamson in 1877. Williamson was a founding member of the Bank of New Zealand, the New Zealand Insurance Company, and the New Zealand Loan and Mercantile Agency Company. Under Williamson's ownership the Pah Estate was further developed with the assistance of a landscape designer.

The Pah Homestead was constructed on the Pah Estate between 1877 and 1879, as Williamson's 'gentleman's residence'. The Italianate house was designed by architect Edward Mahoney whose practice was one of the most substantial in Auckland at that time.

Following Williamson's death in 1888 and subsequent transfer of the Pah Estate to the Assets Realisation Board of the Bank of New Zealand, the house was leased (including to St John's Collegiate School from 1902 to 1912) and parts of the estate subdivided and sold. The house and part of the estate comprising approximately 50 acres of surrounding land were sold in 1908 to Mrs Bayley. In January 1913, the property was sold to the Sisters of Mercy and Catholic Bishop of Auckland. The property has a long and significant association with the Catholic community in Auckland. It was named Monte Cecilia by the Sisters of Mercy in honour of the founder of the Auckland Community, Mother Mary Cecilia Maher. During its ownership by the Sisters of Mercy and later the Catholic Diocese, the house served as an orphanage, a novitiate house, boarding school, and more recently was used to provide emergency housing.

The Pah Homestead is scheduled in the Auckland Unitary Plan as a Category A historic heritage place (refer to [Schedule 14.1 Schedule of Historic Heritage](#), ID 01695). The homestead is also included in the New Zealand Heritage List/Rārangī Kōrero.

Monte Cecilia Park contains approximately 1,100 trees and can be likened to an arboretum, as it contains some of the largest and/or oldest examples of some tree species in New Zealand, and some rare or uncommon species in New Zealand. There are a number of trees within the park included in Schedule 10 of the Auckland Unitary Plan (Notable Trees Schedule).

While parts of property associated with the Pah Estate have been progressively subdivided and developed for roading, housing, or educational and religious uses, the park-like quality of the landscape associated with the house, and evidence of its agricultural development remain to a significant degree.

Monte Cecilia Park is an outstanding cultural landscape of value to the Auckland region because of its association with Maori and use as a pā, the information it reveals about early land purchase, its early development for farming in 1840s, and the commercial and social relationships relating to these development activities. It demonstrates architectural and landscape design concepts from the late 1800s, and provides an understanding of the lifestyle associated with the property when it was an exclusive private residence. It retains intact physical evidence of its progressive development from the 1800s and later institutional uses.

Map 14.2.7.1 Historic Heritage Area: Monte Cecilia Park



Schedule 14.2.8 Railway Workers Housing Area Historic Heritage Area ([Schedule 14.1 ID 02565](#))

Statement of significance

The area includes residential properties on the eastern side of Nikau Road, adjacent to Sturges Park, on the south east side of part of Awa Street, and on the north–east and south- west sides of Awa Street close to the intersection with Kuranui Place in Otahuhu.

A distinctive feature of Otahuhu's early 20th century residential development was the housing precinct built for New Zealand Railways Department (Railways Department) staff in this area of Otahuhu in the mid-1920s. While a number of the railways houses were removed in 1981 to allow for redevelopment, a significant group of these houses remains in Nikau Road and Awa Street. In 1927, 54 houses were present. Of this number, 24 remain in these two streets.

The houses in Otahuhu are representative of housing provided by the Railways Department for their workers, and demonstrate some of the minor variations used. They are all of timber construction, with timber weatherboard cladding, timber window joinery (originally double hung sash types), and corrugated iron roofs. The houses have a symmetrically arranged front elevation, with the entrance porch located centrally. Details such as vertical boards applied to gable ends and paired posts to the verandahs, or use of trellis panels on the verandahs are in evidence. In Otahuhu, while some changes have been made to a number of the houses, such as replacing timber windows with aluminium joinery, they retain their railway house character.

The Railway Workers Housing Area has considerable local significance for its historic association with the housing development undertaken by the Railways Department in the 1920s. It represents an important grouping of the modest workers houses built by the Railways Department, using standard designs and prefabricated construction techniques. The houses are significant for their physical qualities, as representative examples of the standard modest house types built in many locations throughout New Zealand by the Railways Department. The Railways Workers Housing Area has collective historic, architectural and streetscape values, based on the surviving concentration of railway houses, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, the generous setback of dwellings from the street front, and the open street character.

Map 14.2.8.1 Historic Heritage Area: Railway Workers Housing Area



Schedule 14.2.9 Part of Renown Estate Subdivision Historic Heritage Area
([Schedule 14.1](#) ID 02562)

Statement of significance

The area encompasses part of three streets in Balmoral: Marsden Avenue, Kingsford Road, and Thorley Street. The area, which includes a number of houses built by Tudor Builders and Hansen Construction Ltd., was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s, which are stylistically distinctive.

While in many respects the residential development in the area is typical of late Garden Suburb-era development in Auckland, it is exceptional for its collection of single storey detached brick houses. Most of these houses are bungalows that show a strong influence of the English Cottage style in their form, and have a liberal application of Tudor surface treatment. Also unusual are two houses in the Spanish Mission style that shows an Art Deco influence. Other houses are more typical of the bungalows of the Interwar era, but some of these are also built in brick rather than timber.

After World War I, suburban expansion in Balmoral took place on undeveloped land south of Balmoral Road. The Californian bungalow was the style of choice in the early years of the Interwar-period, and is well represented in the southern part of Balmoral. By the 1930s, the style had evolved further, under the influence of the English Domestic Revival. Some houses, most often one and a half or two storey examples, were in a style referred to as the English Cottage style. Under the influence of Modernism, other designs substantially departed from historic precedents, using Art Deco style, frequently over a plan no more remarkable than that of a typical bungalow.

Key examples in the Historic Heritage Area that show a strong influence from the English Cottage style include:

- 42 Marsden Avenue,
- 60 Marsden Avenue,
- 14 Kingsford Road,
- 16 Kingsford Road, and
- 18 Kingsford Road.

The two Spanish Mission Examples referred to above are at:

- 43 Marsden Avenue, and
- 56 Marsden Avenue.

Overall, these houses exhibit a greater level of craftsmanship than other similar areas developed at the same time, and sit within a spacious leafy context arising from the generous sizes of the original lots.

The houses in the area were predominantly constructed by three building companies: Tudor Builders Ltd. constructed houses for Rental Homes Ltd. and Mr G. G. Marriott; Hanson Construction Ltd. constructed houses for Rental Homes Ltd.; and Pegler

Brothers constructed two houses. Pegler Brothers, an Otahuhu based family company, was known for developing land as a rental development when buyers deserted the market in the early 1930s. This development can be seen in Lippiatt Road Otahuhu. Although aimed at a slightly more affluent clientele, Rental Homes Ltd.'s business model appears to have parallels with the Pegler Brothers business. Rental Homes Ltd. retained interests in the area for at least 50 years.

This part of Marsden Avenue, Kingsford Road and Thorley Street is an outstanding example of late phase of Garden Suburb development (as it is understood in the New Zealand context) from the 1930s. The houses of Tudor Builders and Hansen Construction Ltd. reinforce this character by predominantly employing styles with strong architectural references to those associated with the English Garden Suburb.

These values are underpinned by historic associations with local developers Hardley and De Luen and local architect W. H. Jaine. The history of the development demonstrates the challenges of developing the volcanic landscape of Mount Eden, and the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers.

Map 14.2.9.1 Historic Heritage Area: Part of Renown Estate Subdivision



Schedule 14.2.10 Princes Street Historic Heritage Area ([Schedule 14.1](#) ID 02511)

Statement of significance

The Princes Street Historic Heritage Area includes Albert Park, Princes Street, Kitchener Street, Bankside Street, Waterloo Quadrant, Parliament Street, Constitution Hill, Churchill Street, Alten Road and parts of Wellesley Street East, Shortland Street, Emily Place, Eden Crescent, and Symonds Street. It is important historically to Māori, for its association with the establishment of government quarters, and for its relationship with New Zealand's military heritage. The development of the University of Auckland also forms an important part of this area's history.

A Māori kainga (village) called Rangipuke was originally situated on Albert Park hill and a pā named Te Horotiu is said to have been located in what is now the north-western corner of Albert Park. From 1840, European settlement intensified and the Princes Street/Waterloo Quadrant area began to acquire a diverse range of public buildings. These included the residence of the Governor of New Zealand, destroyed by fire in 1848 and replaced in 1856 by what is now known as Old Government House. This remained the seat of governance until 1865, when the capital was moved to Wellington, and for the next century was Auckland's vice-regal residence. New Zealand's first parliament buildings were established in 1854 on Constitution Hill.

Construction of Albert Barracks, the British Army headquarters in both Auckland and New Zealand, and the largest British military fortification in the country, began in late 1846 and continued until at least 1852. The barracks were constructed to reassure the local population after the first New Zealand (Northern) War (1845-1846), at which time the settlement at Kororāreka/Russell was attacked and burnt to the ground. The garrison of some 900 troops also provided a valuable economic stimulus to the region.

Encompassing an area of more than nine hectares, or 22 acres, the completed fortification was roughly octagonal in plan. It originally enclosed a parade ground, accommodation blocks, and other buildings. The former barracks forms a significant archaeological site that extends from the area occupied by the University of Auckland down to Emily Place and Constitution Hill. The barracks featured a prominent and impressive solid bluestone basalt perimeter wall, of which only a small portion remains within the university grounds.

With the removal of the military threat and the shifting of the seat of government to Wellington, the cost of maintaining the regiments was reviewed and a decision was taken in 1870 to abandon the barracks. During 1871 and 1872 the walls and many of the barrack buildings were removed or demolished and the materials used in other constructions around the city. Fifteen acres of the land was set aside as a ground for recreation and amusement, and the remaining land was laid out as streets and sections.

The auctioning of building sites in 1875 to provide capital for the development of Albert Park led to the development of small precincts of grand merchants' villas such as those that survive along Princes Street. These elegant, substantial private homes for the city's business and professional elite began to line both Princes and Symonds Streets as the area became a focus for the construction of prestigious housing.

Covering 7.5 hectares, Albert Park was designed in a public competition in 1881. The park layout was the winning entry of architect James Slater. Tree planting began in the park in 1880, with 200 exotic specimens being donated by Sir George Grey. Other trees were also donated by prominent colonial Aucklanders and tree collector Judge Thomas Gillies. Historic trees from the earlier plantings include: a circle of English oaks (planted to commemorate the visit of the United States Navy Great White Fleet in 1908), a Queensland kauri, a ginkgo, several Moreton Bay fig trees, a Monkey Claw tree, a Blue Atlas cedar, a Himalayan cedar, an olive, two Cork oaks, several Tree of Heaven trees, a Camphor laurel (the largest and one of the oldest in the Auckland region), English elms, Canary Island palms, Chinese windmill palms, an ombu, and a row of Washingtonia palms growing beside Princes Street. Later plantings include the Cobham kauri (1962), and the Windsor oaks, which were planted in 1938 to commemorate the coronation of King George VI.

During World War II public shelters for civil defence were constructed in open lawn areas of the park, and a network of tunnels some 3.4 kilometres-long formed below its surface to provide air raid shelters for the residents and workers of the inner city. Since the late-19th century a substantial portion of the historic heritage area has been occupied by the University of Auckland, which has expanded over much of the historic barracks and former government site.

Albert Park is a nationally notable example of a Victorian public park and the oldest formal park in the Auckland region. The park consists of formal walks focused on a central fountain, flower beds and statuary. The park also includes a Gothic-style park-keepers lodge in Princes Street, added in 1882; a band rotunda; and a large number of notable historic trees including those donated by Sir George Grey.

Significant historic heritage places, buildings and structures within the Princes Street Historic Heritage Area include:

Portion of Albert Barracks Wall (1846 – 1850)

Eighty five metres of the original 1300 metre wall still remains in the grounds of University of Auckland. The Albert Barracks Wall is nationally significant as the oldest intact component of British military architecture in New Zealand. It is an important reminder of the role played by British troops in the colonisation of New Zealand and their contribution to the economy and social life of colonial Auckland, when it was capital of New Zealand. One of the Auckland region's oldest remaining stone structures, it is associated with the 1845 New Zealand Wars and Governor Grey. The wall was constructed between 1846 and 1850 to enclose nine-hectares of land that made up Albert Barracks. It was constructed using basalt quarried from Mt. Eden by newly instructed Māori stonemasons under the supervision of Major Marlow and George Graham of the Royal Engineers. The wall was largely demolished after the barracks were abandoned in 1870, with the remnant section being that part of the wall that was retained to demarcate the Old Government House property. Archaeological evidence of the barracks, wall and buildings may be found over the wider former barracks site.

Albert Park Band Rotunda (1901)

The Auckland region's oldest remaining band rotunda was constructed in 1901 to a design by James Slater, the architect who produced the plan for Albert Park. It is symbolic of the increase in leisure time that resulted from the social and economic reforms introduced by the Liberal Government from 1898, and is also symbolic of the immense popularity of brass band music in late Victorian and Edwardian Auckland. The structure incorporates a rare example of an 'onion' topped sheet metal roof, and retains its original design elements and structural integrity. The structure is still used for music recitals and is an important component of Albert Park.

Albert Park Boer War Memorial

This memorial is a notable and regionally important public memorial to troops from the Auckland region that died in the South African War of 1899 -1902. The marble memorial known as the 'Trooper Memorial' is the earliest known example of a war memorial in the Auckland region that incorporates a statue of a soldier from the New Zealand Army (Fifth New Zealand Contingent). The lion which is incorporated in the monument is symbolic of British Imperial power and Edwardian New Zealand's commitment to the British Empire.

Albert Park Queen Victoria statue (1899)

One of the Auckland region's best known public monuments, this notable statue of Queen Victoria was the first full statue of the monarch to be erected in New Zealand. Funded partly by public subscription, the bronze statue was created by notable English sculptor Francis Williamson, who was official sculptor to Queen Victoria. The statue was erected in 1897 to mark the 60th Jubilee of Queen Victoria's reign and is symbolic of New Zealand's strong links with Britain and the British Empire at that time. It was formally unveiled by Lord Ranfurly, Governor of New Zealand on 24 May 1899 to mark Queen Victoria's 80th birthday.

Albert Park Sir George Grey statue (1904)

The statue of Sir George Grey in Albert Park is one of the Auckland region's most notable public monuments, and the region's only remaining public statue of Sir George Grey, who was Governor General from 1845 to 1853, and from 1861 to 1868, and Premier of New Zealand from 1877 to 1879. The marble statue was sculpted in London by Francis Williamson, sculptor to Queen Victoria. Its plinth was crafted from Coromandel granite and Auckland scoria by local masons Traves Bros. The monument was funded by public subscription and the Liberal Government led by Richard John Seddon. Unveiled in 1904, six years after the death of Sir George Grey, the statue was originally sited within the Queen Street road reserve in a landmark position. Its position became more prominent when the Auckland Town Hall was constructed on Queen Street in 1911. The monument was relocated to Albert Park in 1922 when the Queen Street electric tram system was upgraded.

Albert Park Gate House/Lodge (1882)

Set within Albert Park on the edge of Princes Street, this is the only historic building directly in the park. The building is a Gothic Revival Bay villa, with weatherboard cladding and a shingle roof. Its design is the work of notable Auckland architect, Henry

Wade. The house was originally constructed in 1882, with a subsequent addition in 1908. It has been home to a number of park keepers and park superintendents over time, as well as home of the first city librarian, Edward Shillington. Other figures of note that lived-here include Thomas Pearson, a landscape gardener who played a significant role in the design and management of many of Auckland's early parks, including Albert Park.

Old Government House (1855 - 1856) and 1848 site

Old Government House was constructed in 1855-56 as the residence of the Governor of New Zealand, replacing an earlier Governor's residence that had burned down in 1848. The house remained as the vice-regal residence in Auckland until 1969, when it was taken over by the University of Auckland. The building and its grounds are of significance to Tangata Whenua as many prominent rangatira visited successive governors at the house and held hui there. It is one of the few remaining structures in Auckland that have a link to the period when Auckland was New Zealand's capital. The building was designed by William Mason, one of colonial New Zealand's most notable architects. The building is the largest wooden building in the Auckland region and one of the largest colonial wooden buildings remaining in New Zealand. It provides a nationally notable example of a Georgian renaissance style structure. It is associated with several historic outbuildings and an adjoining ballroom. The associated historic gate keeper's cottage also remains.

Old Government House is set within extensive grounds that contain a nationally significant group of historic trees planted under the supervision of Government gardener Thomas Cleghorn from 1841. They include two Norfolk pines (*Araucaria heterophylla*) at either end of the front lawn of Old Government House and a South African coral tree (*Erythrina caffra*) planted by Sir George Grey during his second term as Governor of NZ 1861-68. The five oldest English oaks (*Quercus robur*) in the grounds of Old Government House are the oldest oaks in the Auckland region and among the oldest in New Zealand. They were propagated by Cleghorn in 1841-42 and planted in 1844-45. Further oaks were planted by George Graham, the first Secretary to Governor Hobson in the early 1850s. The acorns for the oldest trees came from the 'Royal Oak' in Boscabel, Shropshire. Some of the later trees are said to have been propagated from acorns given to Bishop Selwyn by Queen Victoria.

Synagogue (former) (1884)

The former synagogue is the only historic building of its type in Auckland region and one of only two 19th century synagogues surviving in New Zealand. It acted as Auckland's main synagogue and focal point for the Jewish community from 1885 until 1968, and was associated with many notable Aucklanders, including civic leaders. The building was designed by notable Auckland architect Edward Bartley, and provides a regionally representative example of a synagogue designed in a mixed Romanesque and Gothic style. The interior of the building features Auckland's only known example of a barrel vaulted timber ceiling and an ornate circular ark covered by a stained glass dome. The building is one of New Zealand's oldest massed concrete buildings. A basement was used for social and educational purposes and a school annexe was added in 1914. The

building was purchased by the Auckland City Council in 1965 when the new Auckland Synagogue was built in Greys Avenue.

Princes Street Merchant Houses

The Princes Street merchant houses make up the most notable group of elite mid Victorian merchant residences in the Auckland region, alongside the related and nearby Symonds Street merchant houses. They include a row of five houses on the western side of Princes Street, and Alfred Nathan House (1882) on the eastern side of the street. The houses were built on the site of the former Albert Barracks vacated by British troops in 1870, and near to Government House.

The houses are a symbolic reminder of what was once one of Auckland's premier residential areas. The houses were built between 1876 and 1882 for Auckland's commercial and professional elite. Many were later transformed into boarding houses and then altered for use by the University of Auckland or other institutions. Five of the houses are now owned and maintained by Auckland Council.

Number 21 Princes Street 'Sonoma' was built in 1877-78 in a restrained Italianate style for successful Auckland chemist James Sharland. Following Sharland's death in 1887 the house was lived in by his brother in law Philip Philips, a former Mayor of Auckland and leader of the Auckland Jewish community.

Number 23-25 Princes Street was built in 1882 as an investment for *Auckland Star* proprietor Sir Henry Brett. In 1891, it was converted into a boarding house 'Ellesmere'. In 1929, the house was converted into flats and in 1959 into a doctor's surgery. In 1976, the building became the Auckland University Club and it is now a language school.

Number 27 Princes Street was originally built in 1880 for Thomas Whitson whose family owned the Albert Brewery. From 1883 the house was the residence of Dr C.H. Haines and it remained a doctor's residence for many years. The house was significantly modified to a design by prominent architect Roy A. Lippincott.

No. 29 was built for brewer George Johnstone in 1877-78. It was briefly a boarding house until purchased by prominent Auckland businessman Moss Davis in 1885. It was named 'Hamurana' and remained in the Davis family for many years.

Number 31 Princes Street, known as 'Park House', 'Honeyman House' and later 'Pembridge', was built in 1876 for Auckland draper John Smith. It was the home of businessman Arthur H. Nathan for many years and later the University of Auckland's Conservatorium of Music. It is a rendered brick building in ornate Italianate style.

Number 24 Princes Street, known originally as 'Wickford' was designed by John Currie for Nathan Alfred Nathan of L.D. Nathan, and leader of the Auckland Jewish community. The building remained in the Nathan family until 1932 when it became a private hospital. It was purchased by University of Auckland in 1958 to house its registry.

The Old Stables

Within the sites of the Princes Street merchant houses are historic plantings, and one house includes an historic stables. The Old Stables building dates from the 19th century. It was renovated in the late 20th century and is currently used as a building for exhibitions. The stables are a rare and well-preserved example of domestic stables in

central Auckland. The stables are the only known building of this type to survive in the area. Employing polychrome brickwork, the stables was designed in a sufficiently ornate manner to reinforce perceptions about the taste and prosperity of its owner. Changes to the stables in the early 1900s reflected the decline of horsepower and the advent of motorised transport. Part of the building had been converted into a garage by 1923, at which time the structure was also modified to create x-ray and consulting rooms associated with the medical use of the primary building on site. The building continued to be used as part of the medical facility until at least the 1950s. In the early 1970s, the 1923 addition to the stables was removed.

St Andrew's Presbyterian Church (1847- 1850)

St Andrew's is the oldest surviving church in Auckland, having been erected in 1847-1850. It was built in a prestigious location, close to the colonial governor's residence in an elevated part of the early town. Associated from the outset with the principles of the Free Church of Scotland, the building was constructed to a simple rectangular design. It was built using local basalt and Mahurangi 'mudstone', overseen by the architect Walter Robertson. Its appearance contrasts with Anglican and Catholic churches of the day, and reflects the Scottish origins of its congregation. Early attendees formed an influential part of Auckland society, and sat in rows of pews that were rented out according to social rank. Governor Grey and the minister's family were allocated seats on either side of the pulpit, while soldiers from the local garrison occupied rows in the centre.

St Andrew's was transformed in the early 1880s, reflecting its role as the mother church of Presbyterianism in the region, as well as the prosperity of the local Presbyterian community. Major additions included a prominent front portico and offset tower, executed in a Greek revival style, which vied with the nearby Supreme Court and Old Government House for architectural splendour. Internally an organ gallery was erected, contrasting with the practice of some other Presbyterian congregations, who preferred not to employ musical instruments. Stained glass windows and stencilled decoration were also introduced at around the turn of the century, though carefully excluding explicit Christian iconography. A steady decline in the residential nature of the parish nearly led to the closure of the church in the 1930s, and more recent alterations have been few. The parish having successfully revived, the building remains in regular use by the Presbyterian faith and is remarkable for having been used continuously for religious worship since its foundation.

St Andrew's Church is of national significance as the earliest remaining Presbyterian church in New Zealand, and as the oldest intact stone church of any denomination in the country. It is internationally important for its early links with the Free Church of Scotland, which had been founded in Scotland only shortly before, in 1843. The building has high spiritual value as a place of worship for more than 150 years, and as the mother church for Presbyterianism in northern New Zealand. It is valuable as one of Auckland's earliest surviving buildings, with connections to important personalities in the history of New Zealand and Auckland Province. The structure demonstrates the development of pioneer stonemasonry, as well as the Scottish roots of many early settlers in the region. It retains an unusually intact 19th century interior, whose layout and appearance contribute to an understanding of religious and social history in both the early and later colonial periods.

The oldest parts of the building form an important example of the architectural work of Walter Robertson, an early Auckland architect, while the tower and portico are among the most impressive commissions carried out by Matthew Henderson. The church has considerable aesthetic and landmark qualities.

Supreme Court (former)/High Court (1865 - 1868)

The former Supreme Court (now High Court) is a powerful example of Gothic Revival architecture, and was one of the most impressive buildings in New Zealand when built. It was constructed in 1865-1868 under the direction of Edward Rumsey, a British-born architect who had trained under Gilbert Scott. The two-storey brick and stone building replaced an earlier courthouse in the commercial sector of colonial Auckland, which had been built of kauri timber. The new structure was erected in a more elevated and prominent position, prestigiously located alongside the now-demolished Provincial Council building and the Old Government House. This occurred at a time of uncertainty about Auckland's future, soon after the colonial capital had been moved to Wellington, and while the British Army troops at nearby Albert Barracks were being withdrawn.

The courthouse was one of the earliest large-scale construction projects in the town, being proclaimed at the time to be the first public building of durable materials erected in Auckland Province. A distinctive Gothic Revival style was employed for its exterior, including a crenelated central tower and pointed-arch arcading. This style was extended to its internal features, contrasting strongly with the classical appearance of earlier structures nearby, including St Andrews Presbyterian Church and Old Government House. Gothic Revival was frequently used in larger judicial buildings during the later colonial period alluding, in part, to the longevity and power of the British judicial system through the use of medieval imagery. Extensive carvings by Anton Teutenberg on the main facades of the Auckland courthouse reinforce such notions of authority, with naturalistic depictions of British royalty, local dignitaries, and Māori leaders, such as the Ngāpuhi chief, Hone Heke (d.1850). The building was extended in 1935-1936, and extensively renovated in 1988 when part of the original structure was removed to accommodate new facilities. The interior retains its original courtroom, including its timber panelling and gallery.

The former Supreme Court is nationally significant as an early public building of Gothic Revival style, unusual in its scale and level of decoration in 1860s New Zealand. It graphically demonstrates the growing power of the state and legal system on a national level, as well as the local importance placed on law and order as Auckland was undergoing transformation soon after the third New Zealand (or Waikato) War (1863-1864). The building is notable for its almost continuous use as a courthouse and has been closely linked to legal cases of national and international importance. These have included the earliest trial in New Zealand to involve fingerprint evidence, and the trial of those accused of sinking the 'Rainbow Warrior' in 1985. The building reveals much about 19th century life through its appearance and layout, including attitudes to justice, the organisation of legal affairs, and relationships between the public and the state. The preserved interiors also demonstrate prevailing fashions for decor and 19th century craft techniques. The Teutenberg carvings have high aesthetic appeal, and form a significant

group of early colonial sculptures. The significance of the building is enhanced by its imposing landmark qualities.

Courtville (1912)

The Courtville building, on the corner of Waterloo Quadrant and Parliament Street, is a very early high-rise block of flats, which originally had 15 self-contained flats. It was built for private developers Mr Ernest Potter and William Stanton by James (later Sir James) Fletcher and was one of his early ventures in Auckland. Courtville is a very fine early example of inner city rental accommodation. It demonstrates a very sophisticated architectural statement with restrained use of ornate detail and a very unusual and innovative plan. The wide eaves and geometrically designed corbels show the influence of the architecture of Louis Sullivan and Frank Lloyd Wright of the Chicago School, while the corner treatment and dome is similar to the Dilworth Building in Queens Street and can be linked back to the architecture of Edwin Lutyens. It is a key building in the townscape with its splayed corner entrance and dome, which gives the intersection of Waterloo Quadrant and Parliament Street considerable emphasis. It is visually the most striking of the Courtville buildings and is of similar style to all of these. The building has provided comfortable inner city rental accommodation for hundreds of Aucklanders over the years, accumulating considerable social historical significance in the process.

Old Arts Block (1923-1926)

The building is one of the regions, and New Zealand's, most notable and elegant architectural landmarks. It features two wings, an adjoining student union block, and a central 'ivory tower' that is symbolic of higher educational achievement. The building was designed by the notable Australian architectural partnership of Lippincott and Bilson. It was built in 1923-26 by notable New Zealand civil engineering and construction firm Fletcher Construction Ltd., using Oamaru stone. It was opened in 1926 by then Governor General of New Zealand Sir Charles Fergusson, assisted by Sir George Fowlds CBE, who was Chairman of the University College Council at the time. The masonry of the entranceway building incorporates a notable example of the use of New Zealand ecological elements, including native plants and birds, and Art Nouveau motifs. The building includes regionally-notable mosaic tile work and internal staircases. It was fully renovated in the early 1990s and is still used for University of Auckland purposes.

The Northern Club (1867)

The Northern Club was built on the site of the earlier Royal Hotel. It was intended to be a hotel but was leased to the British Imperial Government as quarters for officers stationed at Albert Barracks until purchased by a gentlemen's club (The Northern Club) in 1869. The original building was designed by notable colonial architect Edward Mahoney, and was extended by notable Auckland architects Reader Wood and Edward Rumsey in 1884 to include a new dining room and 15 additional bedrooms. The Northern Club is a regionally notable and representative example of a large commercial building dating from the 1860s. It is the Auckland region's oldest private club and has been at the centre of the social life of Auckland's male elite for 150 years. It has been associated with numerous notable Aucklanders and has hosted members of the Royal Family. The building's exterior provides a regionally notable and representative example of a design inspired by the Italian palazzo style. The top storey features one of the region's finest

examples of an entablature, and parapet. The building is an inner city landmark and an important component of the regionally significant Princes Street Historic Heritage Area. The building continues to operate as a private club, with women having been admitted from 1990. Its exterior is in original condition and its interior retains many original design features.

Emily Place Reserve and Churton Memorial

This park is the site of an early church and today contains historic trees and the Churton Memorial with this second iteration built in 1908-1909 in memory of Reverend J.F. Churton, the first vicar of St Paul's Anglican Church. The obelisk, base and steps of the memorial are constructed of Coromandel granite, with an inscribed slate tablet and brass plaque. It has been a public monument for over 100 years, marking the site of the first Anglican Church in colonial Auckland.

Cottage

This cottage on Bankside Street is a rare early cottage remaining in the central city. It is an early concrete residence of hydraulic lime concrete, this being the same material in the design of part of the original Jewish Synagogue nearby. The cottage has aesthetic significance for the simplicity of its design and for the visual interest and contrast it provides in relation to the modern multi-storey buildings that surround it.

Constitution Hill

Constitution Hill forms a significant 19th century landscape as part of the historic heritage area, including trees, landscaping, and the historic road that connected the government precinct to Parnell. The former Te Reuroa Pā is situated in the vicinity of this area.

Auckland Art Gallery (1885 - 1888)

Situated on a rising corner site at the junction of Wellesley and Kitchener Streets and below the hilltop of Albert Park, the Auckland Art Gallery, Toi o Tāmaki, was the first permanent art gallery in New Zealand. Constructed between 1885 and 1888, the Auckland Art Gallery was designed by Melbourne architects John H. Grainger and Charles A. D'Ebro. They were the winners of the Auckland City Council competition for a library building in 1884. For many years, the building had multiple functions as civic offices, a public library, and an art gallery.

The style of the building is 'Early French Renaissance', or 'French Chateau style'. Situated on a 120 degree corner site, the building is constructed of brick and plaster over three storeys and with an attic in the steep pitched roofs. There is a curved section which links the building and creates interest with an ogee-roofed tower. Alongside this curved section is the six storey clock tower. The corner tower houses a Palladian styled stairway and the former reference room of the library, which has a superb gallery supported on cast iron columns and protected by cast iron balustrades.

The harmonious proportioning of the building derives from the massing of parts and the sense of movement generated by alternating projecting and recessed frontages. The projecting bays have pavilion roofs with dormer windows, highlighted with console brackets and pediments. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments.

The collections housed by the gallery include major holdings of New Zealand historic, modern and contemporary art, and works by Māori and Pacific Island artists. Additionally, there are European painting, sculpture and print collections, ranging in date from 1376 to the present day.

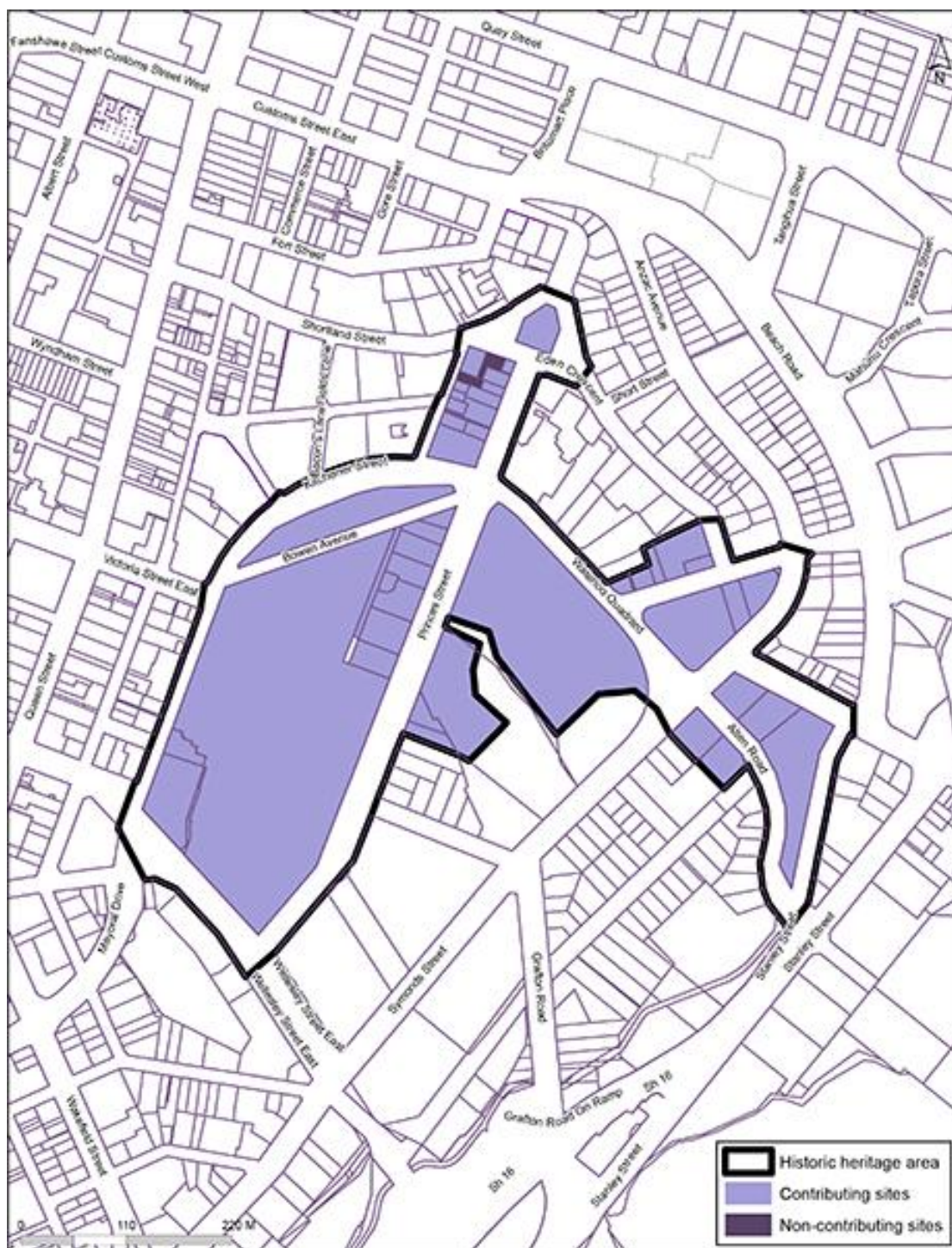
The Auckland Art Gallery was remodelled between 1969 and 1971 with the addition of the Edmiston Wing. At this time, the library was transferred to a new building and the gallery gained sole occupancy. Former uses of the building are as Civic facilities, for recreation both as an art gallery and library, and use as a Council/Local Government building.

In 2008 the Auckland City Council approved an extension, and alteration and renovation of the building.

Summary

The Princes Street Historic Heritage Area is characterised by a significant concentration and continuity of sites, buildings, structures, objects, and landscape features centred on Albert Park, one of Auckland's most significant 19th century recreational landscapes. The area has multiple and layered significance for its historical, social, mana whenua, aesthetic, knowledge, technological, and physical attributes values. The northern part of the Symonds Street ridge incorporates places of significance to Maori and was the epicentre of British administrative and military power in early New Zealand. Large parts of the area have archaeological value as part of the Albert Barracks site - the largest military barracks in colonial New Zealand. The Princes Street Historic Heritage Area is of exceptional overall historic heritage value. Many of the buildings, objects and features are individually included in the Schedule of Historic Heritage ([Schedule 14.1](#)) and/or the New Zealand Heritage List/ Rārangī Kōrero, and the area includes numerous scheduled individual and groups of notable trees.

Map 14.2.10.1 Historic Heritage Area: Princes Street



Schedule 14.2.11 Renall Street Historic Heritage Area ([Schedule 14.1](#) ID 02512)

Statement of significance

The area includes a narrow street of original housing dating predominantly from the late 1860s, but also includes housing up to the early 20th century. It is a scarce remnant of Auckland's 19th century artisan housing and buildings, and its character is evocative of the humble streets of small-scale houses of that period. In addition to being within a historic heritage area, the houses in the historic heritage area are also scheduled as individual historic heritage places (refer to [Schedule 14.1](#)).

The area includes the stuccoed-brick Foresters' Hall, which was built soon after 1900 at 5 Renall Street. There are only a few houses from later periods within the historic heritage area, such as the California bungalows at 3 and 22 Renall Street. They retain the characteristics of that style and the simplified forms inherent from the era they were built. There have been modifications made to the building at 2 Renall Street but these modifications have come to form part of the historic fabric of the place.

Jeremiah Moloney bought parts of the land and laid out Renall Street. The street was set out in 1865 with a reserve width of only half a chain (ten metres). The street was named after Alfred William Renall, who was a Member of Parliament from 1858 to 1873. The narrowness of the street (at 33 feet) and of the sections is significant to the qualities of the place, with minimal distance between each property and building. The typical narrow lots of 7-8 perches (180-200m²) have survived to this day. The houses sit tightly together with minimal side yards, so that they are orientated entirely to the front and rear. The lots are shallow, and the houses sit well forward with little or no front yard. Planting is small scale and delicate. Only a narrow footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. The ambience, at both the front and rear of the houses and buildings, is very compact, close-spaced, with tight density.

The qualities of the street are also derived from the steepness, the bend in the middle, and views of the harbour and to Freeman's Bay over the roof tops. The steep gradient and curve of the street allow the physical attributes of the housing to be appreciated more fully than in a straight level street. Because of this topography, each building plays a role in the visual composition of the streetscape. There is a feeling not only of enclosure but also of distance, due to the gradient of the street providing views of the harbour.

The street is aligned east-west, and the houses on the north side are single storied while those on the south side are mainly two-storied. This allows the latter properties to receive maximum sunlight.

The houses were built predominantly in the 1870s and 1880s, and remain largely unmodified. The oldest homes, located at 6 Renall Street and 8 Renall Street, date from the late 1860s. The houses are essentially simple in form and aligned square to the site boundaries. They are clad in weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent. They have sash windows, with generally no bay. Timber

ornamentation is generally simple and low key. Windows are predominantly double-hung. Door panels are Victorian. Low picket fences, in various designs, predominate.

The simple form of the buildings under a simple roof, with no roof additions or dormers has been retained. The intactness of the roof forms is a significant feature of Renall Street. Generally, there are no additions to the sides of the houses since the street has been subject to heritage management since 1973.

The street has been made one-way, and car parking is predominantly on-street. The side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In consequence, the front yards have largely retained their original character. Traditionally garages and carports were not part of the properties and there is generally limited ability for on-site parking structures. Several properties now have parking pads or carports and a few have garaging under the main house form. Appropriate scale, detail and location are important for any garaging proposed.

In the design of the house facade and treatment of the shallow front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added. Bluestone kerbing remains a feature.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation. Within the finances of the family, it was their grand statement. The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Additions were traditionally added to the rear. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.11.1 Historic Heritage Area: Renall Street



Schedule 14.2.12 Karangahape Road Historic Heritage Area ([Schedule 14.1 ID 02739](#))

Statement of significance

The Karangahape Road Historic Heritage Area has significance for its historical association with the commercial and residential development of Auckland, from the time of the city's colonial establishment through to the mid-20th century. The area retains considerable significance due to the predominance of Victorian and Edwardian-era buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby, and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connections with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic Heritage Area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end. Included within this area are the buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and Interwar-period commercial buildings. The buildings are generally two- to three-storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20th century and reflect the core pattern of development for Karangahape Road. Along the associated side-streets there are more modest early and mid-20th century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

There has been redevelopment along the road and in its surrounding area, resulting in the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in the historic heritage area, but have been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the historical integrity of the street. The retention and

Schedule 14.2.14 Winstone Model Homes Historic Heritage Area

Historic Heritage Area (Schedule ID 02832)

Statement of significance

The Winstone Model Homes Historic Heritage Area is significant as an important group of houses constructed by Winstone Limited to showcase their line of locally manufactured building materials. The ten houses in this area were designed in the Arts and Crafts and English Cottage style and feature the Steeltex stucco cladding system. The area also demonstrates a cohesive context, including original lot sizes, open front gardens, and lack of infill development. The houses are part of the Royal Estate subdivision, one of the many housing developments undertaken by the Winstone family during the 1920s and 1930s.

The Winstone Model Homes Historic Heritage Area is situated at 26-42 (even numbers) Eldon Road and 41 and 43 Cambourne Road, in adjacent suburbs Balmoral and Sandringham, approximately five kilometres south of the Auckland Central Business District. The area features bluestone kerbing, street trees, footpaths and grass verges, all of which contribute to its suburban amenity and aesthetic.

The Winstone houses were built between 1933 and 1938 as part of the Royal Estate, a Depression-era housing subdivision initiated by Auckland building merchant company Winstone Limited. Despite the poor drainage associated with this land due to its proximity to Cabbage Tree Swamp, the Royal Estate was well-placed to take advantage of the existing tram service and established shops in nearby Dominion Road.

The Winstone family were active in suburban subdivision in Mt Roskill, Mt Eden, Epsom and Grey Lynn during the 1920s and 1930s. In addition to meeting a perceived need for affordable housing during the Depression, their interest in housing developments was also intended to showcase Winstone Limited's innovative building products, particularly their stucco lathing system "Steeltex". The Steeltex stucco cladding system represents an important innovation in construction in New Zealand. Not only does the construction technique respond directly to the 1935 New Zealand Standard Model Building By-Law, issued following the Napier earthquake, it also served as a solution to waning native timber stocks and high house construction prices.

Nine of the ten houses in this historic heritage area were constructed using the Steeltex system and still feature their original stucco cladding today, demonstrating the longevity of this construction technique. In addition to their shared construction materials and techniques, the Winstone houses were also designed using the same architectural language (the show home at 38 Eldon Road was designed by architect Basil Hooper). The houses are all essentially small, one-storey bungalows with Arts and Crafts and/or English Cottage style features. The Winstone houses are characterised by asymmetry of both their design and form and also a number of other features including: timber or steel joinery in a variety of shapes, sizes and placements; gable and/or hipped roof forms clad with Marseilles tiles; a small porch or entry portico; sparing use of plain or pigmented plastered detailing, especially around windows, doors or on chimneys; and chimneys (both stuccoed and un-stuccoed) that feature prominently in the design and help balance the asymmetry.

The context or setting of the Winstone houses is equally important to their collective value. The Arts and Crafts and English Cottage aesthetics were as much about the house as the spacious and well-vegetated setting. The large front gardens of the Winstone houses are generally landscaped with low plantings and trees, sometimes in a formal English garden style (house setback is quite varied, ranging from five meters to 15.5 meters, with an average of ten meters). All ten houses have a formed path leading to the front door and some have provision for parking (a parking pad or driveway) in front or alongside the house. None of the houses have garaging or carports either in front or in the side yards, except 38 and 42 Eldon Road. If provided, garaging is generally located behind the houses, in the rear yard. Front boundary treatments in this area are varied, including stucco walls, picket fences and hedges – but are universally low in height. Boundary treatments to the side and rear are generally less formal, and feature either a timber fence or mature vegetation.

The historic subdivision pattern in this area is intact; none of the land parcels have been subdivided. Site sizes in this area range from 500-650m², and all ten houses are located on the full extent of their original site, though the houses near the corner do extend across an original parcel boundary through the middle of their sites.

Number 32 Eldon Road is a weatherboard house, likely dating from the 1950s. While this is a replacement building (and a non-contributor to the historic heritage area), it follows the original subdivision pattern and average setback of the neighbouring Winstone houses. There is no infill housing in this area. Some minor development has taken place at the rear of most of the houses, such as extensions, decks, garaging, sheds, and/or pools.

Map 14.2.14.1 Historic Heritage Area: Winstone Model Homes



Schedule 14.2.16 Point Chevalier Shops Historic Heritage Area Historic Heritage Area (Schedule ID 02834)

Statement of significance

The Point Chevalier Shops Historic Heritage Area is significant because it illustrates the historical development of Point Chevalier as both a suburb and a destination for recreation. The shops on Point Chevalier Road were constructed during the Inter-war period, when the suburb was amalgamated into Auckland City and the first tram lines were laid. The shop locations are closely linked to the development of the tram and associated tram stops, providing a clear illustration of the development of the suburb. The shops also reflect the development of suburban shops, demonstrating the way residential uses were combined with retail. Collectively, the shops and their associated residences have considerable coherence and contribute to the sense of place of Point Chevalier.

The area is a non-contiguous group of ten local and corner shops along Point Chevalier Road. The area is located in the suburb of Point Chevalier, approximately 5.5 kilometres west of the Auckland Central Business District. Point Chevalier Road generally runs northwest as far as Raymond Street, then turns and continues generally northeast until it reaches Coyle Park at the end of the peninsula. Blue stone kerbing and footpaths extend along most of the road, and these characteristics contribute to its urban amenity and aesthetic.

The Point Chevalier shops include both one- and two-storey buildings constructed of plastered brick or timber in an Inter-war Stripped Classical style. The shops are characterised by parapets and suspended verandahs; some have recessed entries surrounded by large plate glass display windows. Some buildings feature the following elements: a shaped parapet, original timber or steel joinery, leadlight glazing above transoms, and/or Stripped Classical plaster detailing. Where shopfronts from the period of significance are intact, their design and materials should be retained.

Most of the shops in this historic heritage area were originally constructed to accommodate both commercial and residential uses, with a clear physical distinction between these uses that is still legible today. The residential component of each building is generally located to the rear or side of the shop, often takes on a more domestic form and style and, in particular, references the bungalow architectural language. These portions of each building are characterised by weatherboard or plastered brick cladding; a shallow-pitched hipped, gabled or mono-pitch roof; exposed rafters; casement and/or bay windows; and chimneys with simple caps. These residential components are an important part of the suburban shop building type, and should be retained.

The context of the Point Chevalier shops is predominantly residential, and reflects a way of life that was once common, when people shopped every day and relied on neighbourhood outlets within walking distance. In contrast to their residential neighbours, the shops are all built to the front boundary of the property, with no set back, and with a verandah extending over the adjacent footpath. They have no front boundary treatment, though most have a timber fence or hedge along the side and/or rear yards. Most of the shops have some

landscaping in the rear yard, which is associated with the residential component of the building.

The historic subdivision pattern is generally intact. Site sizes range from 420-1200m², and all ten buildings are located on the full extent of their original site. None of the land parcels have been formally subdivided, though several are cross-leased, with infill development in the rear yard. Other development has taken place in the rear yard, including extensions to the original houses or shops, and garages and/or sheds; these are not usually significant in terms of their historic heritage values, and have been identified as exclusions.

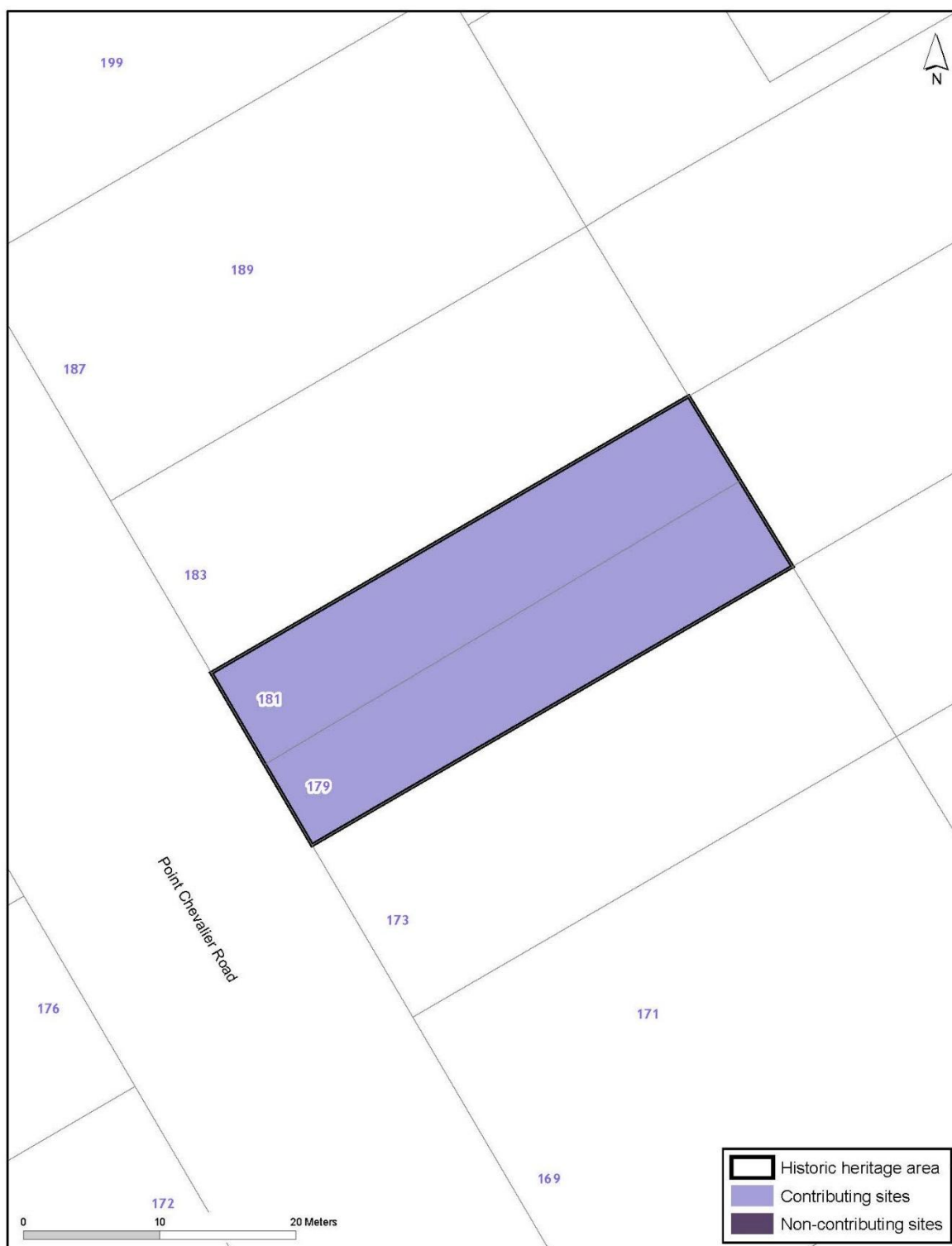
Map 14.2.16.1 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.2 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.3 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



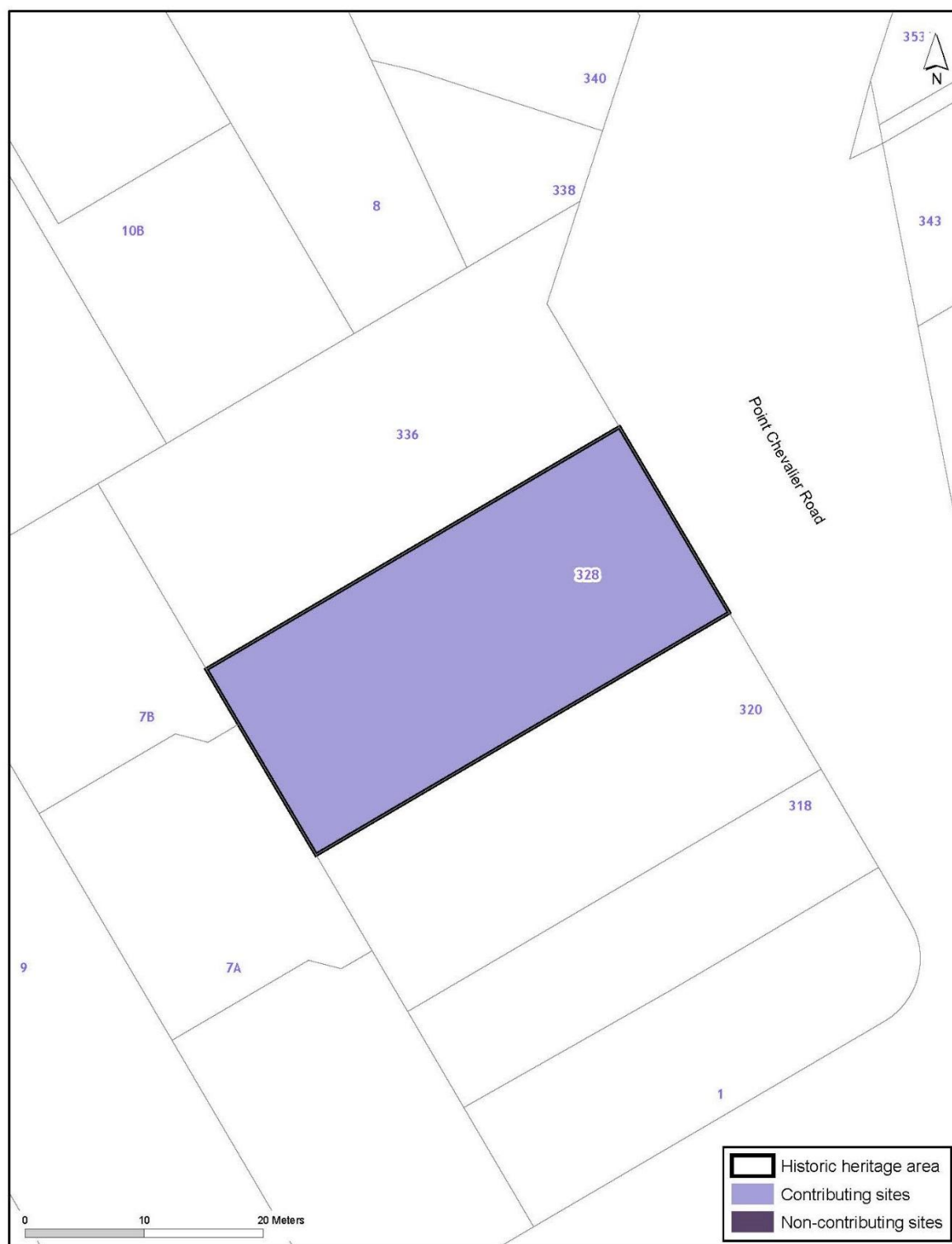
Map 14.2.16.4 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.5 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.6 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.7 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.8 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.9 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Schedule 14.2.17 Upland Village Historic Heritage Area (Schedule ID 02841)

Statement of significance

Upland Village HHA is a small retail hub located within Remuera, one of Auckland's oldest and most affluent residential suburbs. Established around the crossroads of Remuera, Upland and Minto Roads within the eastern portion of the suburb, the area represents one of Auckland's most intact small-scale shopping centres principally established during the interwar era.

Upland Village's first and most important phase of development occurred between 1915 and 1938, a 23-year period of significance that captures its commercial origins following the extension of the eastern tramline to Upland Road, its most prolific period of construction during the 1920s, and the erection of its last building in the late-1930s.

Prior to the commencement of Upland Village's commercial development, the area was predominantly rural with a small number of residences located on and near the land now occupied by the shopping centre. The gradual subdivision of allotments and larger lots into smaller (albeit irregular) sections during the early decades of the twentieth century resulted in an underlying layout and building arrangement that remains legible today.

The establishment of the centre was closely linked to the arrival of the electric tramline to Upland Road in 1913, which encouraged residential expansion and prompted the establishment of shops and services to support the growing local community. Following the formation of the first two buildings on the corners of Remuera and Minto roads in 1915 and 1917, Upland Village's development occurred swiftly and simultaneously on both sides of Remuera Road. By the end of the 1920s, the majority of the area was built out with blocks of residential shops and lock-ups. This was followed by the construction of two additional buildings in the 1930s.

Upland Village is a well-defined commercial core that adopts a traditional, but small, main street configuration. It maintains a relatively dense development pattern produced by the positioning of the structures of the street edge, with only minor variation in rhythm and setback. Its strong collection of commercial buildings define the area and illustrate the eastern expansion of the Remuera district during the early decades of the twentieth century. The majority of the buildings were established as 'residential shops', offering a range of services on the ground floor that developed to meet the needs of the growing community and with living quarters on the first floor. Other building types included a service station and substation.

The architecture, scale and construction of development within Upland Village provide a strong sense of cohesion, continuity and permanence, and collectively reflect the area's first phase of development. Designed in styles associated with the interwar period, the most prevalent being the Stripped Classical and Spanish Mission styles, the buildings generally represent a more modest interpretation of the designs adopted for larger commercial buildings in urban centres. Notable examples within the area include the block of structures on the northern side of Remuera Road (586-608 Remuera Road). Several buildings were designed by local architects, including E. Rupert Morton, Frederick A. Browne, H. S. James and E. T. Hawkes.

The buildings are predominantly of two-storey construction, interspersed with a small number of single-storey structures. They generally take the form of terraced shops, with an almost continuous line of ground-floor verandahs suspended from the principal elevations. The predominant building material is brick and/or concrete, with finishes that include painted render, painted or exposed brick, and stucco. Rear elevations, visible from the access lanes behind the shops, are generally of exposed brick. Roofs are mainly clad with corrugated

metal, with some examples of clay tiles. Traditional shop fronts have given way to modern timber or aluminium replacements, while first floor fenestration appears to remain largely unchanged and comprise timber casements and sash windows. The scale and extent of signage varies across the area. With the exception of one site (561 Remuera Road), only minor changes appear to have occurred to the rear of the buildings.

Upland Village is considered an area of local historic heritage significance. It has historical value for reflecting important development patterns and representative aspects of Auckland's transport and commercial history during the interwar period – a time of marked advancement in the locality and region. Established following the advent of the electric tram at Upland Road in 1913, the area has value for its intimate association with the expansion of Auckland's electric tram network and for reflecting the progressive eastward development of the Remuera suburb during the early decades of the twentieth century. It is particularly significant as the only known interwar shopping centre in the isthmus to develop in direct response to the arrival of the electric tram and location of its terminus, and notably exists as one of the most intact examples of commercial development in Auckland's eastern suburbs associated with this important theme.

The swift growth of Upland Village is apparent in its group of buildings that collectively reflect the construction boom of the interwar period and the composition of small-scale commercial centres during that time. The area has physical attributes value as a notable representative example of a traditional small-scale shopping centre, which developed swiftly and compactly during this time in Auckland. Its largely intact group of masonry buildings are of particular value for their strong sense of cohesion and continuity, and for modestly reflecting architectural styles and trends in commercial interwar architecture. Although the buildings within Upland Village have experienced change over time, most noticeably to their shop fronts, the overall integrity of their historic form, features and fabric remains.

Creating a definable geographical area that can be distinguished from its residential surroundings, Upland Village has context value for its individual components that when taken together form a historic townscape that is notable for its unified built form and strong associations with a key period in Remuera's history. Its uninterrupted blocks of buildings collectively contribute to the area's sense of place and legibility as an intact retail hub in the locality and as one of only a small number of authentic interwar centres in Auckland.

In comparing Upland Village with other traditional town centres and smaller retail hubs within Auckland, similarities in location, historical development and physical qualities are apparent in some cases. Despite its establishment as a secondary commercial centre within the suburb of Remuera, rather than the principal town centre, Upland Village appears to be no less expressive of Auckland's important period of commercial development during the 1920s and 1930s. It also represents a notable representative example of a small-scale commercial centre in the isthmus. Whilst Upland Village is one many commercial centres associated with Auckland's electric tram network, it is the only known example to develop as a direct result of the tramline extension and exists as one of the most intact examples along its former eastern route. In the Remuera context, Upland Village represents a strong group of commercial buildings that reflect the swift development that occurred during a period of pronounced growth and prosperity in the locality.

Map 14.2.17.1 Historic Heritage Area: Upland Village



Schedule 14.2.18 Pūhoi Township Historic Heritage Area (Schedule 14.1 ID 02849)

Statement of significance

Located in a valley on the banks of Pūhoi River, the Pūhoi township was established in 1863 by German-speaking Bohemian immigrants from the Staab region of the present-day Czech Republic. The town was established as a “special settlement” under the terms of the 1858 Auckland Waste Lands Act, through which the province offered prospective European immigrants free 40-acre blocks, disposing of unsold “waste land” it had acquired from Māori through Crown pre-emption.

The Pūhoi township has outstanding historical value as an intact 19th century “special settlement”, representing a phase in the history of New Zealand when there was considerable effort to change the environment and make-up of the population to be a colony of the British Empire. The township also has significance as one of few settlements established by non-English-speaking settlers from mainland Europe through the Auckland Waste Lands Act (1858) legislation. The great majority were from England, Scotland and Ireland. Indeed, the Pūhoi township was the first Bohemian settlement in New Zealand, and the only one in the Auckland region (one other, smaller, settlement being set up in Ohaupo in Waikato in the 1860s).

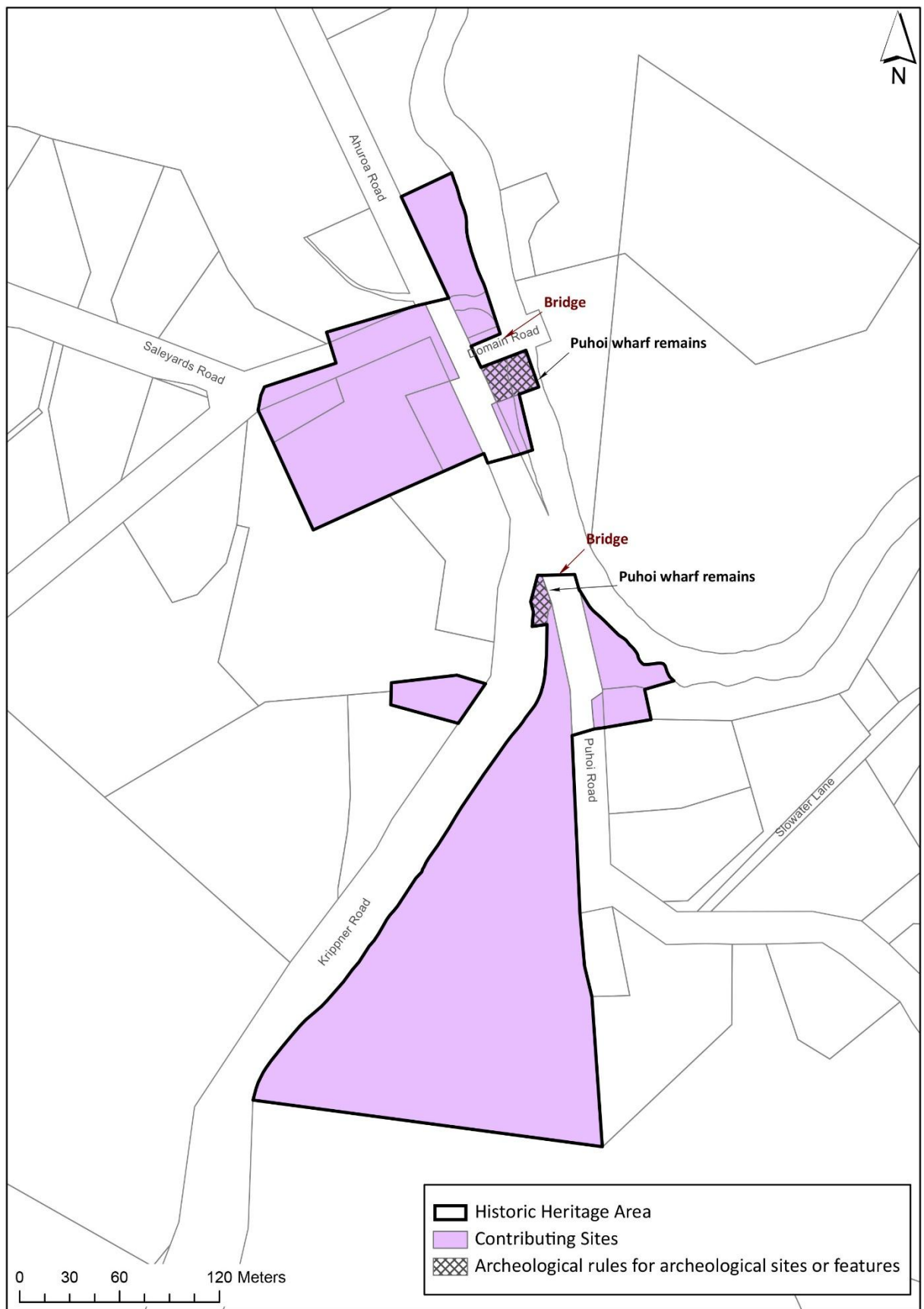
The Pūhoi township began to flourish in the 1870s and civic, religious and commercial buildings were built, many of which still exist today. By the early- to mid-20th century the settlement included a church (1881) (including a 1906 presbytery, a 1922 convent school, and a 1923 convent), stables (1883), workers residences (1886 and 1901), a community hall (1900), a hotel (1901), a library (1913), a wharf shed (1924), and a general store (1939). All of these buildings still exist. Other buildings and structures were also built but no longer remain today. However, sites and remnants are still apparent in the township, including the remnants of the 1877 wharf and Pūhoi Road bridge (late 19th century), as well as the (now vacant) sites of the landing spot and first buildings of the settlement (1863), the Schischka boarding house and store (built 1876), the blacksmith premises (1880s), and the first presbytery (1880). The Pūhoi township has considerable context value as a well-preserved example of a colonial New Zealand town dating from the second half of the 19th century, and indeed one of the most distinct and discernible “special settlements” established in the 1860s.

The Pūhoi township is generally characterised by ribbon development along the main roads. The Pūhoi township has a strong rural village character, with buildings located in varied positions and orientations, generally facing the main road. The Pūhoi River is an important and prominent feature, running adjacent to Pūhoi/Ahuroa Road from the bend in Ahuroa Road in the north to close to the intersection between Pūhoi Road and Krippner Road in the south. Two tributary channels from the Pūhoi River are located west of the river under the main road. On the eastern side of Pūhoi Road is reserve (grassed) land, the location of many early buildings (but no longer extant) and memorials to the Bohemian settlers. As a whole, the Pūhoi township has considerable aesthetic value as a picturesque rural settlement, of 19th century origin. Its collection of late-19th to early-20th century buildings and structures, together with trees and the rural and river backdrop, provides strong visual appeal.

Pūhoi township's collection of buildings from its key period of development (1863-1939) has considerable physical attributes value. Most of the buildings have had minor additions and alterations, but these do not substantially affect their physical attribute values. Two of the historical buildings particularly stand out as local landmarks due to their height and picturesque appearance: the Church of St Peter and St Paul – on the northern end of the township – and the Pūhoi Hotel – at the southern end of the township. All the historical buildings are constructed in timber with metal roofs, with the exception of the concrete and plaster Pūhoi Library and the Pūhoi Store. The buildings are generally in a simple vernacular style, similar to other late 19th and early 20th century buildings of their type. However, the Church of St Peter and St Paul – designed by the early notable Auckland architect James Wrigley – and the convent school (1922) and convent (1923) – designed by well-known Auckland architect Thomas Mahoney – stand out as architecturally-designed buildings.

Pūhoi has considerable social value and is held in high esteem by the descendants of the Bohemian settlers of the 1860s and 1870s. Jubilee celebrations commemorating the arrival of the first settlers in 1863 were, and continue to be held, through the 20th and 21st centuries, drawing large crowds. Memorials were made to mark occasions, including the Pūhoi Pioneers Memorial Park (1938 – 75th anniversary), the memorial gate to the park (1953 – 90th anniversary), a Wayside Shrine on Pūhoi Road (1953 – 90th anniversary), the Pūhoi landing stone (1988 – 125th anniversary), and a time capsule in the landing reserve (2013 – 150th anniversary).

Map 14.2.18.1 Historic Heritage Area: Pūhoi Township



Schedule 14.2.20 Parkfield Terrace Historic Heritage Area (Schedule 14.1 ID 02851)

Statement of significance

Parkfield Terrace has significance for illustrating the last phase of residential subdivision and development in Grafton. While the surrounding land had been subdivided beginning in the 1860s, the subject area remained in use as the Bennett and Green Ltd plant nursery until 1911. Parkfield Terrace is now one of the few remaining areas of suburban residential development in the area, following the demolition of much of the housing stock for the construction of State Highway 1. This residential subdivision helps define Grafton as a suburb and demonstrates a historic pattern of development that was once common in the city fringe, but is becoming increasingly rare.

The area is a contiguous grouping of 22 houses along Parkfield Terrace, which is located in the suburb of Grafton, approximately 600m from the edge of the Auckland Central Business District. Parkfield Terrace is a cul-de-sac road extending from Khyber Pass and connecting to Carlton Gore Road via a pedestrian walkway. Bluestone kerbing, footpaths and mature plane trees extend along the road, and these characteristics contribute to its historical value, urban amenity and aesthetic.

The residences included in Parkfield Terrace are one- or one-and-a-half storey timber houses in styles that were popular during the early years of the 20th century, including villas, transitional villas and bungalows. In particular, the area includes good examples of smaller types of these styles, including bungalow cottages and centre-bay villas. Collectively, the area has exceptional consistency in terms of its scale, fabric, massing, rhythm of development, setback and subdivision pattern. The area is almost entirely as built, with only one of the original houses missing (due to being destroyed by a fire). Generally, houses retain a high degree of physical integrity and have had few significant modifications.

The historic subdivision pattern is intact. Lot sizes are small - ranging from 215m²-330m² - as their size was constrained by surrounding development. All houses in the area are located on the full extent of their original site, and none of the land parcels have been formally subdivided. Minor development has taken place in the side and rear yards of sites where the narrow side and rear yards permit. This type of development usually amounts to a small extension to, or replacement of, the original lean-to and a garage or shed.

Houses are built close to the front property boundaries with a small setback of around 1.5-2m. The visual appeal of the houses is enhanced by low timber, brick or stone fencing (usually around 1m), which ensures houses are open to the street. Some houses have small gardens or other plantings in front, which combine with the mature street trees to give the area a strong sense of place.

The context of Parkfield Terrace is that of an urban residential subdivision, close to the City Centre and the amenities in Karangahape Road and Newmarket. This location contextualises the area as a city fringe subdivision, developed with a reliance on public, rather than private, transport.

Map 14.2.20.1 Historic Heritage Area: Parkfield Terrace



Schedule 14.2.21 Jervois Road Streamline Moderne/Art Deco Block Historic Heritage Area (Schedule 14.1 ID 02852)

Statement of significance

The Jervois Road Streamline Moderne/Art Deco Block is a cohesive group of Streamline Moderne/Art Deco-style apartment buildings that represent an important period of development in Herne Bay and inner suburban Auckland. They are the most intact grouping of this type of building from this period in Auckland. Built between the late 1930s and early 1940s, the group consists of nine lots, located between 175 Jervois Road and 2 Salisbury Street, Herne Bay.

All but one of the apartment buildings occupy the entire Jervois Road frontage of the block that was formerly a tram barn (depot) site. The site, between Wallace Street and Salisbury Street on Jervois Road, was a facility that served the Auckland Tram network from the 1880s until 1929. Herne Bay developed as a suburb during this period, and consequently the area around the tram barn has strong Victorian and Edwardian character.

The Jervois Road tram barn was replaced in 1929 by a larger facility in the city. The building was demolished, freeing up the land for subdivision. However, the onset of the Great Depression meant that the property remained undeveloped for almost a decade. In the late 1930s and early 1940s, the properties were finally developed. The developers appeared to share an interest in the popular Streamline Moderne/Art Deco architectural style and were happy to invest in a relatively new (and dramatically different) form of housing: multi-unit apartment buildings.

The row is a highly intact grouping of apartment buildings or 'flats' designed in, or influenced by, the 'Streamline Moderne' typology with the exception of the single storey English Cottage Revival house at 183 and the former duplex at 185 Jervois Road. Varying in size and height, the buildings are all located close to the front of their lot, with a minor setback – most are around 4m from the front boundary. The properties at 183 and 185 Jervois Road are set back a little further (8-9m). The apartment buildings take up most of the area of the lots, with garages (part of the original design) found at the rear. Only one property (183 Jervois Road) has infill to the rear.

The north-eastern half of the block is generally open to the street, with either no wall, or a low masonry wall fronting the street. The south-western half of the block has higher masonry walls fronting the street, with the exception of 2 Salisbury Street which has a hedge.

The apartments are of masonry construction, with textured stucco cladding. Apart from some minor alterations over time, the buildings have retained their original form and characteristics. Notable features of the Streamline Moderne/Art Deco architectural design of the buildings include: fenestration (banks of casement windows), high parapets (and flat roofs), horizontal coloured bands, dimensional lettering (showing the name of each building), and textured stucco finish. Some buildings also have curved flowing façades.

All but one of the buildings are known to have been architecturally designed, most by architect A.C. Jeffries (but also A.S. O'Connor and A.B. Cocombe). These architects were prolific Auckland architects during the interwar period, drawing on architectural fads of the time, including the Spanish Mission and Art Deco styles. The Jervois Road Streamline Moderne/Art Deco Block buildings are illustrative and highly intact examples of a design type for which they were noted.

The apartment buildings have regional historical significance as they represent the shifting lifestyles of the period and the approach taken at that time to provide a more intensive alternative form of residential accommodation (especially around tram routes).

Forming a highly cohesive and visible group, the apartment buildings are a landmark feature in the locality. Situated in a prominent position along the Jervois Road ridge, they are clearly visible from the street and are considerably significant for their aesthetic and contextual values. The end buildings, "Raycourt" sweeping around the corner of Wallace Street, and "Riverina" on the corner of Salisbury with the Salisbury apartments opposite, are focal points in the local urban landscape. In the Herne Bay context, they are an extraordinary collective grouping of apartment buildings, in an area that historically and to a large extent still is predominantly individual villas on their own lots.

Map 14.2.21.1 Historic Heritage Area: Jervois Road Streamline Moderne/Art Deco Block



**Schedule 14.2.22 Workers' Dwellings Act Housing Area Historic Heritage Area
(Schedule 14.1 ID 02853)**

Statement of significance

The Workers' Dwellings Act Housing Area on Findlay Street and Hewson Street in Ellerslie is a group of 22 workers' dwellings that were constructed between 1908 and 1919 under the Workers' Dwellings Acts of 1905 and 1910. The area was part of the Lawry Settlement, which was one of three workers' dwellings settlements in Auckland, and the largest planned settlement in New Zealand.

The Workers' Dwellings Act Housing Area is of considerable national historical significance for associations with the Workers' Dwellings Acts of 1905 and 1910, which were the first central government-led legislation in the western world providing for the government to build public housing for its citizens.

Specifically, the Workers' Dwellings Act Housing Area has strong historical associations with the Lawry Settlement, of which it was a part. Named after Liberal Government Member of Parliament, Francis (Frank) Lawry, the area which includes a highly intact grouping of original workers' dwellings that assists greatly in understanding the roots of New Zealand's State Housing program.

The Workers' Dwellings Act Housing Area predominantly retains its street-facing pattern of development. Together with the deep setbacks, low fencing or hedging and a general lack of garaging in front yards, the layout of the area continues to reflect the ideals of a suburban community, as originally envisioned by the First Labour Government.

Workers' dwellings within the Workers' Dwellings Act Housing Area are early State-designed housing by government architect Woburn Temple. In their design and construction, they exemplify the notion that State Housing should be indistinguishable from private housing. Workers' dwellings were designed to be high quality and included a range of amenities. Special attention was paid to ventilation and sanitation, and modern conveniences such as hot-water and indoor plumbing were included.

Temple prepared a set of 24 house plans (later reduced to 15) that future residents could choose from; the Workers' Dwellings Act Housing Area contains examples of six of Temple's plans, and they are the only known examples in the region. The houses are characterised by their villa and transitional villa style and materiality, their massing, roof form, weatherboard cladding, timber joinery, ornamentation, and corrugated metal roofing. All dwellings remain single-storey and most dwellings have a lean-to styled roof extending to their rear.

Distinctive features of Temple's designs remain evident in the area, including cant windows and side entries. Timber ornamentation including eaves brackets, gable detailing, shingles and fretwork are highly visible, with some designs displaying geometric and Arts and Crafts influences. Many houses retain at least one decorative chimney which are a significant feature in the streetscape. The houses largely retain their original architectural features and built form.

The area also exhibits aesthetic value in its well-maintained wide berms, its consistent patterning of mature street trees and the integrity of the original bluestone kerbing across

the entire area. Infill development is present in the streetscape but is not a dominant feature.

The houses within the Workers' Dwellings Act Housing Area have considerable value as part of a wider cultural and thematic context of State Housing across Auckland and New Zealand. Houses on Findlay Street and Hewson Street comprise a group of interrelated places which have coherence because of shared age, architectural style, and historical associations. The houses contribute to the townscape of Ellerslie and have a streetscape character and sense of place.

The period of significance is between 1905 when the first Workers' Dwellings Act was passed, to 1923 when the government decided not to pursue further development in the Lawry Settlement.

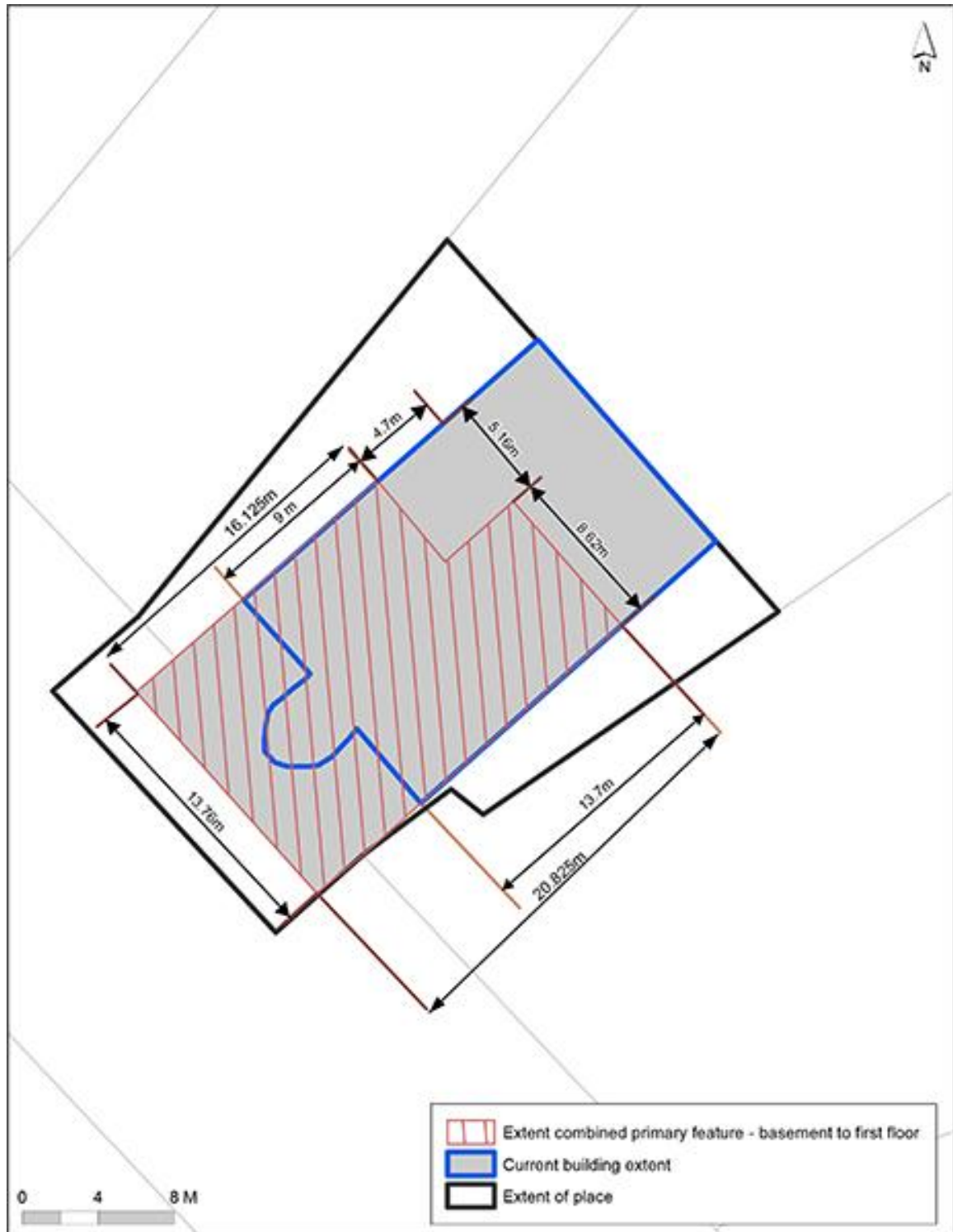
Map 14.2.22.1 Historic Heritage Area: Workers' Dwellings Act Housing Area



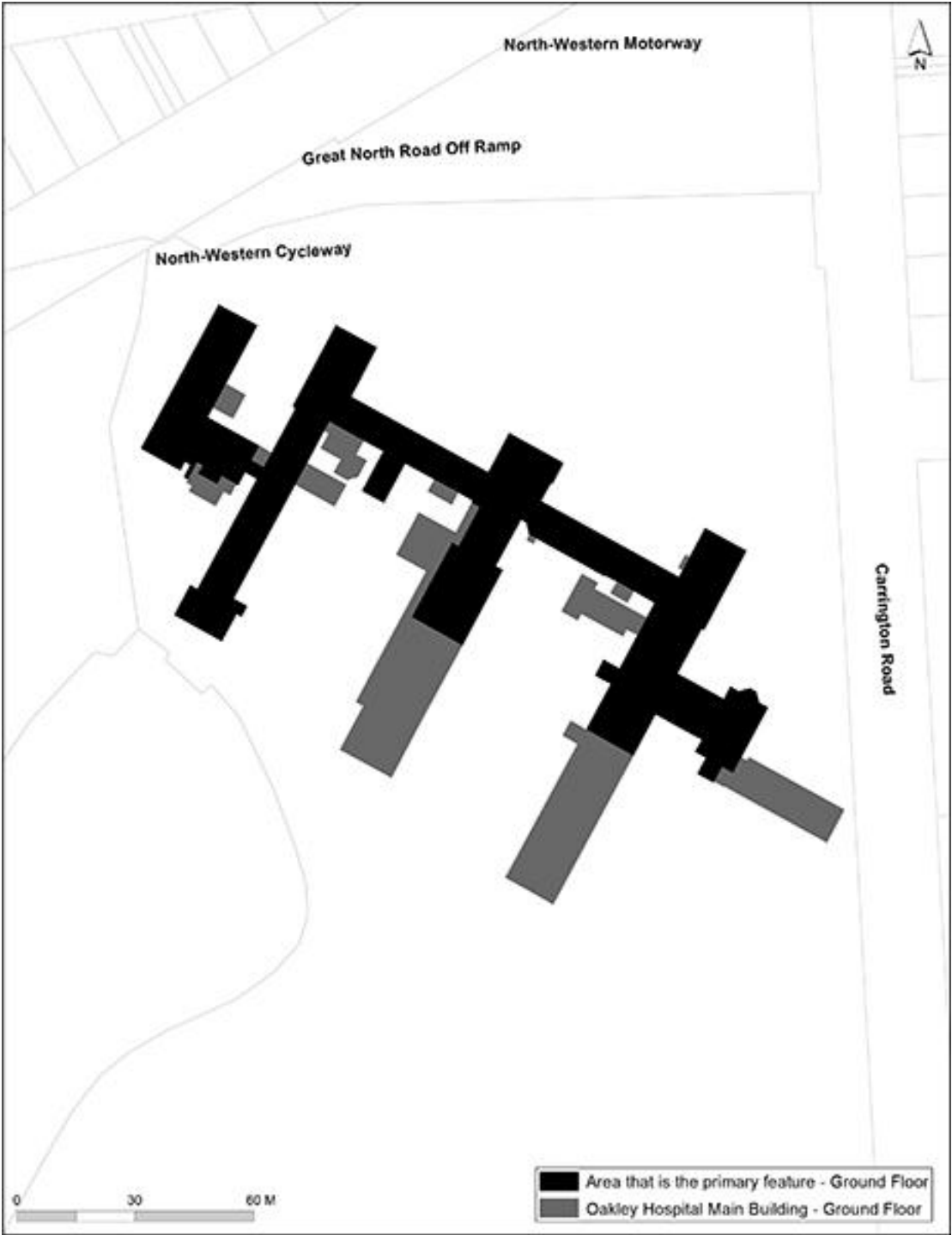
Schedule 14.3 Historic Heritage Place maps

Historic heritage place maps are a qualifying matter in accordance with clause 8(1)(a) of Schedule 3C of the Resource Management Act 1991.

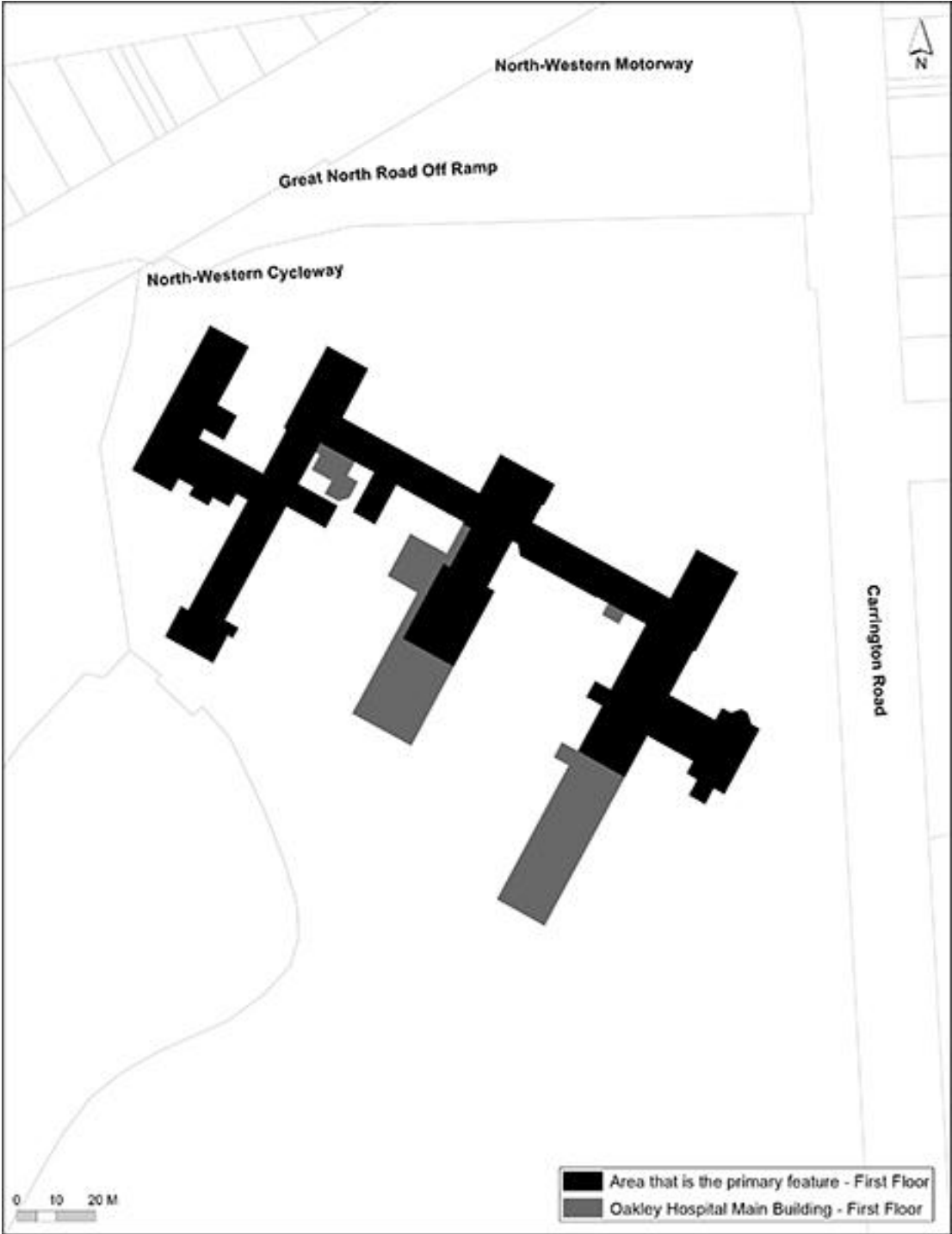
Map 14.3.1 Schedule ID 2083 – Merchant House (Newman Hall)



Map 14.3.2 Schedule ID 1618 – Oakley Hospital Main Building (Ground Floor)



Map 14.3.3 Schedule ID 1618 – Oakley Hospital Main Building (First Floor)



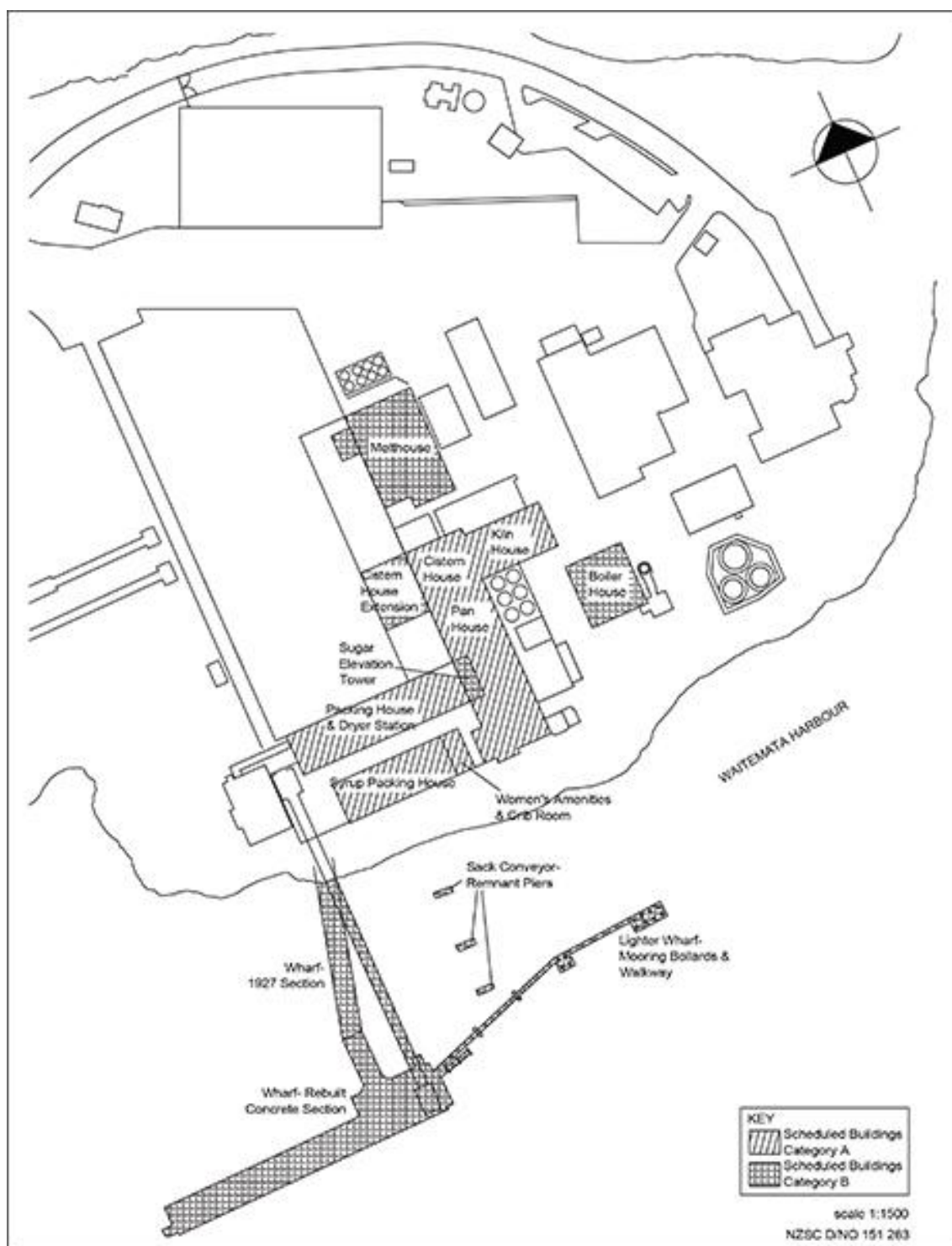
Map 14.3.4 Schedule ID 2589 – Arkell Homestead Homestead



Map 14.3.5 Schedule ID 484 – Riverhead Hotel (Forester's Arms)



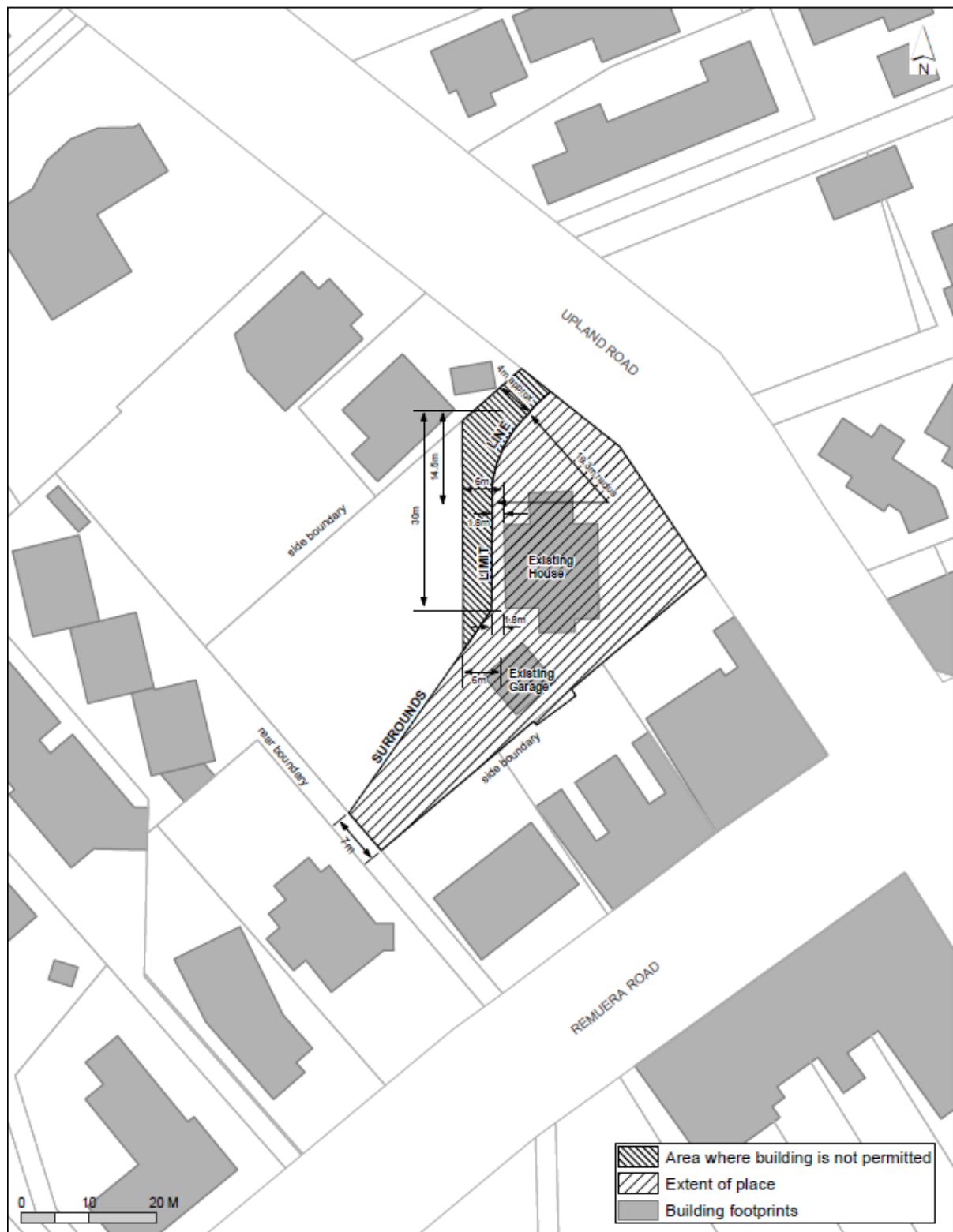
Map 14.3.6 Historic Heritage Place UIDs 880 – 892 & 894: Chelsea Sugar Refinery, Chatswood



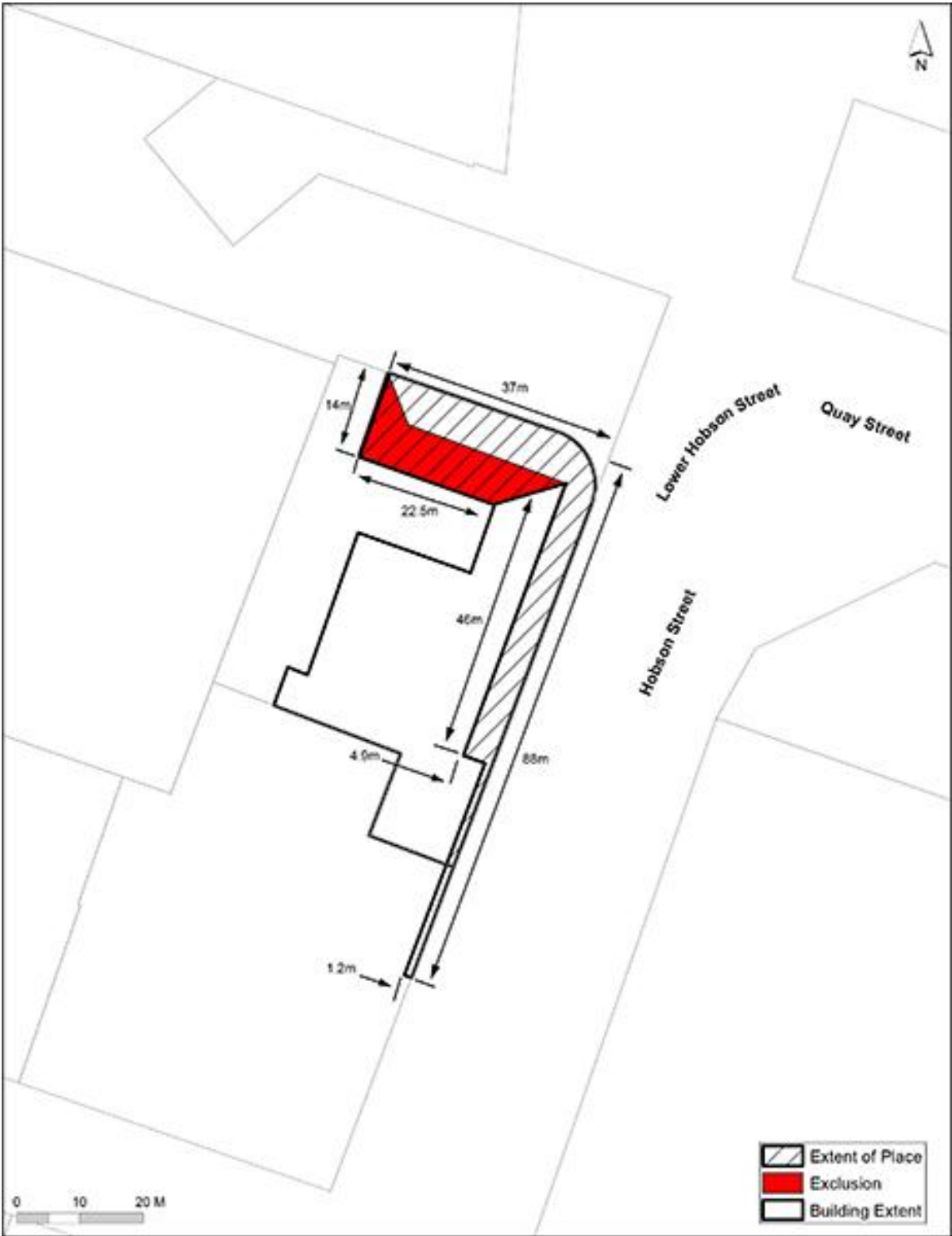
Map 14.3.7 Schedule ID 1756 - Onehunga Woollen Mills



Map 14.3.8 Schedule ID 1894 – Residence, 4 Upland Road, Remuera



Map 14.3.9 Schedule ID 1969 – Auckland Harbour Board Workshops (former)



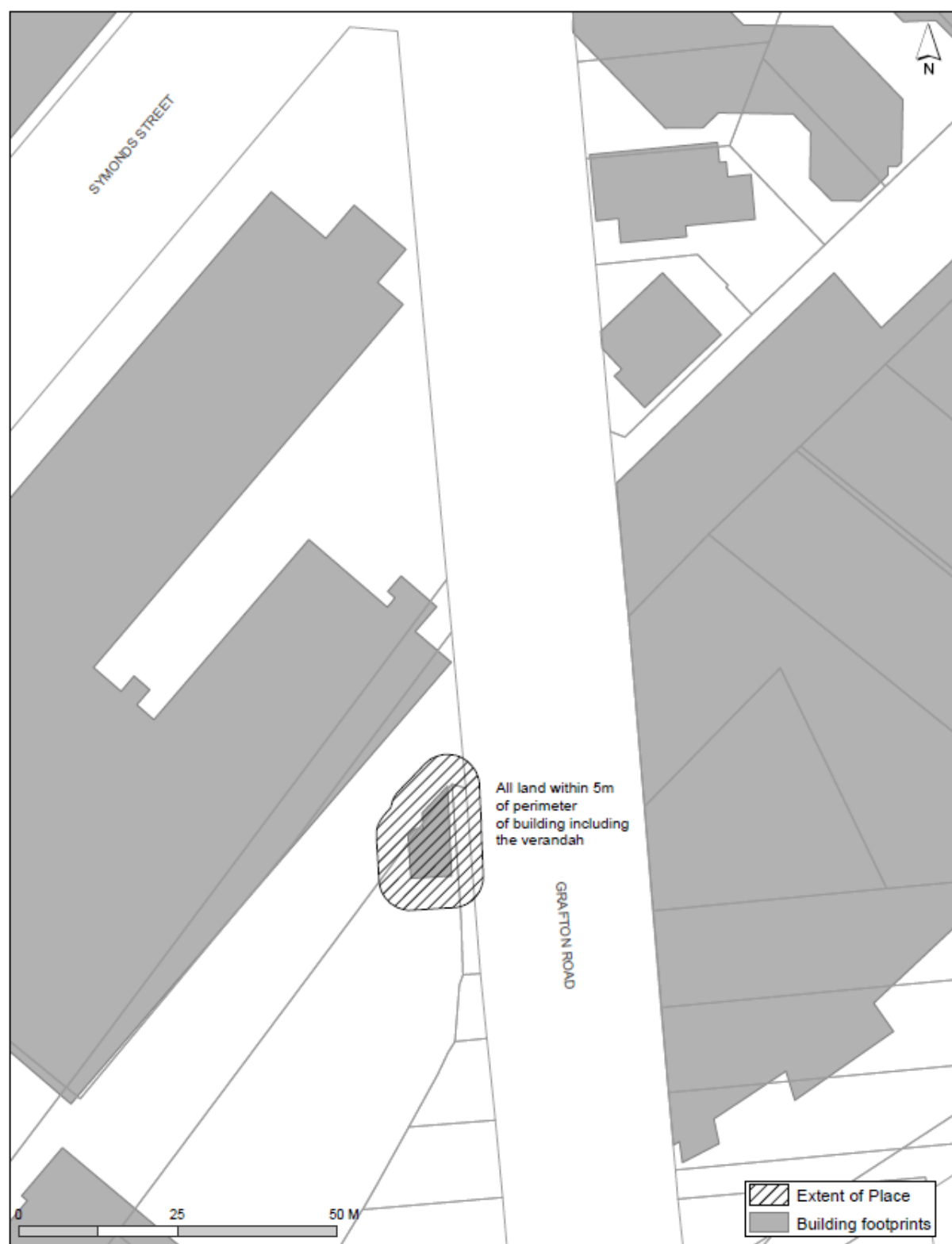
Map 14.3.10 Historic Heritage Places UID 01914, 02004, 02005, 02009, 02011, 02738, 02740 and 02781: University of Auckland, 16 – 24 Princes Street, Auckland Central



Map 14.3.11 Schedule ID 1928 Historic Heritage Place UID 01928: Residence (former), 5 Alten Road, Auckland Central



Map 14.3.12 Schedule ID 1962 – Commercial Building



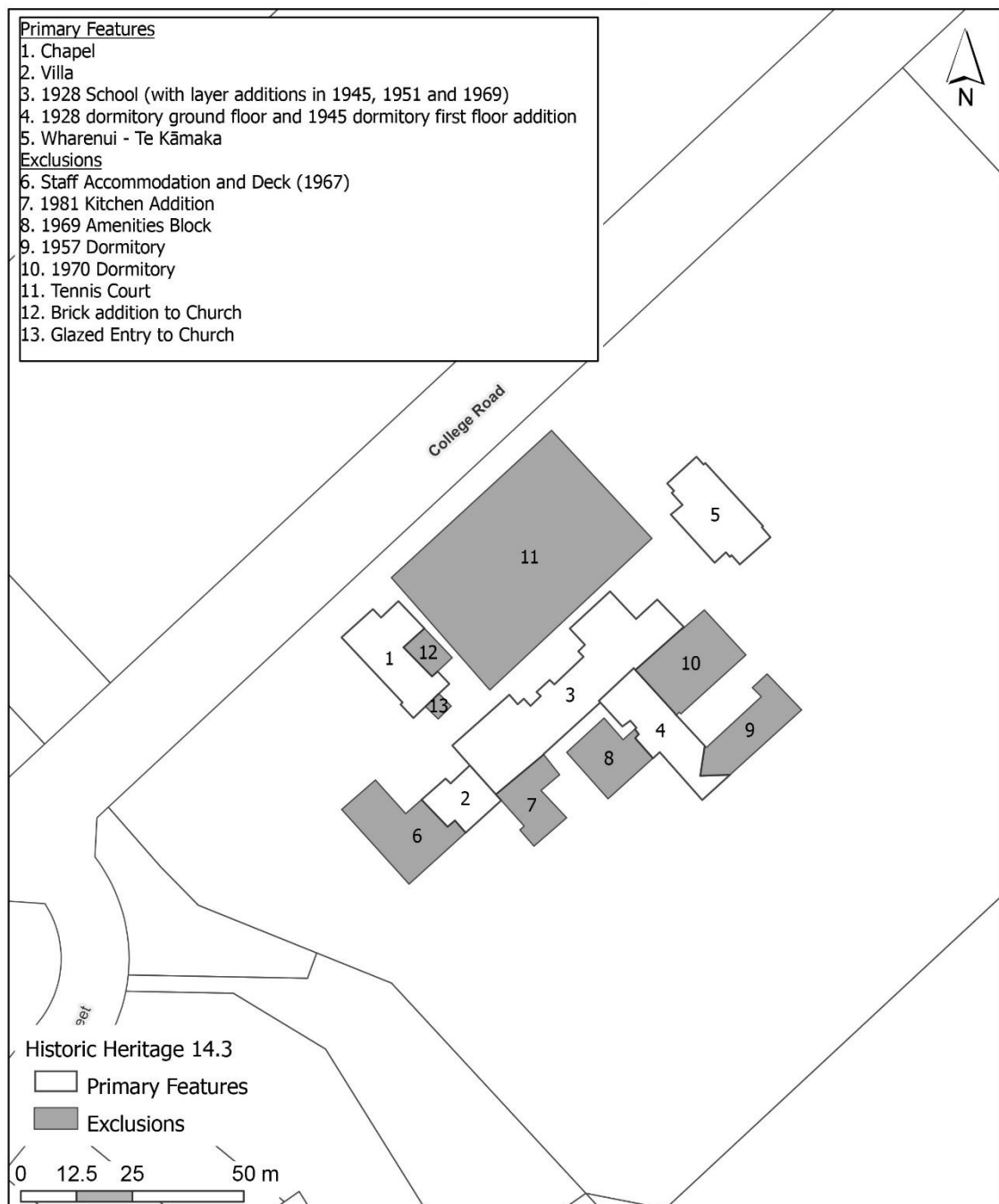
Map 14.3.13 [deleted]

Map 14.3.13.1 [deleted]

Map 14.3.13.2 [deleted]

Map 14.3.13.3 [deleted]

Map 14.3.14 Schedule ID 912 – St Peter’s Rural Training School (former)/St Peter’s Māori College (former)/Hato Petēra College (former)



Map 14.3.15 Schedule ID 1120 – Esplanade Hotel

