

# APPENDIX 7

## CONSERVATION AREAS : CHARACTER STATEMENT

### Plan change annotations - key



Indicates where content is affected by proposed plan modification x.  
Refer to plan modification folder or website for details.



Indicates where the content is part of plan modification x, which is  
subject to appeal.

Underlined content to be inserted.

~~Struck through~~ content to be deleted.





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## CONSERVATION AREAS : CHARACTER STATEMENT

### CONSERVATION AREA A:

#### Renall Street, Ponsonby

This is a narrow street of original housing dating from the late 1860s. It is a scarce remnant of Auckland's 19th century artisan housing which has largely disappeared, and its character is immediately evocative of the more humble streets of small-scale houses of that period. The conservation area includes two houses in Wood Street which complete the streetscape at the bottom of Renall Street. Apart from these, all the houses in the conservation area are scheduled in Appendix 1 as individual heritage buildings. The area includes the stuccoed brick Foresters' Hall, built soon after 1900.

The street was set out in 1865 with a reserve width of only half a chain (10m). The typical narrow lots of 7-8 perches (180-200m<sup>2</sup>) have survived to this day. The houses sit tightly together with minimal side yards, so that the houses 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, is of very compact, close-spaced, tight density.

The steep gradient and curve of the street allow the character of the housing to be appreciated more fully than in a straight level street. Because of this topographical situation, each building plays an increased role in the visual composition of the streetscape. There is a feeling not only of enclosure but also of distance, for the steepness of the street gives a view of the harbour over the roof tops.

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

The houses were built predominantly in the 1870s and 1880s, and remain very largely unmodified. The oldest homes (Nos 6 & 8) date from the late 1860s. The houses are essentially simple in form and aligned square to the site boundaries. They are clad in weather board, with pitched roofs of corrugated iron. Brick chimneys are prominent. They are sash windows, with no bay. Timber ornamentation is generally simple and low key. Low picket fences, in various designs, predominate.

The street is one-way, and car parking is 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.

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.

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 elevation (the utility area, private and unseen). 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. These architectural distinctions should be respected when designing alterations or extensions at the rear.

### CONSERVATION AREA B:

#### Part Herne Bay Road

Herne Bay Road is a road of mostly late Victorian and early Edwardian villas of very high quality and largely unmodified, particularly on the east side. The portion of the road selected is almost completely free of recent infill. It 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. This timely release produced today's legacy of an unusually continuous row of well preserved Edwardian bay villas. They show strong repetition of overall forms, notably the gabled bay; and strong consistency of roof slope and building set-back. These 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 road includes four later houses at the top of the west side approaching Jervois Road, where subdivision did not occur until 1923. These dwellings were designed in the style of their period in an historical progression up the road, moving through the Californian bungalow style to the *moderne*. This sense of stylistic evolution lends character to this part of the road, and its inclusion in the conservation 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 on the east corner, now used as a restaurant and historically integral to the road.

The road has a particularly spacious ambience. The lots range from 22 to 32 perches (550-800m<sup>2</sup>) and have a width of 15-20 metres which was generous for the time. Accordingly the villas are generally well separated from each other.

There tend to be reasonably consistent building lines in any one part of the road. The villas on the east side stand reasonably well up to the road with a consistent set-back of 3.5-4.5m. This gives the frontage a conspicuously architectural character. On the west side most of the set backs range between 3m and 6m. Virtually all the lots are wide enough to allow vehicular access beside the house. In consequence, cars are not parked forward of the building facade, and the front yards have largely retained their original character.

The road is straight and tilts at the harbour which crosses in front of it. 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 tends to be low scale, possibly to secure 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. They are clad in weather board, 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 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 ornament of some of the bay villas, to elegantly turned verandah work. A mixture of picket fences and low tecoma hedges predominate at the front boundary, tecoma being characteristic of early 20th century Auckland.

Because the area lies 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 where the villas on the east side of the road display a repeated sequence of protruding bay and recessed verandah from south to north. Hence the verandah traps the sun and is shielded from wind on its south 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-storeyed 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 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 elevation (the utility areas, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well articulated with bays and ornamented. Within the finances of the family, it was their grand statement. The rear evaluation 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.

Because of the more complex roof forms of the late villas, they lend themselves more readily to sensitive roof additions. Good examples of such additions are found in two adjoining villas on the east side.

## CONSERVATION AREA C:

### **Ardmore Road, Wanganui Avenue, Albany Road & part Trinity Street, Ponsonby**

This is an area of Edwardian villas of exemplary architectural and landscape character, with very clear geographic and topographic identity. The area displays stylistic and spatial consistency which derive 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 conservation area and are included as an integral part of it. The corners of Ardmore Road and Wanganui Avenue are graced by solid two-storeyed decorative period masonry buildings. The west side of the Albany Rd 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 the contour, as 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.

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, strong repetition of building style and form (notably the gabled bay), and strong consistency of roof 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 conservation 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 (9m). The berm has been planted in an avenue of melias which are now maturing to build a strong axial or boulevard character, particularly when viewed from the top of the road.

In contrast, Wanganui Avenue and Albany Road both have a very wide carriageway (12m) which presents a somewhat harsh appearance when the road is comparatively empty while residents are at work, but which proves most beneficial when those residents without off-street parking, return. Tree planting in these two roads is in the form of clusters of gums at the chicanes introduced in recent years to exclude through traffic.

Half of the lots are unusually small for the period, being only 16.4-16.7 perches (420m<sup>2</sup>). These are located in the lowest positions with the least views. The lot sizes then scale progressively up the principal roads through 18.5p and 20.5p to 25.0p at the top nearest to Jervois Road (with a

corresponding increase in lot width from 12 to 14 m). Likewise the lots on rising ground in Trinity Street reach 21.1p. 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 of these 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 remain externally unmodified and there has been almost no infill by housing of any later period. Alterations to houses in these roads are very largely cosmetic, leaving the basic form, decoration and architectural value effectively intact. The small changes made are easily reversible. Wanganui Avenue is the most exemplary of the roads in terms of intactness.

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 set-backs of only 2-4m, the villas stand consistently well up to the road, lending it a conspicuously architectural character.

The houses are characteristically single storeyed, with weather board cladding, pitched roofs of corrugated iron, and sash windows. Brick chimneys are prominent, many of them ornamented. Every house has 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 elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well articulated with bays and ornamented. Within the finances of the family, it was their grand statement. 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.



## CONSERVATION AREA D:

### Part Elgin Street, Grey Lynn

This street of uninterrupted Victorian and Edwardian housing was subdivided in 1884. By this time, subdivisional standards had increased significantly. The street is a full chain wide (20m) and the lots are typically of 19 perches (480m<sup>2</sup>) with a width of 60 links (12m). There is therefore a sense of spaciousness not apparent in earlier streets.

The conservation area includes a fine brick warehouse and period shop 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 only slowly. Accordingly the houses were built over a period of about twenty years, so as to range from four-square Victorian cottages and villas of the late 1880s to mass-produced Edwardian bay villas 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 nos 14-18, show a repeated form which creates 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 Victorian Gothic. In contrast, the Edwardian villas opposite are simply and sparingly designed.

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 lie 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.

The houses are largely straightforward in form and are aligned square to the site boundaries. They are all single storeyed, with weather board 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. 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 elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well articulated (often with bays) and ornamented. Within the finances of the family, it was their grand statement. 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 present 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 refurbishment 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.

## CONSERVATION AREA E:

### Cooper Street, Arch Hill

This is a significant remnant of early Victorian cottages, 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 can be assumed that



house building began soon after this time, and that many of the houses date from the 1870s.

Cooper Street is contemporaneous with Renall Street (Conservation Area A). Both were subdivided for the artisan class. However, at the time it was developed, the site of 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 three-quarters of a chain (15m) and the carriageway is wider. The sections were created larger at 12 perches (300m<sup>2</sup>). The extra size is wholly accounted for in the depth of the lots.

As in Renall Street, the lots are narrow (50 links or 10m) 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, 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 compact, close-spaced, tight density. The street is aligned perfectly at right angles to the contour, which imparts a certain sense of formality.

The houses are small cottages, essentially simple in form and aligned square to the site boundaries. They are clad in weather board, with pitched roofs of corrugated iron. There are sash 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 elevation (the utility area, private and unseen). 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. 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 are of very mixed character and set further back. While the land north of Seddon Street descends gently from Great North Road, it steepens rapidly below Seddon Street.

### 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 houses are Victorian, and most of them are largely unmodified. Remarkably, there has been no infill of a later period. With only small front yards, planting is small scale and delicate. Picket and low wire mesh fences predominate.

Carparking is 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.

### 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 precious are six small two-storeyed Victorian cottages, one room wide and largely unmodified. Some of the homes of later period in this section of the street could appropriately make way for sympathetically designed redevelopment in due course.

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 more 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 yard 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.

## CONSERVATION AREA F:

### Burnley Terrace & part King Edward Street, Mount Eden

This is an outstanding heritage area 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. Both streets are straight and flat, and all the houses have a common alignment square to the site boundaries.





Both show consistency of lot size, width and building set-back in any one area, strong repetition of building style and form (notably the gabled bay), and strong consistency of roof 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 Edwardian era and exhibit it at a great scale, with relatively little modification and an almost complete absence of infill by housing of any later period. Alterations to houses in these streets are very largely cosmetic, leaving the basic form, decoration and architectural value effectively 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.

The houses are characteristically single storeyed, with weather board 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, virtually every house has a bay. In character with the period from the early 1890s, the bay is contained under the main roof of the house.

The level of timber ornamentation ranges from very sparing simple forms to the more eye-catching pattern book ornament of some of the bay villas. Picket fences predominate at the front boundary, together with very low stucco walls and wire mesh.

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 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 elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well articulated with bays and ornamented. Within the finances of the family, it was their grand statement. 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.

#### **Burnley Terrace:**

Burnley Terrace was the first of the two streets 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 (15-18 perches compared with 20-22p; 12m wide compared with 13-14m). 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 (9m) 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.

At the time Burnley Terrace was subdivided, the economy was depressed and house building would initially have been slow. The pace of building would then have 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. They stand well up to the street with typical set-backs of as little as 2.0-2.5m. This gives the street a conspicuously architectural character.

On the corner of the street with Dominion Road, the conservation area includes a period hall which contributes to the historic integrity of the street.

#### **King Edward Street:**

King Edward Street was subdivided 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 this and represent the next two generations of style after those in Burnley Terrace, primarily the late Edwardian villa and subsequently a few transitional bay villas - a later style dating from around the 1st World War and distinguishable in the street by the main roof running down over the verandah. Because the roof forms of these late styles tend to be more complex, they are more likely to lend themselves to sensitive roof additions. The ambience in King Edward Street is one of spaciousness. The lots are both larger (23p) and wider (15m) 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 3.0-5.5m. One sequence is set



back 8m, giving the front garden much greater significance. All the lots are wide enough to allow vehicular access beside the house. In consequence, cars are not parked forward of the building facade, and the front yards have largely retained their original character.

## CONSERVATION AREA G:

### Conservation Area G: Character Statement Monte Cecilia Park

Monte Cecilia Park contains over 14 hectares of land located in Hillsborough, ordered 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 as that the character and amenity values of the site are maintained.

The significance of the site derives from both the combination of natural elements and cultural activities. The site was valued for its views, location, soils, and was highly sought after, initially by Maori and subsequently 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 'The Pah Estate', including boundary locations, entranceways, driveways, trees, and buildings (as detailed on the supporting diagram). It is one of few properties close to central Auckland that has retained a large portion of its original landholding. As shown on Figure 1. Figure 2 identifies key features of Monte Cecilia Park as described in this statement. It also includes an Area of Archaeological Sensitivity and a Landform Protection Area which are relevant to the rules in section 5C.7.2.3D. Monte Cecilia Park has panoramic views of the Manukau Harbour, One Tree Hill and Hillsborough on the raised land areas and includes two natural amphitheatres within the lower slopes of the park. There are landform areas within this landscape that contain geological values considered to be important (as shown on Figure 2).

The site has pre-colonial Maori occupation formerly being the location of an extensive fortified pa, known as Whataroa Pa. As parts of the landscape have not been significantly modified since that time; it is considered that cultural material associated with this Maori occupation may be present within the park today.

The Pah Farm 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 Farm Estate" was sold in 1866 to Thomas Russell, a prominent Auckland lawyer, businessman, and politician. The land holding 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 with 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 New Zealand Loan and Mercantile Agency Company. Under Williamson's ownership the Pah Farm estate was further developed with the assistance of a landscape designer.

The existing building known as 'Pah Homestead' (Monte Cecilia) was constructed between 1877 and 1879, as James 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 James 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 has served as an orphanage, a novitiate house, boarding school and more recently to provide emergency housing.

The Pah homestead is scheduled in the Auckland City Council District Plan, Isthmus Section, in Category A, Map Reference G08-02. The scheduling includes both the interior and surrounds, which includes approximately the area of the garden around the house, and a view shaft.

The building is also registered by the New Zealand Historic Places Trust in Category I. The registration applies to the exterior and interior of the building. In addition any future work within certain parts of Monte Cecilia Park that involves ground disturbance will require an archaeological assessment and an application under Section 12 of the Historic Places Act for an authority to modify an archaeological site.

The park contains approximately 1,100 trees and can be likened to an arboretum with some of the largest and/or oldest examples of some tree species in New Zealand, and rare or uncommon species in New Zealand. There are 19 trees within the Park on the existing notable tree schedule in



the district plan, with many more exhibiting both individual and collective historic, cultural, ecological, educational and/or visual value.

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 use as a pa, the information it reveals about early land purchase, early development for farming in 1840s, and the commercial and social relationships involved at this that time. 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, first by St John's College and later by the Sisters of Mercy and the Catholic Church.



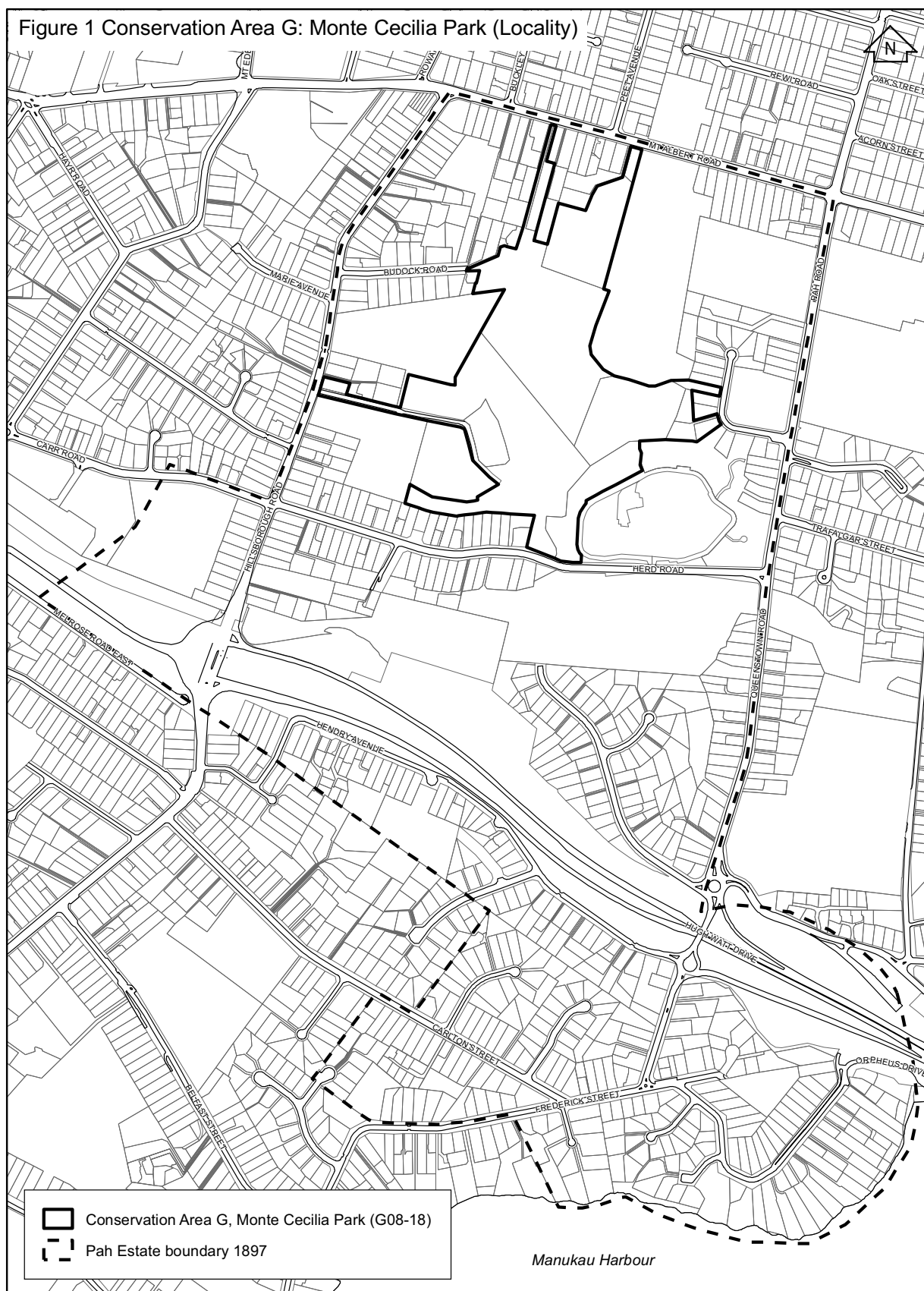


Figure 2 Conservation Area G, Monte Cecilia Park

