

North Shore Heritage

Volume 2

North Shore Area Studies
& Scheduled Items List



**Auckland
Council**
Te Kaunihera o Tāmaki Makaurau



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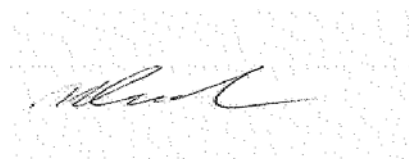
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Title page images:

Background: Moving the pick-a-back section of Auckland Harbour Bridge into place, November 1958. Photographer: Ron Clark. North Shore Libraries, T7213.

Inserts, top to bottom: The camp ground at Long Bay, c.1930s. North Shore Libraries, E0018.

The Chelsea Sugar Refinery, c.1910-15. Auckland War Memorial Museum, C26310.

St Francis de Sales and All Souls' Catholic Church in Albert Street, Devonport. North Shore Libraries, D_GBC_0001.

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Introduction

This review was commissioned by North Shore City Council (now Auckland Council) in 2009. It represents the successful completion of actions contained in the North Shore City Historic Heritage Strategy [2009] to carry out a thematic assessment framework review of the existing District Plan schedule and systematically identify additional historic heritage items and areas for scheduling.

The review had a number of broad objectives. These are:

- To prepare a thematic overview of the historical development of the North Shore. While a number of local area histories have been written, until very recently, no general history of the North Shore was available to assist those seeking to better understand and appreciate the development of the area as a whole. The overview collates information gathered from a number of secondary sources, but also introduces new information obtained from an examination of primary materials.
- To review the range of buildings, objects and places currently identified in the District Plan, and identify any potential heritage resources (buildings, objects and places) that have previously been overlooked.
- To identify areas or precincts on the North Shore of distinctive character, and evaluate their potential heritage values.
- To further research and assess heritage resources that embody identified themes, and make recommendations regarding their sustainable management, particularly in relation to protection under the District Plan.

The thematic framework approach chosen for the review is widely used in New Zealand and internationally, and is promoted by the New Zealand Historic Places Trust as the best practice approach. It is a useful way of identifying buildings and places of heritage significance, and the people and events associated with them, in an historical context. Such an approach is also helpful when locating heritage resources within a local, regional, national and even an international context, determining the comparative significance of resources, and thereby facilitating decisions about statutory protection and management.

The thematic overview should not be considered as a comprehensive history of the North Shore; neither should the lists of places that represent themes be considered exhaustive. For example, the project team recognise that there are likely to be gaps in the narrative relating to Maori association with this area, and this will be reflected in the identification of places relating to specific themes. In part, this gap is due to the lack of robust information about the history of Maori on the North Shore that is available in the public domain, but it is also because it has not been possible for the project team to fully engage with tangata whenua in the preparation of the review.

It is important to understand that the identification and evaluation of heritage resources is a work in progress. The history of places, and the people and events associated with them, is not static; it is continuously being told and retold, in the light of new information, new perspectives, and the passage of time. Inevitably, there will be places whose stories have not been revealed through the research associated with the review. The Council will need to continue to update the information it has gathered in the course of this review, especially in relation to those places of heritage significance that warrant district plan protection.

Completion of the thematic review report is the first, critical stage of an ongoing process to better identify, protect and appropriately manage the historic heritage resources of Auckland's North Shore. The resources identified through this review as having the potential to be protected in the district plan require further analysis and assessment before recommendations for inclusion can be considered by Auckland Council, and decisions made about initiating changes to the district plan. The further analysis and assessment of specific sites and areas, and any recommendations regarding district plan protection are still under consideration, and are therefore not available for inclusion in this thematic review report.

The report is comprised of three sections:

Section A contains the thematic historic overview that identifies key themes in the development of the North Shore – Land and People, Infrastructure, Building the City, Work, Government and Ways of Life. Using this thematic framework (see below), the overview explores the history of the North Shore, telling the stories of important places and the people associated with them, and placing both within a regional and national context.

The principal author of the thematic history is Tania Mace, who built upon an initial draft prepared by David Verran. Bruce Hayward and Russell Gibb contributed to the text relating to geology and Maori association with the North Shore, while Dan Davis provided graphic design input to the maps produced by the review's project team.

Section B is comprised of a number of focused area studies that use the thematic framework developed in Section A to direct more detailed investigation, and to identify structures, buildings and areas that embody the North Shore's heritage narratives.

Sections A and B of this report should be read in tandem so that the more detailed information contained in the area studies can be considered within the context of the wider sweep of the thematic history.

The principal authors of the area studies are:

Takapuna-Devonport - Salmond Reed Architects Ltd and Susan Yoffe

Northcote, Birkenhead, Birkdale-Beach Haven and Glenfield - Matthews & Matthews Architects Ltd and Lisa Truttman

Albany and East Coast Bays - Archifact Ltd

Section C contains the appendices from the North Shore City District Plan that itemise the heritage buildings, places and sites subject to protection under the provisions of the plan.

Authorship

The review report is in large part the result of the collaborative efforts of a project team composed of heritage consultants and Council officers. The team included the following people:

Tania Mace, Historian

David Verran, Historian

Richard Bollard, Bruce Petry and Jeremy Salmond, Salmond Reed Architects Ltd

Jane Matthews, Matthews & Matthews Architects Ltd

Heike Lutz and Theresa Chan, Archifact Ltd

Susan Yoffe, Historian

Lisa Truttman, Historian

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Russell Gibb and Dan McCurdy, Geometria

Dan Davis, Graphic Artist

Dr Ann McEwan, Heritage Consultancy Services

Leslie Vyfhuis, Auckland Council

Acknowledgements

The review could not have been completed without the support and assistance of many people, both within the Council and the wider community, and the report authors wish to thank all those who have assisted with its preparation. While it is not possible to acknowledge everyone, the staff at North Shore Libraries, Auckland City Libraries, Auckland War Memorial Museum Library, Alexander Turnbull Library and Devonport Museum deserve special mention. We are especially grateful to Karen Gillard, Archives Officer at Auckland Council, Keith Giles in the Sir George Grey Special Collections at Auckland City Libraries, and Rod Cornelius and Peter Weeks of Devonport Museum for permission to reproduce photographs, plans and other documents, and for their ongoing support throughout the project. Special thanks also to Kirsty Webb, New Zealand Collection Librarian, Takapuna Library. We are also grateful to Mrs Margaret Field, and all North Shore residents who generously shared their knowledge of the area with the review authors. Their generous contribution of personal stories, recollections and historical information during the community workshop held in November 2009 and throughout the course of the project was invaluable to our understanding of North Shore's development.

Thematic Framework

Chapter 1 Land and People

Section 1.1 Geology

Section 1.2 The People of the North Shore

Chapter 2 Infrastructure

Section 2.1 Transport

2.1.1 Water Transport

2.1.2 Trams

2.1.3 Buses

Section 2.2 Roads

Section 2.3 Communication

Section 2.4 Utilities

2.4.1 Water Supply

2.4.2 Drainage

2.4.3 Power

Chapter 3 Building the City

Section 3.1 Subdivision of Land

Section 3.2 Commercial Architecture

Section 3.3 Residential Architecture

Section 3.4 Public Spaces

Chapter 4 Work

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Section 4.2 Industry

4.2.1 Quarrying

4.2.2 Kauri Gum and Timber

4.2.3 Brickmaking

4.2.4 Boatbuilding

4.2.5 Sugar Works

Section 4.3 Commerce

Section 4.4 Tourism

Chapter 5 Government

Section 5.1 Local Government

Section 5.2 Defence

Section 5.3 Justice

Section 5.4 Healthcare

Chapter 6 Ways of Life

Section 6.1 Religion

6.1.1 Anglican Church

6.1.2 Catholic Church

6.1.3 Methodist Church

6.1.4 Presbyterian Church

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6.2.2 Primary Education

6.2.3 Secondary Education

6.2.4 Tertiary Education

Section 6.3 The Arts

Section 6.4 Cinemas and Halls

Section 6.5 Local Media

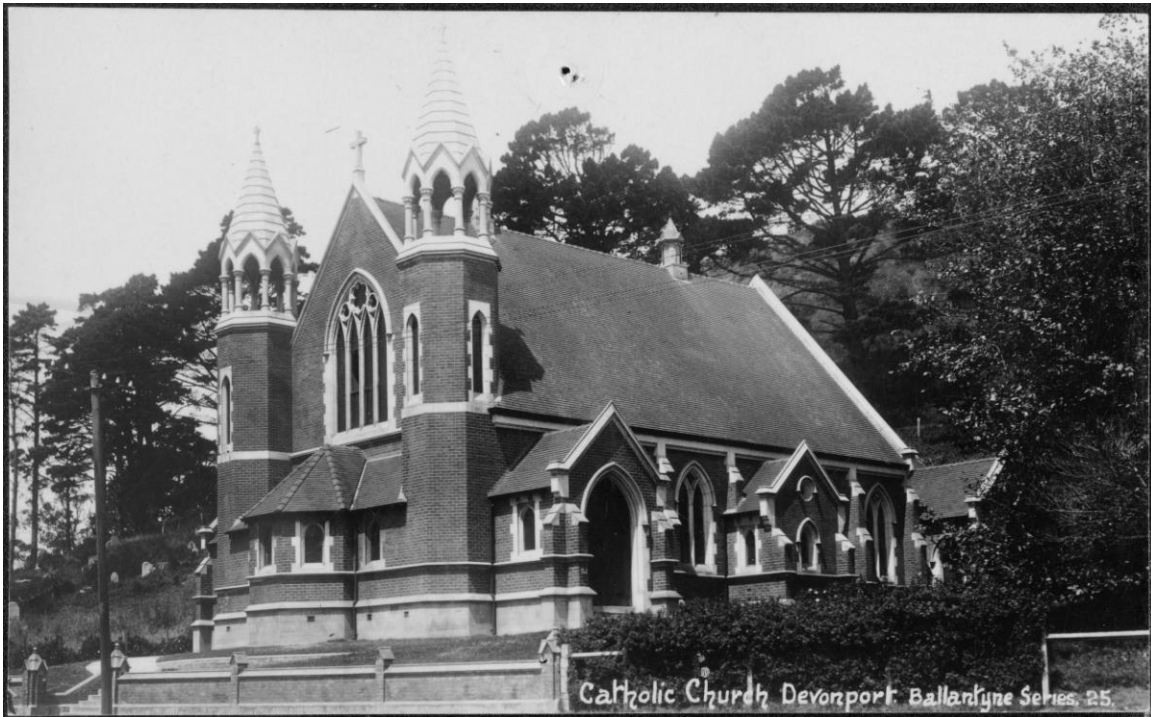
Section 6.6 Sport

Section 6.7 Community Organisations and Facilities

Section 6.8 Remembering the Past and Preserving it for the future

Section B North Shore Area Studies

Devonport and Takapuna



St Francis de Sales and All Souls' Catholic Church, Albert Street, Devonport. North Shore Libraries, D_GBC_0001

Principal Authors: Salmond Reed Architects Ltd & Susan Yoffe

Devonport

Theme 1 Land and People

1.1 Geology

Long known as the marine suburb, Devonport is defined by its coastal edges, its volcanic cones and its ridge and valley topography, which is typical of the Auckland isthmus generally. It is a peninsula with its eastern coastal edge of Narrow Neck and Cheltenham Beach facing Rangitoto and the Hauraki Gulf and its southern, city-facing, coast extending from North Head/Torpedo Bay to Stanley Point. Further round, the west-facing coastline is deeply indented and tidal with a number of smaller peninsula 'fingers' extending into the water at Duder's Point and O'Neill's Point/Bayswater Wharf. This portion includes Shoal Bay and Ngataranga Bay, where the mangrove swamps have been reclaimed in several places since the 1870s.

Before the Auckland volcanic eruption 40,000 years ago, Devonport was made up of three islands. The main one was a large mass of Waitemata papa, 25 million years old, which extended from Vauxhall Road to Stanley Bay. The small islands were the cliff top of Fort Cautley military camp and the Stanley Bay block. Shoal Bay at that time formed a stream flowing into the Waitemata and Ngataranga Bay was open to the gulf.

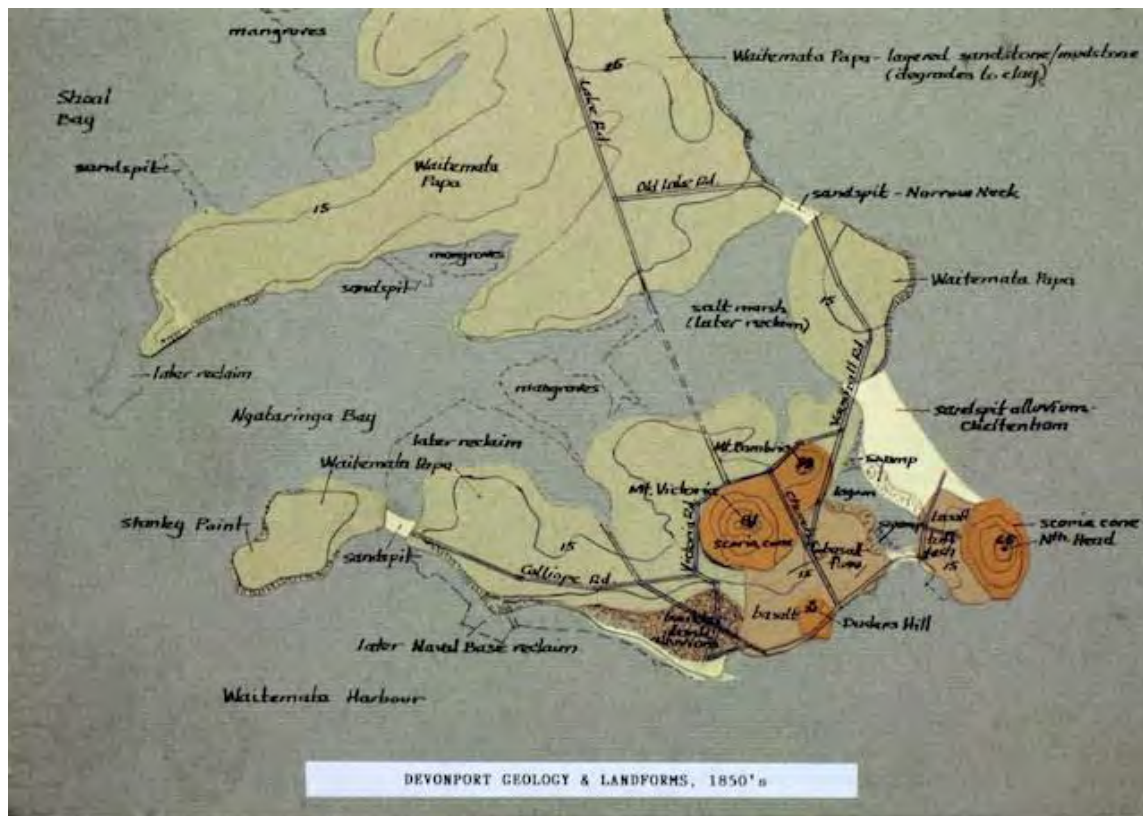


Fig. 1. Geological features of the Devonport Peninsula, Warren Wilcox, Devonport Historical and Museum Society.

The eruptive period formed three volcanic cones. First was Takapuna (North Head), initially a tuff cone before its crater filled with scoria, spilled over its rim and buried it. Next came a fire mountain, Takararo

(Mt Cambria), which formed a scoria cone. Finally, Takarunga (Mt Victoria), also a scoria cone, had its cone breached to the south east which allowed lava flows down to the sea.¹ It is believed that when it was breached the collapsed remnant of the cone was carried some distance by the lava before coming to rest much closer to the foreshore creating a hill, Takamaiwaho (Duder's Hill), now largely quarried away.

Devonport's business area is sited on an old boulder bank, and this area was a ballast ground for early sailing ships. The Takapuna (North Head) cone was subsequently joined to the 'main land' mass by a sandspit. Likewise, a sandspit formed at Kiritai (Narrow Neck), which joined the island to the peninsula. Ngataranga Bay became a saltmarsh at its eastern end.

The cones would have been bush-clad before they were modified by Maori occupation for cultivation and defence. These modifications, with terraces and banks, give the cones their current distinctive silhouette. The Takapuna cone was crowned by pohutukawa that came right down to the shore. Together with karaka, mahoe, toitoi and clematis, kauri gum has been found at Ngataranga Bay and Stanley Point, indicating mixed forest of previous times.²

The arrival of European settlers in the mid-19th century inevitably altered the landscape. The volcanic cone of Mt Cambria was quarried away for road building, as was Duder's Hill. The mangrove swamp where Ngataranga Bay reached Narrow Neck was reclaimed from the late 1870s to form the race course – now the golf club and Woodall Park. This reclamation enabled Lake Road to be built, thereby affording a more direct route north than the Old Lake Road around Narrow Neck. Reclamation has taken place on the Stanley Point side of Ngataranga Bay – much of it by the Navy – and the sandspit that joined Stanley Point to the rest of Devonport has been built up.³

Places that represent this theme include:

The *geological* significance of the Mount Victoria Volcano, the North Head Volcano, the St Leonards/Narrow Neck Waitemata Sandstone Cliffs and the Narrow Neck Structural Discordance is recognised in Appendix 8B of the District Plan, Schedule of Sites of Geological and Landform Significance, and these features are protected by appropriate plan rules. The *visual* significance of the cones is recognised and protected by the height controls in Appendix 2 of the Planning Maps, which protects views of the cones from Lake Road and other surrounding vantage points.

In addition, Appendix 8F of the District Plan contains a schedule of Significant Views from Public View Points, which includes harbour and Rangitoto views and views of the city and isthmus cones. The archaeological significance of the cones is recognised in Appendix IIB Schedule of Archaeological sites, as discussed in the following section.

Duder's Hill *Takamaiwaho*, site of the Masonic Hotel, now quarried away.

1.2 The People of the North Shore

Kupe and his crew are believed to have been the first people to see the Waitemata Harbour in about 925AD. Kupe is said to have sheltered for a while in Te Haupakaua (Torpedo Bay), and the crew he left there when he returned to Hawaiki are considered the first settlers of New Zealand. Toi te Huatahi who came in about 1150, following Kupe's sailing directions, also landed at Te Haupakaua. He was followed by his grandson, Uika, who settled permanently at North Head *Maunga Uika*. At this time the people of the area were generally called Te Kawareau. Another wave of canoes arrived about 1350 and of these, the Tainui canoe is known to have anchored at Te Haupakaua (Torpedo Bay) and subsequently at Taikahu (Devonport Beach). The Tainui people named the spring on North Head, Takapuna, and this name eventually came to mean all the land northwards to Lake Pupuke. In the mid 1980s the Devonport Borough

¹ John Morton, 'The Island Borough', S Musgrove, ed., *The Hundred of Devonport: A Centennial History*, Auckland, 1986, p.15.

² Devonport Historical and Museum Society.

³ John Morton, 'The Island Borough', *The Hundred of Devonport*, p.19.

Council erected a plaque on the King Edward Parade foreshore, near Torpedo Bay to commemorate the arrival of the Tainui canoe.

Typically, the older tribes found themselves in conflict with the newcomers and fortified pa sprang up on every hill and headland. The Kawarau people generally occupied the north shore of the Waitemata Harbour and the Ngati Wai the south shore. Other tribes were the Ngati Whatua from Northland and Ngati Paoa from Thames. As a result of continual warfare the area became largely depopulated by 1750, and many pa fell into disrepair. The Takapuna area had become difficult to hold because it was easy to attack and allowed little chance of retreat or escape due to its island-like shape. After a Ngati Whatua defeat at Tamaki, the Kawarau chief encouraged Ngati Paoa to refortify North Head. They were attacked by Nga Puhi from Northland, who besieged the pa for several months during the winter of 1793. The occupants eventually escaped to Waiheke. Once again the area fell into disrepair, with no permanent population despite the fertility and natural resources it possessed. After Nga Puhi had withdrawn, Ngati Whatua controlled the Waitemata.⁴

The French explorer, D'Urville, arrived in 1827 and anchored at Torpedo Bay. This event is commemorated by a plaque on the foreshore near the Naval Museum. The ship's surveyor, Lottin, climbed Mt Victoria – the first European to do so – and reported on the thick bracken and overgrown weeds. He also commented on the physical signs of warfare from collapsed fortifications, houses and agricultural fields.

With the end of the musket wars a few Maori returned to settle in Devonport, and were living there when the Treaty of Waitangi was signed in 1840. Until 1863 a small group of Maori lived near the swamp at Torpedo Bay, in an area between Cambridge Terrace and Cheltenham Road. The meeting house was on the second section east of Cambridge Terrace.⁵

An early purchase of Devonport land was that of Lot 8, on the northwest side of Mt Victoria, which was sold to Te Rangi, a former constable in the Armed Police Force. It was sold six years later to a Pakeha and it is not known if he occupied the land himself.⁶

In the 20th century, it was not until Maori joined the New Zealand Navy in numbers after WWII that any significant number of Maori lived in Devonport again. The Navy marae, Te Taua Moana, was opened in 2000 and remains the only marae in Devonport.

The famous Nga Puhi chief, Eruera Maihi Patuone, from Hokianga, lived in Devonport and Takapuna in his later years and is buried in the cemetery at the foot of Mt Victoria. His life spanned from the early European visits through to the arrival of missionaries, land wars and settlement. With his brother, Tamati Waka Nene, he was involved in the musket wars, joining up with Hongi Hika. In 1819 they were allied with Te Rauparaha in a raiding party (tauau) that ranged all the way down to Wellington. Later he recognised the potential of colonisation and the advantages that trade with Europeans would bring. In 1826 and the early 1830s he visited Sydney to arrange for shipments of spars.⁷ In 1840 he was baptised by the Rev. Henry Williams and was an early signatory to the Treaty of Waitangi. On the North Shore he first lived on the northern slopes of Mt Victoria and his kainga (compound) was known as Riria, after his late wife.⁸ In 1851 Governor Grey granted him 110 acres between Takapuna Beach and the lagoon by Barry's Point Road. His kainga, Waiwharariki was on the small hill presently occupied by the Assembly of God church. Eruera Maihi Patuone died in 1872 aged 108.⁹ He is remembered in a Devonport street of this name.

⁴ Devonport Historical & Museum Society.

⁵ Thomas Walsh, *An illustrated story of Devonport and the old North Shore from 1841 to 1924: with an outline of Maori occupation to 1841*, Auckland, 1924, 1986 facsimile, p.15.

⁶ David Verran, *The North Shore: An Illustrated History*, Auckland, 2010, p.53.

⁷ Angela Ballara, 'Patuone, Eruera Maihi ?-1872', *Dictionary of New Zealand Biography*, www.dnzb.govt.nz, updated 22 June 2007.

⁸ Verran, p.22.

⁹ Devonport Historical & Museum Society.

Pakeha settlement overlaid the earlier Maori landscape with a pattern of roads, building lots, houses, shops and other necessary facilities. The first European building on the Devonport foreshore was a powder magazine built in 1840, on the sandspit that is now Windsor Reserve. The following year Captain Snow was employed as signal master on the top of Mt Victoria, and he and his family were the first permanent residents of Devonport. By the time of the first police census in 1842 Snow had been joined by Thomas Duder and William Brown.¹⁰

Devonport was bought from Ngati Paoa as part of the Mahurangi block in 1840-41. For the first ten years the area was administered by the Crown and occupied by naval personnel looking after stores and ammunition.¹¹ Known as Flagstaff, it was important to Auckland harbour for the signal station that was set up in 1841 on Mt Victoria. The area was surveyed and subdivided for farms and town sections in the early 1850s. Many of those who took up the Crown Grants became leaders in Devonport governance and commerce, and are remembered in places and streets: Alex Alison, Thomas Duder, RH Wynyard, JW Williamson, James Burgess and AH Russell.

Devonport grew with the arrival of the first shipbuilders, farmers, churchmen, teachers, and shopkeepers, and a fledgling community emerged. The population in Lake Road increased enough for the first school/Anglican church to open in 1856 on the site of the present Holy Trinity Church in Church Street. These early residents were the ones who continued to influence the growth of Devonport even when the population had risen in the 1880s and 1890s.

The initial growth of Devonport saw intense rivalry between two 'ends', one at Victoria Road and the other further along the waterfront at Church Street. It also involved prominent citizens whose contribution to the economic development of the area is significant even today.

In the young settlement the acquisition of, and speculation in, land provided wealth for some, and government control could be influenced or manipulated by men of means who jostled for position. From the outset the settlers were determined that the main road north should be from Lake Road (Church Street) and not from Stoke's Point (Northcote). The road north via Church Street had already been surveyed. It went directly north to Narrow Neck beach across the sandspit, and up the gentle slope of Old Lake Road.

George Beddoes began shipbuilding at Torpedo Bay in 1858, and in 1859 he was joined in this enterprise by the Holmes brothers. In 1863, however, the Beddoes-Holmes partnership broke up, and the Holmes brothers moved to the bottom of Victoria Road where they built a slipway adjacent to Windsor Reserve. Their plan was to develop Victoria Road as the centre of the settlement rather than Lake Road (Church Street).¹² They built the Flagstaff Hotel in 1864 at the bottom of Victoria Road and set up ferry services from Victoria wharf.

However, Thomas Duder, signal master and settler, and William Copley, who had made money in the goldrush, were determined that the economic and social centre should remain at Lake (Church) Road. To this end, Thomas Duder leased part of Lot 18A to George Beddoes to build the Masonic Hotel, which was designed by leading architect Richard Keats and opened to great acclaim in September 1866.¹³

The Holmes Brothers' ferry service, using the *Enterprise* from the Victoria wharf, was successful. In 1866, Beddoes approached the harbour board with the proposition to build a wharf at the end of Lake Road opposite the Masonic Hotel, and offered to pay half the cost.¹⁴

The Beddoes, Duder and Copley faction then proposed to run a ferry service from their wharf. On hearing this, Holmes Bros applied to the Superintendent of the Provincial Council for a three-year

¹⁰ Verran, p.48

¹¹ Gael Ferguson, 'The Borough', *The Hundred of Devonport*, p.30.

¹² Ibid.

¹³ Deed 28810.

¹⁴ Walsh, p.12.

monopoly for their ferry service. Howls of protest issued from a meeting at the Masonic in November 1866 - 'it was unsound and unjust ... and now forsooth, not content with large returns for all their outlay, they must ask for a monopoly for three years!'¹⁵ All to no avail.

Thus it was not until April 1869 that the Auckland & North Shore Steam Ferry Company, headed by William Cobley, was inaugurated with the ship *Lallah Rookh*.¹⁶ Cobley also obtained permission to sink a well across the street from the Masonic in order to have water for the steamer. Cobley had even persuaded the Holmes' captain to join his enterprise. Holmes Bros in turn countered by running horse buses to carry passengers to and from Victoria wharf free of charge. William Cobley then offered free ferry trips for Devonport residents! This ludicrous situation lasted just six months. Cobley, tiring of it all, finally sold the ferry to the Holmes brothers.¹⁷

Victoria Road developed as the commercial centre but East Devonport continued to flourish. The Duder brothers, Richard and Robert, opened their shop on the corner opposite the Masonic Hotel in 1874 and the store behind in 1881. They built a wharf for the shipping of their goods and coal for their brickworks in Ngataranga Bay.

Devonport grew in the 1880s due to the arrival of the military and the construction of defence works on North Head, coupled with the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885. Commuting was now possible and businessmen from the city began to settle and build large residences. Over the next 20 years Devonport began to develop as a 'marine suburb'. Farming continued - supplying fruit, vegetables and milk - but was becoming less important.

By the turn of the 20th century, clerks, bank officials and other professionals who worked in the city were coming to live in Devonport. Builders and tradesmen were in demand and the usual services of dressmakers, tailors, milliners, midwives, and photographers were all on offer.¹⁸

Chinese vegetable gardens were situated at the top of Victoria Road on the east side and also on the north side near the Albert Road roundabout in the 1870s.¹⁹ Along Bayswater Avenue there were Chinese and Indian vegetable growers into the 1930s. No other ethnic group has had a significant presence in the area.

Places that represent this theme include:

Appendix IIB contains a Schedule of Archaeological sites, of Maori and European origin, 18 of which are in the Devonport Ward and are identified numerically by their New Zealand Archaeological Association (NZAA) Site Record number:

97	Pa	(Volcanic Hill)	North Head
109	Pa	(Volcanic Hill)	Mount Victoria
110	Pa	(Volcanic Hill)	Mount Cambria, Vauxhall Rd, <i>Takararo</i>
203	Midden	Shell/Cultivation/Findspot (Adze)	Vauxhall Rd, Narrow Neck Beach end
916	Midden	(Shell, Fish-bone, Glass and Metal) (Historic)	North Head, Cheltenham Beach side
968	Middens	(Shell)	end of Aramoana Avenue, Duders Point
969	Middens	(Shell)	end of Aramoana Avenue, Duders Point
970	Midden	(Shell and fish-bone)	Norwood Road, Bayswater

¹⁵ 'The Proposed Steam Monopoly', *Daily Southern Cross*, Vol. XXII, 22 November 1866, p. 5

¹⁶ Walsh, p.8.

¹⁷ Paul Titchener, *Beginnings: A History of the North Shore of Auckland*, Vol. 5 p.4.

¹⁸ Ibid.

¹⁹ Gael Ferguson, 'Industry and Commerce', *The Hundred of Devonport*, p.60.

971	Midden	(Shell)	end of Beresford Street, Bayswater
1701	Stone wall	(Historic)	Kapai Road Devonport
1721	Fortification	(Military) (Historic)	Mount Victoria <i>Takarunga</i>
1722	Fortification	Military) (Historic)	North Head, <i>Takapuna</i>
1723	Fortification	Military) (Historic)	Vauxhall Road Fort Takapuna
1795	Brickworks	Jetty	Ngataringa Bay, near Lake Road
1809	Brickworks	(Historic)	Ngataringa Bay by end of Victoria Road
1817	Naval Station	Windsor Reserve	Windsor Reserve
1890	Working Floor		King Edward Parade
1820	Wharf	Tillers Wharf	King Edward Parade, near Buchanan Street



Fig. 2. Cheltenham Beach c.1910, North Shore Libraries, D GBCHC 0007.

Theme 2 Infrastructure

2.1 Transport

2.1.1 Water Transport

From the earliest days of settlement people relied on private dinghies and larger vessels to get themselves and the goods they produced to Auckland city. When the ferries became regular and reliable this was no longer necessary.

There was no regular transport linking Flagstaff (Devonport) to Auckland until 1854 when the Auckland Provincial Council contracted the services of an open ferryboat, which carried 20 passengers. In 1860 the Council accepted a tender from Captain Kreft for a ferry service in the small ship *Emu*, which sank off Motutapu Island in the same year. In 1864 Holmes Bros built the Flagstaff Hotel and wharf at the bottom of Victoria Road, and applied to run a cutter service. Their vessel, *Enterprise*, began the first scheduled ferry service in 1865.

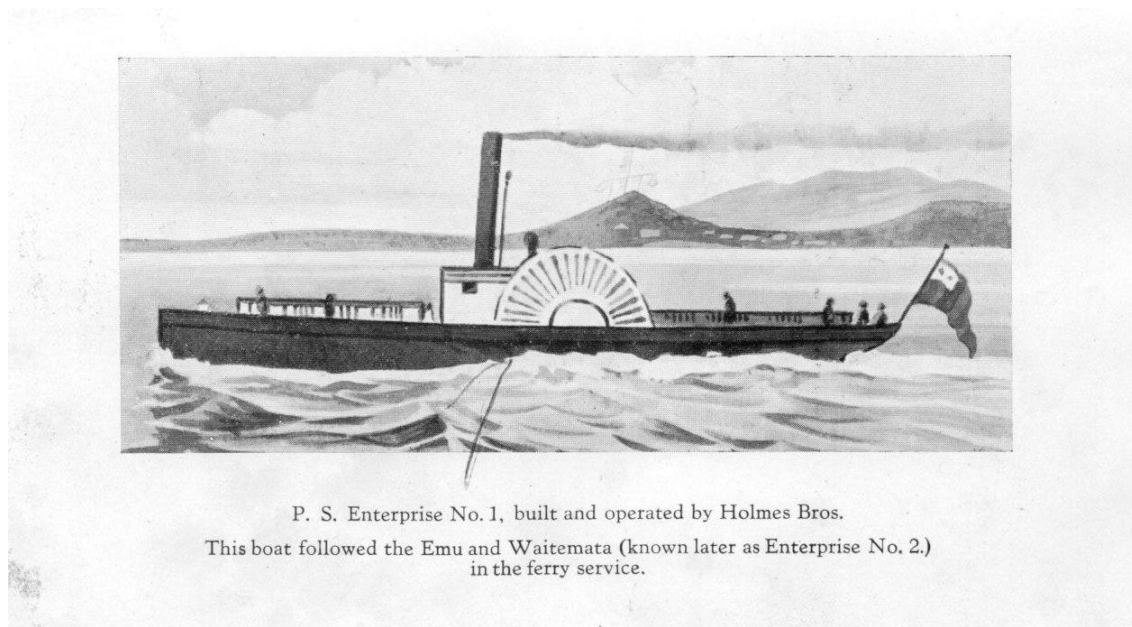


Fig. 3. Ferry *Enterprise*. T. Walsh, *Wherry to Steam Ferry*, 1932, facing p.25.

Battles raged for some years between rival companies, as noted previously. In 1885 the Devonport Steam Ferry Company (DSFC) was formed by Ewen Alison and others. The DSFC fleet began with the paddle steamers, *Tongariro* and *Tainui*. They were followed by the *Victoria*, *Alexandra*, *Eagle*, *Britannia* and *Osprey*. The ferry commute became part of the social fabric of Devonport as people formed friendships and business connections during the 30-minute crossings. Thanks to the ferries, Devonport also became a favourite destination for weekend outings.²⁰

In 1911 a vehicular ferry service began, with the *Goshawk* landing vehicles on a pontoon at the end of Victoria wharf. The new specially engineered wharf for the vehicular ferry was built in 1927, and guaranteed that Devonport would remain an important transit point for goods and traffic for the next 30 years. With the opening of the Auckland Harbour Bridge, traffic by-passed Devonport and the North Shore Ferry Company, formed in 1959, scrapped most of the old ferries, retaining only the *Kestrel*.

²⁰ John Morton, 'The Island Borough', *The Hundred of Devonport*, p.24.



Fig. 4. PS *Eagle* leaving Auckland Wharf for Devonport, 1907. North Shore Libraries, NO110023.

Devonport (Victoria) wharf was roofed and enclosed in 1926, and rebuilt in 1988 when Fullers Ferry Company introduced the faster two-hulled *Kea*, which cut the harbour crossing down to ten minutes.

There has been a wharf at Stanley Bay since 1863 but it wasn't until 1899 that a wharf long enough for a ferry to berth at was built. The ferry service, via Devonport, began the following year. A direct ferry service to the city began in 1924.²¹

Ferries also ran to the Bayswater wharf at the end of O'Neill's Point, with the Takapuna Tramways & Ferry Company commencing ferry service from here in 1910 to serve the Belmont to Milford area. This service connected with the steam tram route to Takapuna and around the Lake, and in 1927 the route and ferries were bought by the Devonport Ferry Company.

Goods for local consumption and manufacture were shipped by scow and other vessels to the wharves along the foreshore. The Duder Brothers, who had a wharf at Torpedo Bay for coal for their brickworks, also ran a horse drawn cartage business.

Places that represent this theme include:

Site of original Devonport Wharf, King Edward Parade / Church Street
 Duder's Wharf
 Victoria Wharf

²¹ Verran, p.181.



Fig. 5. Unloading sloops into carts at Duder's Wharf, Torpedo Bay. Sir George Grey Special Collections, Auckland City Libraries 4-3039

2.1.2 Trams

In 1885 the Devonport and Lake Takapuna Tramways Company Ltd obtained a concession for an ambitious project to run horse trams through various routes in Devonport and as far afield as Lake Takapuna (Pupuke).

Tracks were laid, and from September 1886 they operated from Devonport to Cheltenham with the idea of transporting ferry passengers to Cheltenham Beach for outings. It was never a financial success, no further tracks were laid and the company was sold to the Duder Brothers after just six months. They too gave up on it in 1894. A passenger service with horse coaches ran to Takapuna from the 1880s and further north from 1895.²²

Various attempts to operate trams in Devonport were made in 1898 and 1907 but these did not succeed. By 1908, the Takapuna Tramways and Ferry Company Ltd had been formed by Edwin Mitchelson, whose steam trams are credited with opening up the Bayswater / Belmont and Takapuna areas for settlement.

Tracks were laid from Bayswater Wharf up King Edward Avenue (Bayswater Avenue), and northward along Lake and Hurstmere roads to Shakespeare Road, around Lake Pupuke and back to Hall's Corner in Takapuna. The steam-driven trams proved very popular. However, opposition came from the Alison family who owned the Devonport Steam Ferry Co. but were denied a license to run their buses further north than Belmont. However, Ewen Alison found a loophole by buying a fleet of seven-seater Hudson cars, which were not classed as buses and were more comfortable than the tram, to bring passengers to his ferries at Devonport. The Tramways and Ferry Co. Ltd folded in 1927, selling its ferries to the Devonport Steam

²² Devonport Historical and Museum Society.

Ferry Company.²³ Any structures associated with the trams, such as the tram barns at Takapuna and the repair shop at Bayswater, no longer exist and the rails on which they ran have largely been removed during later road works. Some remnant rails may remain buried on the Bayswater reclamation and under Bayswater Avenue.



Fig. 6. Tram tracks on King Edward Parade, 1886. North Shore Libraries, D GSK 0009.

Places that represent this theme include:

None identified.

2.1.3 Buses

For the first four decades horseback and horse-drawn vehicles were used for private and commercial transport within the local area and further north.

The earliest road transport was Parson's Coaches, which in the 1880s ran a horse-drawn coach service to the north from stables in Clarence Street. Paterson Brothers, who had stables in Takapuna, also ran a service north from Devonport. After the collapse of Alison's Takapuna Tramways and Ferry Co. in 1927, EW Alison's North Shore Transport Co. introduced buses to Belmont, Takapuna and Milford that ran to the ferry service at Devonport and Bayswater. From the mid-1930s this service was extended to Castor and Brown's Bays. During the 1920s a local service, the Bluebell, ran from Victoria Wharf to Narrow Neck and Victoria Park (Ngataringa), and the Stanley Bay Bus Co. serviced the western peninsula until 1947.²⁴ For more distant journeys further north, the Orewa to Waiwera White Star Service operated from Anne Street.²⁵

²³ 'Trams put Takapuna on the right track', *North Shore Times Advertiser*, 6 November 1975, reprinted in *Beginnings*, Vol. 1, p.30

²⁴ Verran, p.196.

²⁵ Gael Ferguson, 'Industry and Commerce', *The Hundred of Devonport*, p.56.



Fig. 7. Special dispersion auction of teams and equipment by Mr. W. Parsons, 1899, North Shore Libraries, D GSV 0010 0.



Fig. 8. Buses at Victoria wharf, c1913. North Shore Libraries, T2311.

In the mid-1930s Devonport Borough Council built a number of timber bus shelters with clay-tiled roofs costing £40 each, to which the bus company contributed £5.

Places that represent this theme include:

Bus shelters: (9 in total)

Lake Road near Clifton Road intersection (1) and between Hanlon and Seabreeze Road (1)

Old Lake Road, near Lake Road intersection (2), by Hamana Street (1), by the Wakatere Yacht Club (1)

Wicklows Road (1)

Vauxhall Road (footpath by Fort Takapuna) (1)

By 67 Vauxhall Road (by Albert Street corner) (1)

2.2 Roads

The first roads in Devonport extended along the waterfront, following King Edward Parade (Beach Road) and then up Church Street. These were built with roading material sourced from nearby Mt Cambria. The route north led away from Torpedo Bay, and followed the line of Church Street and Vauxhall Road across the sandspit at Narrow Neck, up the hill of Old Lake Road to Lake Road itself. The Borough Council Minutes record the constant struggle to keep the roads passable.

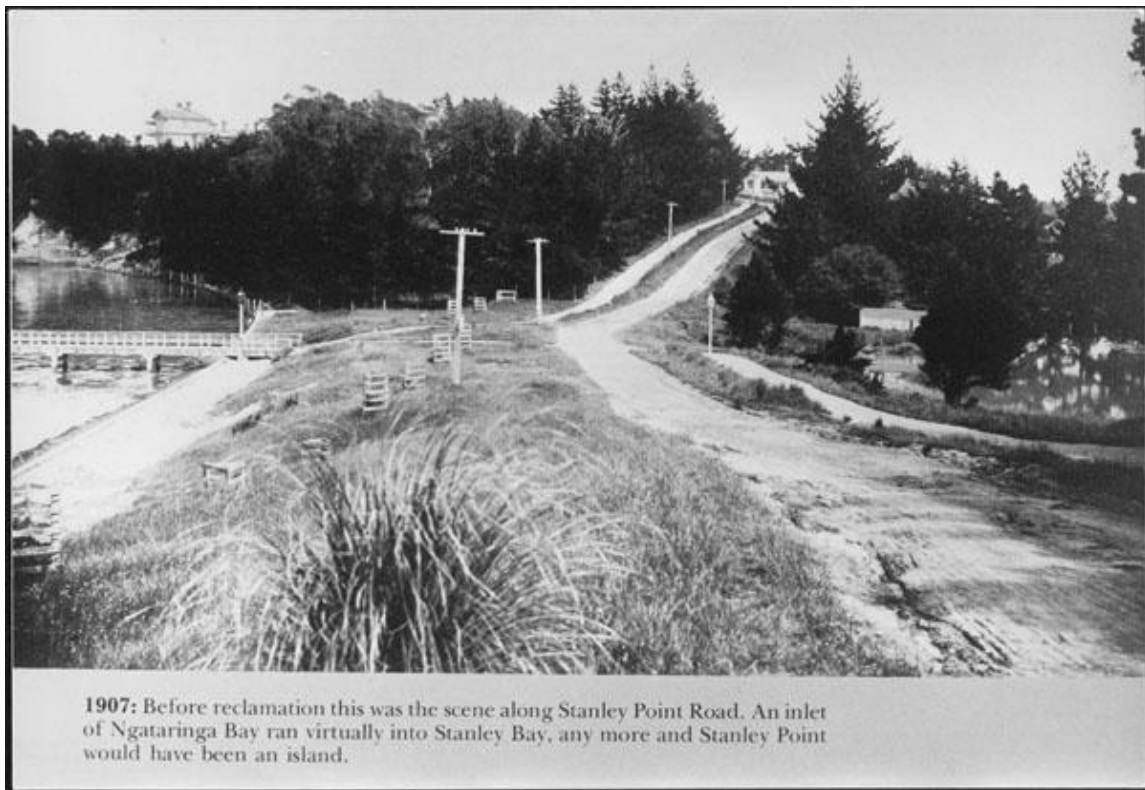


Fig. 9. Stanley Point Road 1907. North Shore Libraries, D GSS 0003.

Ngataranga Bay was drained and filled in the late 1870s, and Lake Road built to provide a more direct route north. This was influential in Victoria Road becoming the commercial centre. Roads generally followed natural contours with minimal earthworks, but in some locations extensive bluestone retaining walls were used.

The growing popularity of the private automobile necessitated the improvement of roads, and concrete roads such as Calliope Road were some of the first in New Zealand. Many concrete roads were built in Devonport in the interwar period. Of these, only one fragment remains, a strip of Old Lake Road along

Narrow Neck Beach. Concrete was originally thought to be more durable and long lasting than asphalt, but it does not respond well to underlying earth movements and is difficult to maintain when services such as water, gas and sewers are located underneath.

Many of the schemes that were periodically presented for a harbour crossing suggested Stanley Bay as the terminus. Devonport residents were divided at the prospect. Finally the Harbour Bridge bypassed Devonport altogether and the decision to situate it at Northcote Point, although contested at the time, has contributed to the conservation of Devonport's unique character and 'maritime village' ambiance.



Fig. 10. Jack Paterson in his 1920s 'The Up-to the Minute Car', promoting Paterson's Motor Garage in Devonport. Photographer C.F. Bell. North Shore Libraries, D TR 0008 0

Places that represent this theme include:

Tudor Street	Cobbled bluestone street and kerbs, visible at Church St vehicle crossing and outside No 8, now asphalted over.
Old Lake Road	Fragment of concrete road by Narrow Neck Beach and Wakatere Yacht Club
Lake Road	Bluestone boundary retaining walls, vicinity of Aramoana and Ngataranga Road
66 & 74 Victoria Road	Bluestone retaining walls and pedestrian access way
18 Kerr Street	Bluestone retaining wall by Devonport Primary School
Clarence Street	Pedestrian walkway
Glen Road	Pedestrian walkway to Stanley Bay Park used by Stanley Bay Primary

2.3 Communication

In the early days of the colony, communication between Auckland and the outside world was by ship. The signal station on the summit of Mount Victoria was important as flags were raised on the signal mast to indicate the arrival of various ships to the Port of Auckland, and to instruct ships waiting to enter the harbour. Until the 1860s Devonport was named after the signal station and known as Flagstaff.

The original signal station was constructed in 1842, but the signalman had to wait until 1898 for the Harbour Board to build him a house on the southern slope. This dwelling is now the Michael King Writers' Centre, and the relocated signal mast can be seen in the Windsor Reserve.

In 1863 Oliver Mays, a schoolteacher, was appointed as the first postmaster. Two years later he opened a store/post-office on the corner of Tudor and Church Streets.²⁶ He then moved it to a site beside the Masonic Hotel on Beach Road (King Edward Parade).²⁷ In 1873 Mays again moved his store to Victoria Road and the post office went with him. Until 1885 people called at Mays' store to collect their mail, but thereafter postmen were employed to deliver the mail.

Flagstaff was also the communication centre for settlements to the north. A regular mail coach service was started in the 1870s by Mr Dodd, and in 1885 Tom Butler began a thrice-weekly service with a four-horse team to Puhoi and Warkworth. He received £600 a year from the Post Office as a mail contractor.

This lasted until 1908, when a purpose built Post Office was erected beside the Esplanade Hotel at a cost of £2,159, and opened by Premier Sir Joseph Ward. In 1940 it was remodelled in the 'Moderne' Style to become the Devonport Borough Council, and now houses the Devonport iSite Visitor Centre.

In 1882 an underwater telephone cable was laid across the harbour to Northcote Point and carried over to Lake Takapuna and to Oliver May's store and post office in Victoria Road. A manual telephone exchange opened in Clarence Street in 1902. From 1908 it was possible to send telegrams by Morse code, and the telephone exchange became automatic in 1926.²⁸ The Devonport Automatic Telephone Exchange building is now the Stone Oven Café.

The importance of Devonport as the contact point for the North Shore and communities further north grew with the introduction of the vehicular ferry in 1911 and the construction of a vehicular wharf in 1927. This necessitated a bigger and more imposing Post Office, and a site was chosen further up Victoria Road on the eastern side. The building that opened on 19 October 1938 had a large public area, offices and a manager's flat on the upper floor. It was sold in 1989 and became the Jackson Museum of Memorabilia. Subsequently it was converted to a shopping arcade. The current Post Office service operates from the Clarence Building, located behind the main shopping centre.

Services from the main Devonport Post Office were augmented in 1963 by the Vauxhall Road Post Office, located in the small group of shops that had been constructed there in the 1920s to serve the Cheltenham Beach area. In 1987, despite a petition and protest from local residents, this small Post Office closed, along with the many other smaller post offices throughout the country considered 'uneconomic' by the government of the time.

²⁶ Titchener, *Beginnings*, Vol.5 p.40.

²⁷ Walsh, p.23.

²⁸ *North Shore Times Advertiser*, 28 November 1974 p.15. Verran, p.152.

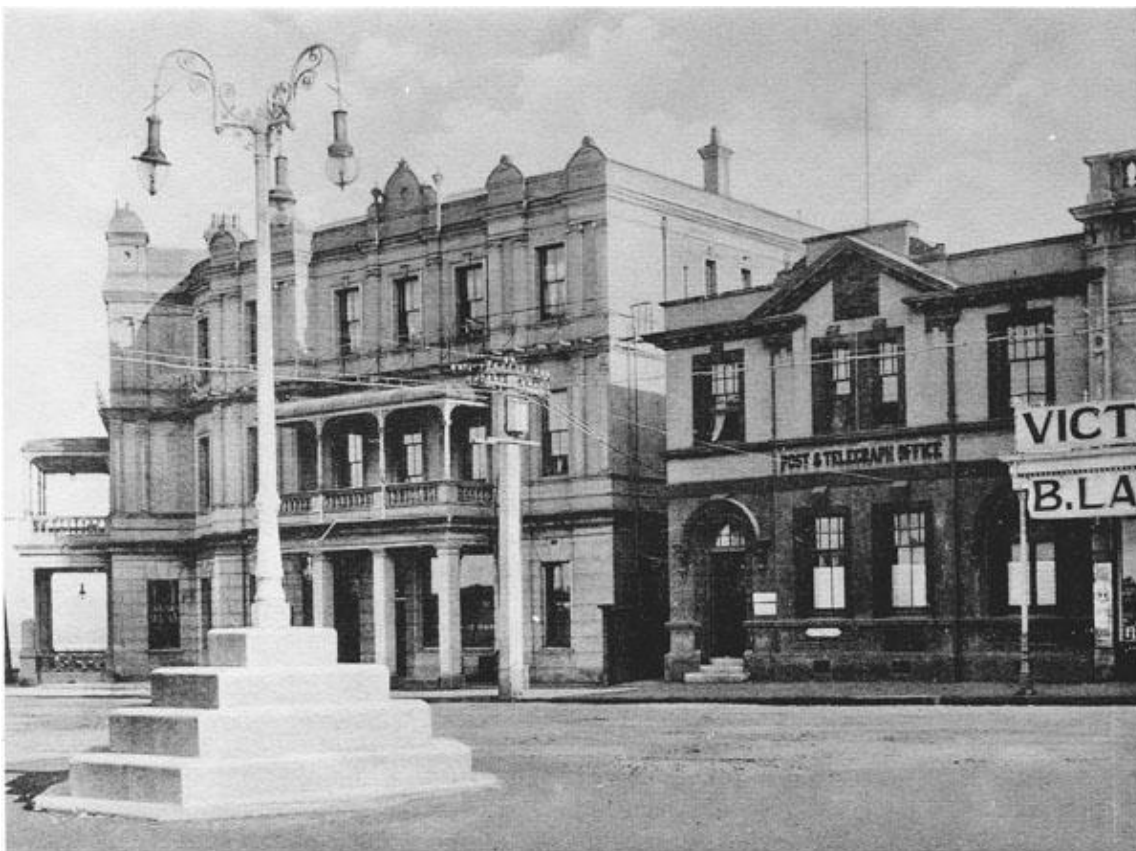


Fig. 11. Post & Telegraph Office c1910. North Shore Libraries, D GSV 0021.

Places that represent this theme include:

Signalman's House Mount Victoria Reserve

Mount Victoria Signal Station Mount Victoria Reserve

Hydrographic Survey Station and Mast (Mast relocated to Windsor Reserve in 1928)

Former Post Office, then the Devonport Borough Council Chambers and now iSite 3 Victoria Road

Former Post Office, 'art deco' style 1938 10 Victoria Road

Former Telephone Exchange, now the Stone Oven café 5 Clarence Street

Vauxhall Rd shops, former Post Office, now an Interior Design Consultancy 89 Vauxhall Road

2.4 Utilities

2.4.1 Water supply

Originally, Devonport homes were supplied with water from a series of wells and by rain collected from roofs. An aquifer running the length of Church Street was tapped, and William Cobley sank two wells opposite the Masonic Hotel in 1864, one for his ferry and one for the town.

Devonport Borough Council first suggested that water be obtained from Lake Pupuke in 1887, but it wasn't until 1894 that the water pumping station opened. Water was pumped to Mt Victoria, where it was stored in a reservoir. Pipes made at Duder Bros brickworks were laid to every street and dwelling. The reservoir, one of the earliest constructed in Auckland, is vented by 20 cast iron 'mushroom' vents.

Ten years later a more sophisticated plant was required, and in 1905, a four-acre block was purchased from Mr Shakespeare and a new pumphouse beside Lake Pupuke in Takapuna was constructed from brick sourced from the Duders' brickworks.

Places that represent this theme include:

Mount Victoria reservoir mushroom vents

2.4.2 Drainage

Concerns over drainage appear in Council minutes from the earliest days. The first real attempt at drainage was the proposal to lay iron pipes in Anne Street in 1872, but this was not followed through due to cost. For a large part of Devonport the disposal of waste and storm water was not an issue as it mostly drained away in the volcanic soil.²⁹

Earth closets or outside privies, as they were known, were common and located well away from the house. By 1877 Devonport had a sanitary inspector who was responsible for recommendations on drainage and enforcing an earth closet system, but it was not until 1880 that a weekly rate was levied for the removal of night soil.

The Borough Council called for designs for a drainage scheme in 1895. In August 1897 discussions of the plans came to a head when WJ Napier objected to the Council giving permission to residents to construct a drain outlet on Cheltenham Beach.³⁰ The piping of sewage into the sea began in the early-1900s in the southern parts of Devonport. Despite the Harbour Board notifying the Council in 1903 that no sewage was to be drained into the harbour, plans were made for a sewage pumping system.³¹ The 1909 plan to locate the pumping station on Admiralty Reserve (Windsor Reserve) drew objection from the public. It was then decided in 1910 to pump the sewage through a tunnel under North Head, with the entrance near the gates at the Torpedo Bay Naval Museum and the outlet, still visible at low tide, is on the seaward side. It was known as Perfume Point. The pumps were electrified in 1917 from the Power Station in Church Street (see below). In 1937 a new scheme was proposed for the whole of Auckland, with Brown's Island being the outfall point. This met with so much opposition that the scheme was dropped and raw sewage was still being discharged off Narrow Neck in 1939.³²

The North Shore Drainage Board, composed of all five North Shore boroughs, was formed in 1951. After some years of deliberation the site at Rosedale Road, Albany was chosen for the sewage ponds, which opened in 1962.³³

Places that represent this theme include:

Stanley Bay Park pumping station (c1930s)

2.4.3 Power

In 1898 P Hansen sought a concession from the Devonport Borough Council to run electric trams and to supply electric lighting to the borough, but terms could not be agreed on. In 1907 another scheme to electrify Devonport also failed. In 1912 the Council called tenders for electricity supply, but nothing happened until 1915 when the Electricity Supply Corporation (NZ) Ltd. built a coal-fired power station in Church Street. The Council took over the business in 1922, just before Devonport transferred to the national grid and electricity was drawn from the public works supply. The station was closed due to complaints over pollution from the coal smoke, and in 1924 the Takapuna and Devonport Councils formed the Waitemata Electric Power Board to distribute and sell electricity. The power station building was used

²⁹ Verran, p.137.

³⁰ 'A chronology of the Borough Council', *The Hundred of Devonport*, p.142.

³¹ Ibid, p.144.

³² Ibid, pp.148,152.

³³ Verran, p.138

by the Devonport Welfare League for depression relief work in 1932, and subsequently became Devonport Bag Wash. In the 1980s it was converted into dwellings.



Fig. 12. Devonport Gasworks 1884, North Shore Libraries D GBB 0003

Before the advent of electricity, gas was widely used for lighting, heating and cooking. In 1882 the Auckland Gas Company bought land on Lake Road and was producing gas from coal two years later. By the 1930s it was the largest industrial plant on the North Shore, supplying 100 million cubic feet to 6,000 consumers. Gas was produced in vertical chamber ovens, with metallurgical coke, roading tar and ammonia for the freezing industry.³⁴ The works also made clay products such as pipes and bricks.³⁵ The gasworks closed in the early 1960s and the gasometers, a distinctive feature along Lake Road, were dismantled in 1993. Part of the complex is now used as a community workshop known as The Claystore, with facilities for wood and metal working.

Places that represent this theme include:

Former Devonport Power Station	47-49 Church Street
Former Gas Co Building	81 Victoria Road
Former Gasworks, claystore and concrete wall	27 Lake Road

Theme 3 Building the City

³⁴ *Fifty Years a-growing: Devonport celebrates its Jubilee*, 1936.

³⁵ Bruce Petry [Salmond Reed], 'Claystore, General Assessment of Cultural Heritage Significance', 1992, p. 4.

3.1 Subdivision of Land

Large tracts of land were initially bought by a small number of investors, including James O'Neill, Thomas Outhwaite, RH Wynyard, J Williamson & WC Wilson, John Logan Campbell, Thomas Duder, J Hammond and WL Thorburn. Lot 8 was bought by Te Rangi, a Maori who had been in the Armed Constabulary.

Following the first sale of Crown Grants in the 1850s, King Edward Parade and Queen's Parade (originally Beach Road) were surveyed, as were Victoria, Cheltenham, Albert and Calliope Roads. The subdivision of the original lots dictated later roading as landowners subdivided and sold their land. Thus Duder's Avenue lies between the sections owned by Thomas Duder and Alex Alison.³⁶



Fig. 13. Crown Grants Section 2 and part Section 1, Parish of Takapuna, North Shore Libraries, T2297

Subdivision occurred in a piecemeal fashion as individual owners sold their land, often by auction. During the 1860s there was considerable speculation in land subdivision based on the proximity to the ferry. The 'Village of Devonport' at the foot of Mt Victoria was advertised in 1859, the North Devonport Estate and the Township of North Cheltenham in 1864, and the Holmes Brothers' 'North Fleet' subdivision (Anne and Wynyard Streets and Victoria Road) in 1865.³⁷ Other subdivisions were 'Sunnyside' (Waterview Road, Summer Street, Bond Street and Calliope Road) and 'Victoria Park' (Kawerau Avenue, Aramoana Avenue, Ngataranga Road) in 1882, 'Calliope Dock Estate' (Huia Street) in 1884, and the 'Rosebank Estate' (Albert / Church Street) in 1885. Development was slow however, and it was not until the 1870s and 1880s that individual sections were bought and built upon.

³⁶ Gael Ferguson, 'The Borough', *The Hundred of Devonport*, p.31.

³⁷ *Ibid*, p.33.

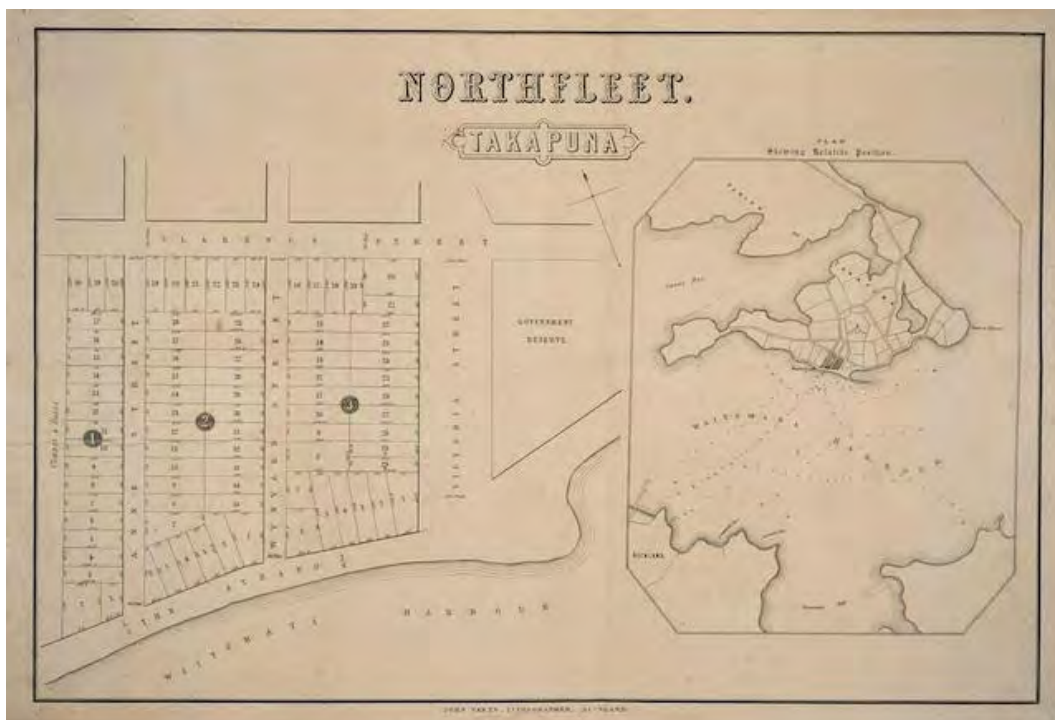


Fig. 14. North Fleet subdivision, Devonport Sir George Grey Special Collections Auckland City Libraries 4496-2



Fig. 15. Victoria Park, Devonport North Sir George Grey Special Collections Auckland City Libraries 4554

A 1900 Borough of Devonport map shows most of the suburb subdivided into residential sections, but some large tracts remain undeveloped, notably in north Devonport, Cheltenham and Stanley Bay. Some large lots close to Stanley Bay were advertised for auction in 1889 as part of the Stanley Point and Sunnyside subdivision, and the area today contains a number of villas built around the turn of the century.

Ferry services to Stanley Bay began in 1900. Although this service was less frequent and used smaller boats, it encouraged further residential development. A 1924 map shows the area fully subdivided into residential lots of varying size, and the wharf with its 'Ferry to Auckland' is clearly shown.



Fig. 16. Borough of Devonport, prepared by Harrison & Foster Authorised Surveyors. C.1900, North Shore Libraries, T2295.

By 1916 the waterfront was fully built up, as was most of the land each side of Calliope Road and on the slopes of Mt Victoria and North Head. Remaining large tracts of land in North Devonport were developed between the world wars, and the land at Narrow Neck was subdivided in the 1920s.

The Bayswater peninsula (known as O'Neill's Point) was subdivided in 1910 and named as the Town of Bayswater on early plans. It extended to the east beyond Balfour Road and included Lansdowne Road, Beresford Street, Marine Terrace, Bayswater Avenue (then King Edward Parade) and Norwood Road.

Bayswater and Belmont developed with the advent of the Bayswater wharf, the ferry service, and the steam tram, which ran the length of Bayswater Avenue from 1910. Dwellings sprang up on both sides of Lake Road from Belmont north towards Takapuna.

In 1935 the eastern part of O'Neill's Point, or Bayswater, was still in farmland, and was later developed for state housing, including Bardia Street, Philomel Crescent, Diomedes Street, Leander Road and Plymouth Crescent. Further around Shoal Bay other state housing areas included Marsden Street and Hillary Crescent. The design of many of these areas varied from the traditional piecemeal development characterised by a grid layout and rectangular sections. Instead, a more integrated development was planned, with cul-de-sacs and crescents were frequently used, houses were oriented to the north and were well linked to nearby coastal reserves with pedestrian paths. The hammer and sickle road layout of Philomel Crescent and Diomedes Street, with its illusion to communist symbolism, has occasioned comment over the years.

Other state house areas include Achilles Crescent. The first state house on the North Shore was opened at 27 Niccol Avenue by John A Lee on 26 September 1938.

Places that represent this theme include:

Hydrographic Survey Station & Mast	Windsor Reserve
First State House on the North Shore	27 Niccol Avenue

3.2 Commercial Architecture

Devonport's main shopping strip, Victoria Road, has been called Auckland's best suburban street, with its two storeyed brick and plaster facades, shops below, living accommodation above and generous sheltering verandas. These buildings were erected in the late 1880s after a disastrous fire that destroyed many of the earlier wooden buildings.



Fig. 17. Victoria Road, west side looking south c.1890. North Shore Libraries, D GSV 0006.

The main shops were supplemented with small groups of shops at the King Edward Parade / Church Street intersection, at Church Street, Vauxhall Road, and at King Store or Parks Store at the Lake Road & Old Lake Road intersection, and at Belmont. Even smaller 'corner shops' were found along Calliope, Vauxhall and Victoria Roads. Sited within walking distance of many homes, these butchers, grocers, dairies, stationers and fruiterers sold a range of basic commodities at a time when few owned cars and perishables were bought daily. Cheltenham also had several shops and dairies, which served both the resident community and summer beach goers.



Fig. 18. Victoria Road, west side looking north 1905, North Shore Libraries, D GSV 0007.

The oldest commercial building in Devonport, the Masonic Tavern, is located away from the Victoria Road shops at the intersection of Church Street & King Edward Parade. Built in 1866 and extended in 1883, its façades have been altered over the years, obscuring the first floor verandas

Devonport has a number of architecturally designed commercial and public buildings, including some by resident architect Edward Bartley. His design signature can be seen on Holy Trinity Church and Vicarage in Church Street, the Presbyterian Church in Victoria Road and the Signalman's House on Mount Victoria.

Edward Bartley's home 'Orpheus Lodge' is located at 117 Victoria Road. A plaque erected by the Devonport Library Associates and the North Shore City Council in 2006 to the rear of his house reads:

Edward Bartley (1839-1919) Architect, Early Colonist, Builder, Member of the first Devonport Borough Council and the Auckland Choral Society. Founder of the Society of Arts and the Auckland Technical School. Designed and lived in this house from the 1880s to 1919.

Other notable Devonport commercial buildings include the Esplanade Hotel, on the Queen's Parade/Victoria Road corner, which is an iconic Devonport building, built in 1901, in the style of the Brighton seaside hotel.

In King Edward Parade, the 1920s Ventnor Hotel was a private establishment that later became the Naval Wren's accommodation, Elizabeth House, and is now converted to private apartments. Today, the Art Deco style is seen in the 1929 Victoria Theatre, and the 1938 former Post Office building, while the 'Moderne' style is represented in the Devonport Ward Service Centre. Formerly the Borough Council office, it was rebuilt in 1939 from the original 1908 Post Office.

Many purpose-designed Devonport buildings have been modified and adapted for residential and office use. These include the Masonic Hall in Victoria Road, the Fire Station in Calliope Road, the Devonport Power Station in Church Street, a former shop (now Salmond Reed Architects building) in Calliope Road, the former AMC butcher's shop in Calliope Road, and, as previously mentioned, the Ventnor Hotel/Wrens' Hostel (Elizabeth House) on King Edward Parade. The former Borough Council workshop has become the Depot Artspace, a community art gallery. Part of the former Presbyterian Church and Hall (corner Church Street and Cracroft Street) is now a private house while the other half was moved to Mount Cambria in 1978 and is now the Devonport Museum.

Places that represent this theme include:

31	Calliope Road	
58	Calliope Road	Salmond Reed Architects Ltd Office
70	Calliope Road	Beeline Leather
86	Calliope Road	Former AMC butchers' shop
35R/36	Cheltenham Road	McHughs of Cheltenham, kiosk / restaurant
44	Cheltenham Road	Shop/ house, now used for residential purposes
7	Tainui Road	Former Domain Dairy, now used for residential purposes
29	King Edward Parade & 3A Church Street	Masonic Tavern
30-33	King Edward Parade	'The Works'
1	Victoria Road	Esplanade Hotel
3	Victoria Road	Old Post Office/ Council Building
5-19	Victoria Road	Mays Building
10	Victoria Road	Former 'Art Deco' Post Office, 1938
14	Victoria Road	Former BNZ
16-18	Victoria Road	Commercial Block
25	Victoria Road	Commercial Block
37-39	Victoria Road	Commercial Block
38	Victoria Road	Commercial Block
41-32	Victoria Road	Buchanan's Building
49	Victoria Road	Johnstone and Noble Building
53-55	Victoria Road	Verran's Building
57-59	Victoria Road	Victoria Arcade
61-67	Victoria Road	Devonia Building
71	Victoria Road	Commercial Block
73-79	Victoria Road	Allison's buildings
81	Victoria Road	Former Auckland Gas Co building
83-85	Victoria Road	Watkin's Building
95-103	Victoria Road	Princess Buildings
151	Victoria Road	Shops
20	Wynyard Road	Chiasso Coffee Co
2	Calliope Road	Former Devonport Dairy / Auckland Milk Co Ltd
116	Calliope Road	corner William Bond Street, former shop
150	Calliope Road	corner Glen Road, former IGA
27	Cheltenham Road	corner Oxford Terrace, former dairy?
22-24	Church Street	opposite café, housing duplex, former shops
29	Church Street	former shop, Auburn Street corner
8	Vauxhall Road	corner Domain Street, the Old Blacksmiths
16	Vauxhall Road	Burgess St corner, White's Dairy
64	Vauxhall Road	shops, modern block on Tainui Road corner

87	Vauxhall Road	Vauxhall Road shops, former AMC butchers shop, now Pyrenees and BEMA Café
89	Vauxhall Road	Vauxhall Road shops, former Post office, now shop with house behind
91a	Vauxhall Road	Vauxhall Road shops, The Attic Gift Shop, villa behind
29	King Edward Parade	Masonic Hotel Boarding house and Boiler House
35-36	King Edward Parade	former dairy
24	Victoria Road	Premium Real Estate office
161	Victoria Road	Victoria Superette, corner Ewen Alison Avenue. Area originally known as Melrose.
Lake Road /Old Lake Road: Intersection area (Kings Store)		All shops

3.3 Residential Architecture

Pre-1860s dwellings, of which a few remain, were of necessity simple and practical. In addition to these, the suburb has a range of later housing types including simple cottages, villas, transitional villas, bungalows, state houses, English cottage style houses, Spanish Mission, Moderne, and post-WWII brick and tile, and more recent construction styles. The housing style reflects the era in which the land was subdivided, so cottages and villas predominate in Devonport south, while bungalows, state houses and post-war examples are generally found in the later settled parts of north Devonport, Narrow Neck, Belmont and Bayswater.



Fig. 19. 1870s cottage, Buchanan Street, Salmond Reed Architects.

As elsewhere, Devonport's houses reflected the colonial boom and bust cycle, and the suburb contains some fine merchants' houses in Cheltenham, Stanley Bay, Stanley Point and other areas, where good sea views and a favourable orientation could be found.

The earliest period of marked growth was the 1870s when timber was a major export and the main housing types were the cottage and villa, including the bay villa. These houses were designed to be seen from the street, set behind their picket fences and gardens. The floor plan orientated the main rooms towards the street frontage and the houses were bisected by a passage running from front to back, terminating with the kitchen and other service rooms, housed under a rear lean-to. Most of these houses were built from stock plans supplied by the timber companies. Some speculative builders bought neighbouring sections and built nearly identical villas.

While the late 1880s-1890s recession saw slow residential growth, the first decades of the 20th century showed a marked increase in house building. The Californian bungalow became popular, as well as the English Cottage and Spanish Mission styles.³⁸ Most bungalows were constructed after WWI, but some early pre-war examples exist. In this period the villa influence began to wane, and the transitional villa style emerged, having elements common to both styles, often mixed.



Fig. 20. Clarence Street bungalow, Salmond Reed Architects.

The bungalow style generally saw high villa ceilings lowered, casement windows replaced double hung, simplified roof forms and lowered roof pitches as well as porches in place of verandas. The Californian bungalow, with its relaxed floor plan, carefully planned kitchens and bathrooms, and good interior/exterior connections with porches suited the informal New Zealand lifestyle, and was justifiably popular with the general public. Architects, however, preferred the English Cottage style, which reflected New Zealand's British origins, rather than the 'imported' American or Spanish styles.

Although plan book housing was common, recognised architects such as Edward Bartley, JM Walker, WA Cumming, Fred Souster, HL Bates, Daniel B Patterson, J Sholto Smith, T Coulthard Mullions, Cecil Trevithick, RW Kibblewhite, RA Abbot, MK Draffin and H Rhodes Robinson also designed buildings in Devonport.

Several reports on housing in Devonport in the late 1920s and 1930s deplored the abominable conditions and overcrowding.³⁹ A new Government housing policy led to land being bought in the Narrow Neck area for public housing. The first State house on the North Shore was tenanted in September 1936 at 27 Niccol

³⁸ Jeremy Salmond, 'Architecture', *The Hundred of Devonport*, p103.

³⁹ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p.152.

Avenue. Its gabled and hipped roof, minimal overhang and small windows were influenced by the English Cottage style. This style is also used in nearby Achilles Crescent, and is intermixed with the Moderne or International Style as seen in the two duplex units on opposite corners of the Old Lake Road/Lake Road intersection. These houses have plastered walls, 'flat' roofs concealed by parapets, and minimal decoration.

After WWII, building restrictions limited the size of houses, and architect designed dwellings emphasised simple structures, tight efficient plans, open plan living, use of large areas of north facing glass and doors to enhance the indoor/outdoor relationship, with wide sheltering roofs and verandas. Leading the way were the Group Architects who designed a number of houses on the North Shore, including the Rotherham House in Rutland Road (1950-51) and the Juriss House in Second Avenue (1954-56), as well as several kindergartens.

After WWII Navy housing was built in Bayswater of solid timber on large sections in Philomel Crescent, Portsmouth Road, Plymouth Crescent and Roberts Road.

Places that represent this theme include:

28	Albert Road
41	Albert Road
24	Allenby Ave
7	Anne Street
21	Aramoana Ave
14	Bayswater Ave
21	Bayswater Ave
16	Beresford Street
14	Birkley Road 'Ngataranga'
13	Buchanan Street
18	Buchanan Street
4	Burgess Road
2	Cambria Road
26	Cheltenham Road
28	Cheltenham Road
33	Cheltenham Road
44	Cheltenham Road, shop/house
11	Church Street, Duder House
28	Church Street
64	Church Street
23	Clarence Street
41	Clarence Street
24	Ewen Alison Ave
26	Ewen Alison Ave
28	Ewen Alison Ave
4	Flagstaff Terrace
6	Flagstaff Terrace
14	Glen Road
1	Grove Road

16	Hastings Parade
14	Huia Street
18	Huia Street
5	Jubilee Ave
15	Jubilee Ave
17	Jubilee Ave
3	Kerr Street
4	Kerr Street
21	Kerr Street
25	Kerr Street
6a	King Edward Parade
36-39	King Edward Parade
44	King Edward Parade
55	King Edward Parade
56	King Edward Parade
60	King Edward Parade
62	King Edward Parade
9	Matai Road
15	Matai Road
9	Mays Street
34	Mays Street
15	Mozeley Avenue
26	Norwood Road
42	Norwood Road
57	Norwood Road
63	Norwood Road
18	Queens Parade
8	Rata Road
10	Rata Road
12	Rata Road
14	Rata Road
30	Seacliffe Avenue
27	Stanley Point Rd
39	Stanley Point Rd
41	Stanley Point Rd
19	St Aubyn Street
6	Summer Street
7	Tainui Road, former Domain Dairy
47	Tainui Road
14	Takarunga Road
11	Tudor Street

47 Vauxhall Road
 51-53 Vauxhall Road
 57 Vauxhall Road
 126 Vauxhall Road
 143 Vauxhall Road
 60 Victoria Road
 90 Victoria Road
 112 Victoria Road
 157 Victoria Road, Dr Bennett's House
 27 William Bond St
 44 Williamson Ave, 'Earnscliffe'
 126 Calliope Road
 152A Calliope Road
 13 Bardia Street includes houses at 177, 179 & 181 Lake Road (state houses)
 9a, 9b, 9c, 9D, 9e and 9f Kerr Street (state houses)
 53 & 55 Old Lake Road listed as 51-57 Old Lake Road (state houses)
 27a Rutland Road Rotherham House
 15a Second Ave Juriss House
 15b Second Ave, Manning House
 1C Rosyth Avenue, Belmont Kindergarten

Navy Houses Calliope Road:

45	Calliope Road	103	Calliope Road
49	Calliope Road	105	Calliope Road
59	Calliope Road	107	Calliope Road
61	Calliope Road	107A	Calliope Road
63	Calliope Road	109	Calliope Road
65	Calliope Road	111	Calliope Road
73	Calliope Road	113	Calliope Road
75	Calliope Road	115	Calliope Road
77	Calliope Road	117-119	Calliope Road, 'Moerangi'
97A	Calliope Road	141	Calliope Road
99	Calliope Road	143	Calliope Road
101	Calliope Road	145	Calliope Road

Other Houses:

9 Bardia Street
 13 Beresford Street
 19 Beresford Street, 'Goleen'
 28 Beresford Street
 37 Beresford Street, Peter Blake's House
 10 Buchanan Street

17	Calliope Road, Rob Wynyard's House, Devonport Borough Councillor 1893
30	Calliope Road
4	Cheltenham Road, Charles C. Dacre's House, sportsman and businessman
25	Cheltenham Road Hugh H. Browns House, Bean Rock lighthouse keeper
27	Cheltenham Road, corner Oxford Terrace Former Dairy
22-24	Church Street, house duplex opposite café
15	Domain Street Captain Burgess House
18	Domain Street
19	Francis Street Belmont
5	Garden Terrace
7	Garden Terrace, Charles Bailey Jnr (boat builder) house
29a	Glen Road, Alpers' House
12	Jubilee Ave
55	Jutland Road
72	Jutland Road
7	King Edward Parade, Oliver May's House
52	King Edward Parade
48	Lake Road, Robert Muldoon's first House
253	Lake Road / 2 Eversleigh Road
3	Landsdowne Road, Bayswater
33	Mays Street, corner May and Kerr Streets Mount Victoria Kerr Street Artspace , Mt Victoria
15	Norwood Road Bayswater
17	Norwood Road
23	Norwood Road
27	Norwood Road
65	Norwood, boatshed
26	Oxford Terrace, Canavan House
36	Oxford Terrace
2	Seabreeze Road
17	Second Avenue
18	Stanley Point Road (Logan Family House (boat builders)
37	Stanley Point Road
37A	Stanley Point Road
52	Stanley Point Road
70	Stanley Point Road
78	Stanley Point Road
9	St Aubyn Street
2	Tui Street
8	Vauxhall Road, corner Domain Street, the Old Blacksmiths
129	Vauxhall Road

- 141 Vauxhall Road
- 86 Victoria Road, Adam Henderson house (boat builder)
- 117 Victoria Road, Edward Bartley's House
- 145 Victoria Road Former Masonic Hall, now in apartments
- 7 Waterview Road
- 21 William Bond Street, Bert Wolacott House (boat builder)
- 22 Winscombe Street
- 45 Stanley Point Road, Devon Park Apartments
- 37 Stanley Point Road by Ivan Juriss
- 37a Stanley Point Road by Ivan Juriss

Groups of houses:

End of Aramoana Avenue
 3,5 and 7 Arawa Ave, Cheltenham
 Allenby Avenue, Beresford Street Bayswater
 28-38 Church Street and entire street
 1, 2, 3 and 4 First Avenue
 Grahame Street
 3, 5 & 7 Matai Street
 15 Matai Road upgrade to A
 Niccol Ave bungalows
 14,16,17,18 &19 Summer Street
 14 & 18 Waterview Road

State Houses:

Achilles Crescent including Ajax Street
 Bardia Road Belmont including Tui and Moa Streets
 Hillary Crescent /Lowe Street Belmont
 Philomel Crescent Belmont including
 Diomedes and Leander Streets
 Plymouth Crescent Bayswater
 Ngataranga Road RNZN Housing

3.4 Public Spaces

Access to the beaches and the creation of waterfront reserves has always been important in Devonport, and reserves are found along the coast, including George Gair Lookout by Takapuna Grammar School, the coastal walkway and footbridge along the Shoal Bay coast, which extends through to Duder's Point, Quinton Park (Bayswater Wharf), Stanley Bay, King Edward and Queen's Parades, Fort Takapuna and Narrow Neck beach.

The volcanic cones of North Head, Mt Cambria and Mount Victoria are also major recreational spaces, and many others have been established on reclaimed land, including Stanley Bay Park and the Naval Sports ground, Woodall Park, Waitemata Golf Course and Ngataranga and Dacre Parks.

Few new parks have been created in recent years, an exception being the Mary Barrett Glade. This native bush area extends from Lake Road along the coast of Ngataranga Bay on the site of the old Duders' Brickworks. It is known locally as Polly's Park since it was the personal efforts of Mabel Pollock (Polly) that led to the land, belonging now to the New Zealand Navy, being gradually replanted over the years since 1993 as a haven for New Zealand native flora and fauna.

As early as 1878 the Flagstaff Highway Board identified three foreshore reserves for bathing. In 1881 the control of Flagstaff Hill (Mt Victoria) and Devonport Domain came under the jurisdiction of the Devonport and Mt Victoria Domain Board, later to become the Devonport and Rangitoto Domain Board.



Fig. 21. Narrow Neck Parade Ground Fort Cautley, North Head. The Price Photo Co., Devonport Historical Society and Museum.

Much of the public land in Devonport used by the military for defence has become public recreation reserve when no longer required by the military. Windsor Reserve, the first naval ammunition store, was given to the Borough in 1911.⁴⁰

Mt Victoria was made a public reserve in 1881, but used for defence purposes during the Russian scare and both world wars. North Head was designated a defence reserve in 1878 and returned to the public in 1994. Narrow Neck (Fort Takapuna) was used for various defence purposes from 1880s but is now mainly given over to recreational use (see Section 5.2). In these locations, the gun emplacements, barracks, searchlight positions and other artefacts have been conserved.

⁴⁰ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p. 149.

Another volcanic cone, Mt Cambria, was developed as a passive recreation space by Devonport Borough Council before amalgamation in 1989, and now also contains the Devonport Museum. This area, previously quarried away for road-building scoria, was used as the Borough Council Depot for many years.

The land that the Waitemata Golf Club now occupies was originally reclaimed for the Takapuna Race Course, which opened in 1881. At the Narrow Neck end, Woodall Park is an open recreational space used for activities such as the circus and Krikiti (Samoan cricket), and as a start and finish venue for sporting events such as triathlon.

To the west of Lake Road lies Dacre Park soccer field, located on the site of the former Gas Works. The Gas Works building is now a community workshop. Ngataranga Park is on site of the former landfill/recycling facility set up the Devonport Borough Council in 1964. The landfill was closed after the 1989 amalgamation of North Shore local governments, and the park developed to provide a maze garden, walking and cycle path and skateboard facility.

Tree planting in public spaces has always been an important responsibility for the local authority. In 1874 the Provincial Treasurer granted £50 for trees on Victoria Road near the Naval Reserve (Windsor Reserve). The magnificent Moreton Bay fig near the Devonport Library was planted in 1883, and Council records show more trees were planted on Windsor Reserve in 1896.

Street plantings include the line of pohutukawa trees along King Edward Parade, planted in the early 1930s when the seawall and railing were constructed, and the Memorial Drive of Norfolk Pines in Lake Road, planted on Arbor Day 1952 to commemorate people lost in World War II.

Places that represent this theme include:

Mount Victoria, including Fort Victoria and the Mount Victoria Mushroom Vents

North Head, including fortifications

Devonport Domain

Mount Cambria Reserve, including Devonport Museum

Lake Road Memorial Drive

Dacre Park, former gasworks site

Waitemata Golf Club, former Takapuna Racecourse

Windsor Reserve, including the “Nothing Happened” Plaque, Hydrographic Survey Station and Mast, WW1 Memorial, Fountain Memorial to JP Mays and H Frankham

Marine Square including the EW Alison Memorial and Clock

Reserves around the waterfront, including Magazine Rock, King Edward Parade commemorative seawall and shell path, plaque recording boat building industry, the Watson Memorial clock, site of original Devonport Wharf, Calliope Sea Scouts Hall, Tainui Landing Monument and the Torpedo Bay Plaque to D’Urville of the *Astrolabe*

Fort Takapuna Historic Reserve, Vauxhall Road, including Fort Takapuna

Theme 4: Work

4.1 Farming

The first economic activity in Devonport was farming. Cattle and grazing permits were issued by the Flagstaff Highway Board on wasteland such as Mt Victoria. By the early 1900s small farms were located to the north along Bayswater Avenue, some supplying milk to the Takapuna Dairy Company in Victoria Road.

In addition to the pastoral use of land, small market gardens growing vegetables for local consumption were established, including some on the lower slopes of Mount Victoria. Later other market gardens were established at Bayswater.

The Alison family established strawberry gardens on King Edward Parade (Beach Road). A visit to the Alison strawberry garden for strawberry teas was a favourite Sunday outing for locals and city visitors who came on the ferry – also owned by the Alison family.

The residential subdivisions of the late 1920s and 1930s took over many of the small farms, and by the 1950s there was no horticulture or agriculture remaining in the borough.

Places that represent this theme include:

197-199 Victoria Road, corner Victoria Road and Mozeley Ave, former Takapuna Dairy Company
2 Calliope Road, former Devonport Dairy/Auckland Milk Co Ltd

4.2 Industry

Devonport was once a hive of boatbuilding activity but there is little industry in Devonport today and what remains is concentrated in Wynyard and Fleet Streets. Here, there is a panel beater, manufacturers of coffee and chocolate, a glasscutter, a home decorator and one lone remaining boat builder.

There is no heavy industry in Devonport apart from that carried out by the Navy, which has two 'yards' in Devonport, the North Yard at Patuone Place/Jim Titchener Drive and the South Yard at Queen's Parade/Calliope Road.

Some large scale manufacturing still existed in Devonport until the early 1970s, for example BE Haywood & Co, which was the largest specialist babywear and childswear manufacturer in the southern hemisphere.⁴¹ It was located at 30 King Edward Parade in the former Duder Bros. store, which is now the Art of this World and Duder reception rooms.

Places that represent this theme include:

20 Wynyard Street, Chiasso Coffee Co
319 Queens Parade, Calliope Dry dock and Pumphouse
Industry/warehousing in the North Yard of the Naval Base.

4.2.1 Quarrying

The scoria cones of Mt Cambria (Takararo) and Duder's Hill were quarried for roading for Devonport. These proved a money-earner for the Flagstaff Highway Board, which also sold this essential material to other Highway Boards on the North Shore.

Places that represent this theme include:

Pa, Tokaroro Volcanic Hill, Mount Cambria, Vauxhall Road.
Mount Cambria Reserve, Devonport Museum.

⁴¹ *North Shore Times Advertiser*, 13 April 1972, p.15

4.2.2 Kauri Gum and Timber

Kauri gum digging was a profitable sideline for farmers breaking in the land on O'Neill's Point and Stanley Point. In times of need, itinerant men living precariously in temporary shacks could earn a little money from digging gum on wasteland and selling it in the city.

The New Zealand Timber Co. operated in Pilot Bay (Torpedo Bay) from the 1880s to serve the shipbuilding and house building industries. Kauri logs were rafted or brought by scow from Thames and Great Barrier Island, and milled for the neighbouring local shipyards. The NZ Timber Co. sawmill was described as having the most up-to-date machinery powered by steam.⁴²

The Kauri Timber Company Office and its associated timber yard once stood on the site currently occupied by the New World Supermarket. This company also had its own wharf in the vicinity of Wynyard Street⁴³.

Places that represent this theme include:
None identified.



Fig. 22. New Zealand Timber Company, Torpedo Bay, 1880s. Sir George Grey Special Collections, Auckland City Libraries 4-3001.

4.2.3 Brickmaking

The layer of clay that lies under the volcanic topsoil in Devonport made the area most suitable for brickmaking. The earliest brickworks were built by James Hammond at Brick Bay (Stanley Bay), and were in operation from 1844 until the early 1850s. The brickworks of Tiller & King were built on the north side of Ngataranga Bay by the Tiller family in 1852. The firm produced a high quality product but the business closed in 1863. Part of the brick house still standing on the corner of Hanlon Crescent and Lake Road is thought to be the brickworks manager's house. Other early brick works (1859 to early 1860s) were those of John Andrews at what is now Bardia Reserve, and Beach and J Willet at the Philomel Reserve, Bayswater,

⁴² 'Timber a mainstay of early Devonport', *Flagstaff* 28 March 2002, p16.

⁴³ Auckland Regional Council Cultural Heritage Inventory, No 217.

operating in the early 1860s.⁴⁴ After the disastrous fire in Victoria Road in 1888, the Borough Council decreed that buildings in the main shopping area were to be constructed from bricks only. Such bricks were presumably sourced from the many local brickworks, including the one operating in 1888 in Garden Terrace.⁴⁵

Another brickworks was established at Stanley Bay for building the Calliope dry dock in 1880s. It was located at the base of the cliffs behind the wharf, and the kilns were dug into the cliffs. They remained visible for many years until they were covered by slips.⁴⁶ It was on account of these brickworks that Stanley Bay was sometimes referred to as Brick Bay.

The Duder Bros Pottery Brick and Tile works at Ngataranga Bay was a major employer in Devonport in the 1890s through to the 1920s. The clay was dug on site to produce ornamental and common bricks, sanitary pipes, chimney heads and tiles for bakers' ovens. Coal used in production was brought in the company's cutter and unloaded at their wharf at the end of Church Street. A canal dug out of the Ngataranga Bay mud enabled the bricks to be loaded directly on to scows for delivery anywhere on the Waitemata.⁴⁷

In 1942 the works were leased to the Avondale firm, Crum Brick, Tile & Pottery Co. However they did not take up operation there, and the facility was dismantled to make way for navy housing in the 1950s.



Fig. 23. Duder Bros.' Brickworks, Ngataranga Bay. 1924. Photographer H. Duder, North Shore Libraries, D GBB 0016.

The third brickworks in the bay was built by the Auckland Gas Co., which bought land on the south side of Ngataranga Bay in 1894 to manufacture bricks for their furnace chambers. This factory also produced other clay objects such as drainage pipes. Of the many buildings once located on this site only the claystore (used for brick manufacture and now a community workshop) and a concrete wall remain.

Places that represent this theme include:

Duders' Brickworks Manager's House 38 Lake Road, corner Hanlon Crescent

Former Gasworks, claystore and concrete wall, part of the former gasworks, 27 Lake Road, Devonport

4.2.4 Boatbuilding

⁴⁴ Verran, p.90.

⁴⁵ Ibid, p.93.

⁴⁶ 'Stanley Bay Stood for Bricks', *Beginnings*, Vol. 2 p.15.

⁴⁷ 'Bricks Helped Build Borough', *Beginnings*, Vol.3 p.11.

Boatbuilding was the principal industry in early Devonport, with a number of businesses filling the colony's need for all types and sizes of boats, and greatly influencing the development of Devonport. From 1850 to 1880 the foreshore from Torpedo Bay to the foot of Huia Street was the busiest shipbuilding area in New Zealand.⁴⁸ In fact, the foreshore between King Edward and Queen's Parades was known as the "Belfast of the South" and a plaque located near the Devonport Yacht Club commemorates Devonport's shipbuilders and their contribution to New Zealand shipping.⁴⁹ Between 1859 and 1890 Devonport's ship building industry launched the largest tonnage of shipping in New Zealand.⁵⁰

The first shipbuilder, Alex Alison & Sons, moved to Flagstaff in 1852 from Mechanics Bay, which was undergoing reclamation. Other boatbuilders included George Beddoes (1858), the Holmes Brothers (1863), Sims and Brown, Henry Niccol & Son (1864), Charles Bailey snr (1876), Robert Logan snr (1878) and Le Huquet (1918).



Fig. 24. Boatbuilding at Torpedo Bay, Sir George Grey Special Collections, Auckland City Libraries, 4-3095.

The largest of these companies was Henry Niccol & Son (1864-78), whose shipyard covered most of the land at the foot of Garden Terrace.⁵¹

In February 1898 the Devonport Borough Council passed a motion that all waterfront buildings between Stanley Bay and North Head be removed. As a consequence the majority of shipbuilding moved to Freeman's Bay, freeing up some of the waterfront area from industry. Well after the Devonport foreshore had been cleared of shipbuilding (1890s), the Darroch family moved their shipyard from Mahurangi to Stanley Bay in 1921. Today a slipway at the yacht club provides facilities for repair and maintenance for private yachts and one boatbuilder, Kevin Johnson, carries on the tradition in Wynyard Street.

Places that represent this theme include:

Plaque recording boat building industry, King Edward Parade

⁴⁸ *North Shore Times Advertiser*, 26 June 1975, p.11.

⁴⁹ 'The End of an Era', *Beginnings*, Vol.2, p.36.

⁵⁰ Inscription on plaque located near the Devonport Yacht Club.

⁵¹ *North Shore Times Advertiser*, 12 June 1975, p.10 and Devonport Historical and Museum Society.

4.3 Commerce

The earliest mode of transport to Devonport for both people and goods was by sea. It followed naturally that the first areas of commerce were adjacent to the water, with the initial settlement being opposite the foreshore at the bottom of Church Street. Oliver Mays opened his store in 1863 in Church Street, moving in 1874 to Beach Road (King Edward Parade), next to the Masonic Hotel.

From 1863 when the Holmes Bros moved to the bottom of Victoria Road and built the Flagstaff Hotel, trade began to develop along Victoria Road. With the introduction of a regular ferry service and later the vehicular ferry, Victoria Road became the suburb's premier commercial centre. The shops built on the western side followed the model of retail at footpath level, with residential accommodation above and a goods' yard behind.⁵²



Fig. 25. E. Ford's Irresistible Tearooms, Victoria Road, 1920, North Shore Libraries, D PB 0002.

From 1880 to 1920 Devonport was the commercial centre of the North Shore. As the main point of communication with Auckland, it was a centre for goods and services to outlying areas such as Takapuna and Milford, and country settlements further to the north. Many stores and local businessmen served large areas with orders for foodstuffs, tools, clothing and medicines.⁵³ The Duder Bros enterprise was so large that it imported its own goods from overseas and had its own wharf across the road from its store.

⁵² Note: Devonport Historical and Museum has an excellent pictorial record of the ownership of these shops.

⁵³ B. J. Griffiths, 'The North Shore, Its Character and Functions in 1888, 1913, 1936'. MA Thesis, Auckland College, University of New Zealand, 1959, p. 14.



Fig. 26. Duder Bros. Shop & Store, cnr. King Edward Parade and Church St. 1880s. Sir George Grey Special Collections, Auckland City Libraries 4-3033.

Hotels provided accommodation for travellers and stabling for their horses while they did business in the city. The nearby blacksmith shop attended to the horses and made and repaired equipment for industry and farming. Horse transport, discussed elsewhere, was also a thriving business.

The effects of the 1890s depression were somewhat mitigated by the presence of essential services like the army, navy and the Calliope Dock. The subsequent recovery was helped by the fact that Devonport was already an established and well-appointed community.⁵⁴

As Devonport grew and developed northward, small groups of shops were built at crossroads and near bus stops, including shops at Vauxhall Road, Calliope Road and Kings (Park's) Store at the corner of Lake and Old Lake Roads. Some of these were built in the 1920s, though in some cases additional buildings were added to existing shops.

Also at Melrose, in the Victoria Road/Mozeley Avenue area, was the Takapuna Dairy Co. established in 1902. It later became the Eldora Icecream Factory, which thrived until the 1960s.

Places that represent this theme include:

See Section 3.2 above.

⁵⁴ Susan Yoffe, 'Devonport Borough 1886', Research Essay, University of Auckland, 1990, p. 19.



Fig. 27. Buchanan's horse drawn bread delivery in Devonport c1930s, North Shore Libraries D TR 0003.

4.4 Tourism

As a marine suburb with three beautiful beaches, Devonport was always an attractive destination, and guest accommodation developed to service the influx of visitors.

The Flagstaff Hotel (1864) and the Masonic Hotel (1866) were the earliest of the Devonport accommodation houses. The Masonic Hotel advertised its facilities as follows:

Families and gentlemen seeking a temporary retirement from the turmoil of commercial life, will here find attractions unequalled within so short a distance of the city: while to invalids it offers especial advantages.⁵⁵

The opening of the Esplanade Hotel, in 1901, and later the Ventnor Hotel, in 1920, provided more holiday accommodation and facilities for day visitors also continued to flourish.

From the earliest times a number of attractions sprang up to service and attract tourists. The Alison Strawberry Gardens on Beach Road were well patronised and Stark and Quick's Bear Gardens on Queen's Parade provided entertainment for a brief period. The latter attraction, originally known as Victoria Gardens, was intended as a private zoo and gardens, but it is uncertain whether it ever contained the circus bears that gave rise to its more popular 'Bear Gardens' name. It opened briefly for less than a year before closing in 1883. Tearooms, such as Ford's Tearooms on King Edward Parade and others in Victoria Road were also popular.

⁵⁵ *Daily Southern Cross*, 10 February 1866, p4.



Fig. 28. Pearce's Masonic Hotel, King Edward Parade c.1900. North Shore Libraries, T2217.

People came across from the city on the Devonport Steam Ferry and were taken to Cheltenham Beach by the short-lived tram service. The Cheltenham Beach kiosk, now McHughs of Cheltenham (1913), famous at the turn of the century, is still popular today.

Race days at the Takapuna Race Course from 1881 until its closure in 1934 were especially busy for those involved in the tourist enterprises such as transport companies and hotels.

Devonport continues to be a favourite destination for overseas tourists who enjoy the village atmosphere, cafés and restaurants. Today the Esplanade offers quality accommodation while the numerous bed and breakfast establishments in Victorian villas are popular for their old world charm.

Places that represent this theme include:

Esplanade Hotel 1 Victoria Road,
 Ventnor Hotel/‘Elizabeth House’, former seaside boarding house, 5 King Edward Parade
 Masonic Hotel, 29 King Edward Parade and 3A Church Street
 Bear Garden Wall, Queens Parade, Garden Terrace, Kapai Road, Clarence Street
 McHughs of Cheltenham, 35R/36 Cheltenham Road

Theme 5: Government

5.1 Local Government

Following the establishment of the signal station in 1841, Flagstaff was included in the Parish of Takapuna, one of the six parishes for land registration in the First Territorial District, County of Eden, in 1842.⁵⁶ In 1848 the Hundred of Pupuke was created and wardens appointed to control the use of Crown 'waste land' through the licensing of animal grazing rights. (The term 'hundred' is an English unit of local government. It was a subdivision of a shire and existed from medieval times until the 19th century.) In 1853, as a result of the Crown subdividing and selling off most of the Crown land in Devonport, the Hundred of Pupuke was dissolved. For the next 15 years the administration was taken over by the Provincial Government.

The Flagstaff District Highway Board, formed in 1866, was the first true local government elected by citizens. The board's initial tasks were to form roads and provide drainage. Efforts to designate some remaining Crown Land for public reserves were at first turned down, but in 1873 the Minister of Crown Lands gave Flagstaff Hill (Mt Victoria) to the citizens for recreational use. In 1876 the Board also took on the duties of a Board of Health. The Flagstaff District Highway Board opened the first library in the Auckland Provincial District in 1878, and achieved another milestone in 1882 with the installation of gas street lighting.

The formation of Devonport Borough in 1886 was the result of an increase in population and reflected the growing importance of Devonport as a military, naval and commercial centre on the North Shore. As early as 1927 Devonport Borough Council resisted attempts at a forced amalgamation with the four other boroughs on the North Shore. It also resisted joining schemes for sharing electricity and water supply. Devonport residents believed that their interests in both social and commercial development were with Auckland City and not with the more rural boroughs of Northcote, Birkenhead and Takapuna. It was as much a suburb of Auckland City as Mt Eden or Remuera. Further amalgamation proposals were resisted in 1958 and again in 1967.⁵⁷

The opening of the Harbour Bridge in 1959 affected Devonport immensely. Development and population moved north to the 'bays', the suburb began to decline, and the Council considered various schemes in the 1960s to bring people and tourism to the Borough. Proposed projects aimed at increasing the population included: a high-rise housing development on Devonport Domain (1962); a 12-storeyed block of flats with 100 units at Torpedo Bay (1964); houses in Alison Park and high-density housing on North Head.

Windsor Reserve, immediately adjacent the shopping area and convenient to both road and ferry transport, was seen as particularly appropriate for commercial attractions. Some projects proposed for the area were a miniature railway, a swimming pool, a marineland park and stage or soundshell.

At Narrow Neck it was suggested that the beach was most suitable for a motorcamp, a hotel and skating rink (1963). The most bizarre proposal, however, was a restaurant on top of Mt Victoria reached by a gondola cable-car from the wharf.⁵⁸

In 1968 Council approached Fletcher Holdings to undertake a feasibility study for a marina in Ngataranga Bay. The resulting proposal was approved by the Auckland Harbour Board and supported by the Auckland Regional Authority in 1969. The development was to reclaim 24 acres and provide berthing for yachts and launches. The Ngataranga Bay Protection Society was formed and successfully fought the proposal. In 1971 fierce public opposition voted out the 'old guard' on Council, and the decision was reversed by the incoming Council. The subsequent compensation paid by Council to the developer raised Devonport's rates for many years.

Opposition to local government reform and the amalgamation of North Shore's five Boroughs in 1988 was also opposed strongly, and Independent Devonport waged a long campaign against the legislation, even taking the matter to court. The cause was lost and North Shore City was formed in 1989. Devonport

⁵⁶ 'A Chronology of the Borough Council', *The Hundred of Devonport* p.139; Verran, p.119.

⁵⁷ 'A Chronology of the Borough Council', *The Hundred of Devonport*, pp.155-157.

⁵⁸ Ibid.

Borough Council was the first to lay asphalt footpaths, lay concrete roads, give the vote to women, open all its meetings to the public, employ women on the staff, declare itself nuclear free, take positive steps to reduce the use of toxic spray, introduce a public forum at the beginning of all meetings, become a corporate member of the New Zealand Historic Places Trust, and to establish a comprehensive recycling scheme.⁵⁹ Devonport was represented on the new North Shore City Council by two councillors and by the Devonport Community Board.



Fig. 29. No Amalgamation Banner, Devonport Historical and Museum Society



Fig. 30. Independent Devonport poster, Devonport Historical and Museum Society

Local body reform has continued and following a 2009 Royal Commission on Auckland governance, seven existing city and district councils and the Auckland Regional Council were abolished to form a single new unitary authority, the Auckland Council. The North Shore is represented on Auckland Council by two councillors, and at the community level the Devonport-Takapuna Local Board has 6 members.

The Devonport Borough Council building now houses the Devonport Service Centre and tourist information centre. The former Devonport Borough Council depot in the old quarry on Mt Cambria has been transformed into a park for passive recreation, and in 1978 the Devonport Museum established itself here in the former Church Street Presbyterian Church. The former works depot in Clarence Street is now The Depot Artspace.

⁵⁹ Devonport Historical & Museum Society.

Places that represent this theme include:

Former Devonport Borough Council offices / former Post Office, 3 Victoria Road
Mount Cambria Reserve, Devonport Museum
Pa, Tokaroro Volcanic Hill
Mount Cambria, Vauxhall Road

5.2 Defence

The volcanic cones of Devonport were used for defence purposes by the earliest Maori inhabitants and the occupying iwi groups fortified both Takapuna (North Head) and Takarunga (Mt Victoria) multiple times. The remains of these fortifications were evident when the first European ship, the *Astrolabe*, visited in 1827.

New Zealand's defence forces have had a long and close association with the Devonport community and the civilian and military populations have mixed and grown side by side.

When the imperial troops were withdrawn after the 1860s, a succession of militia and volunteer units were raised to defend the harbor, including the Armed Constabulary, Auckland Volunteer Coastguard, Auckland Artillery Volunteers, and the Devonport Naval Artillery Volunteers.



Fig. 31. Artillery Volunteers 1910 Garrison, Fort Cautley. W.L. Ruffell, Devonport Historical Society and Museum.

The geographical suitability of the Flagstaff foreshore for naval operations was noted by Governor Hobson in 1840 and the following year an ammunition store was built on the 'Naval Reserve' (Windsor Reserve). The naval presence grew until, by 1886 and during the time of the 'Russian scare', there was blacksmith's shop, two storey barracks and a carpenter's shop with a capstan for hauling up small vessels, a boatshed

and a launching ramp for the torpedo boat. A jetty and torpedo storage facilities had also been built at Torpedo Bay.⁶⁰

The close proximity of the Navy and the commercial centre brought moves from the Council to shift the Naval presence elsewhere and in 1890 the Admiralty accepted the offer of four acres of reclaimed land near the newly opened Calliope Dock. This then became the Naval Base.

In 1921 the New Zealand Division of the Royal Navy was formed. HMS Philomel, an old cruiser, was tied up beside the deepwater jetty to become the training centre and HMS Chatham was based in Devonport as its first service ship.

Facilities at the naval base grew so that repairs of New Zealand and allied naval ships could be undertaken. Permanent barracks, the Naval Hospital (1941) and Philomel Wardroom (1942) were built, as were a stores depot, and oil and ammunition storage facilities.⁶¹

In 1963 the HMNZS Tamaki, the naval training centre, was moved from Motuihe Island to Fort Takapuna at Narrow Neck. It then moved in the late 1990s to HMNZS Philomel, although the Officer School and Trade training remained. The land was returned to reserve status as the Fort Takapuna Historic Reserve (see Army below).

Work to various vessels was carried out at the Calliope Dry Dock built by the Auckland Harbour Board and opened in February 1888. At the time it was the largest dock in the Southern Hemisphere, capable of refitting both naval and merchant vessels. It brought craftsmen and labourers to the Devonport area and continues today to attract a labour force of skilled craftsmen and engineers. Calliope Dry Dock has been under private management since 1994 when it was leased to Babcock & Co. In 2004 Vosper Thornycroft Fitzroy won the contract and since July 2010 the dock has been operated by Babcock Fitzroy Ltd.

The Torpedo Bay yard, designed by Major Tudor Boddam, no longer required for its built purpose, is currently used for small craft training and as a band rehearsal facility. The 19th century submarine mining station on the site has been refurbished and restored to house the Naval Museum, which shifted from its previous Spring Street home. The new museum opened in October 2010.

Seeking to expand the Navy began reclaiming land at Ngataranga Bay from the 1940s to form the 'north yard'. A tunnel was bored through the Stanley Bay peninsula to provide access between the Southern and North Yards. The substantial warehouses of the North Yard are currently used as supply and maintenance depots. The western end of the Yard has sports fields and a pavilion, the Tamaki Damage Control School and the Te Taua Moana Marae.

Today the Navy remains an important part of the Devonport community, participating in civic functions with guards, Charter Parades and brass band concerts. Public open days, including ship visiting days, are also held at the Naval yards. Navy personnel living in the naval housing estates along Calliope Road and in Roberts Road, Plymouth Crescent and Portsmouth Road contribute fully in the suburb's social and economic life. It has however not always been a harmonious relationship. In the 1880s the Borough Council appealed to the Provincial Council for compensation for not being able to charge rates on the military land, and in 1954 the Council demanded £4,000 from the Government for lost rates on defence lands and people protested against live gun practice at Narrow Neck in 1950.⁶²

⁶⁰ David Barrat, 'The Garrison', *The Hundred of Devonport*, pp.64-72.

⁶¹ Barrat, p. 71.

⁶² 'A Chronology of the Borough Council', *The Hundred of Devonport*, pp.154,155.



Fig. 32. Spar torpedo board 1884. Courtesy Navy Museum Torpedo Bay Neg. GN 913/85.



Fig. 33. Auckland Naval Artillery Volunteers on parade 1885 at Windsor Reserve. In the background is the original two-storey wooden barracks built to the orders of Commodore Sir William Wiseman in 1864. The barracks burnt down. Courtesy Navy Museum Torpedo Bay, Neg. GN 596/85.

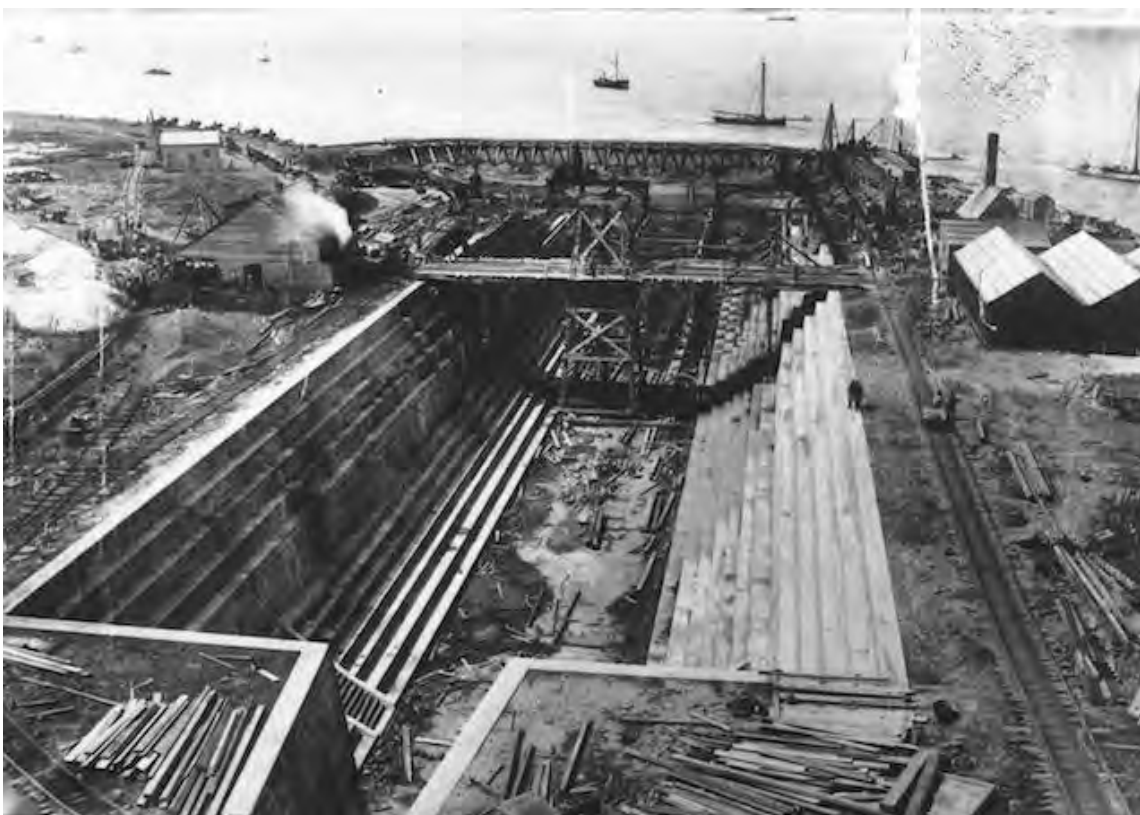


Fig. 34. Calliope Dock under construction 1887 Sir George Grey Special Collections Auckland City Libraries Neg. No.3144.

As mentioned previously, the volcanic cones of Mt Victoria and North Head were ideal sites for defence from the 1840s. In 1885, amid rumours of the Russians invading the Pacific, Auckland Harbour was prepared for assault. Plans were produced by Major H Cautley of the Royal Engineers for fortifications around the harbour, including the three Devonport promontories, Fort Takapuna at Narrow Neck, Mount Victoria and North Head.⁶³

Although it was a false alarm, the fortifications remained and were modernised to meet defence needs in both the 1914-18 and 1939-45 world wars. In times of tension and during wartime the batteries were fully manned, but at other times they were simply maintained.

During the Russian war scare, work started on building an earthwork redoubt on the summit of Mt Victoria, traces of which can still be seen on the eastern side of the summit. Four 64-pounder guns were also placed on the northern side of the mountain. Later, in 1899, the latest of the 8-inch disappearing guns was emplaced on the summit, where it can still be seen.

During WWII part of the southern flank of Mount Victoria, next to Devonport Primary School, became the Mount Victoria Camp, and about a dozen or so buildings were constructed there, including barracks, stores and a combined mess building. Following an acute housing shortage after WWII they were altered to become transit or temporary housing. Of the original camp, two buildings now remain: the Kerr St Artspace and the Takarunga Playcentre.⁶⁴

⁶³ D Veart, DoC Heritage Officer, pers. comm.

⁶⁴ D Holman & J Adam, NSCC Parks Heritage Inventory Buildings and Structures, 2001.

Part of the 1880s fortification programme was the construction of Fort Takapuna on the Narrow Neck headland in 1886, to the design of Major Tudor-Boddam. This subterranean fort had two 6-inch disappearing guns and two quick firing Nordenfelt guns. In 1922 it was deemed that the guns were too old, and the fort was converted to store ammunition in 1926-27.

The extensive site has been occupied by both the army and navy for over 120 years. The Narrow Neck Military Camp was used in both world wars to prepare soldiers for overseas duty. The 1940 Officers' Mess was known by the army as Officers' Mess Fort Cautley and, when the navy took over after moving the naval training station from Motuihe Island in 1963, as Wardroom Mess HMNZS Tamaki.

When the navy decided in 1997 to move the training establishment, HMNZS Tamaki, to HMNZS Philomel at the Naval Dockyard, thus vacating a large part of the site, the legal status of the land was disputed. A local group, the Tamaki Reserve Protection Trust, took the Government to the High Court to have the land returned to reserve status rather than be sold by the Defence Department.⁶⁵

The Fort Takapuna Historic Reserve, extending along the entire cliff-line with extensive views of the islands and the Gulf, is managed by the Department of Conservation. The land was cleared of buildings but the Officers' Mess and Fort Cautley remain and have been restored. Two of the WWII barracks have also been retained and two have been transported to the Lake House Art Centre in Takapuna where they are now used as workshops. The navy still occupies the southern portion as the Officer and Trade Training School of HMNZS Philomel Base (NZ Defence Force).

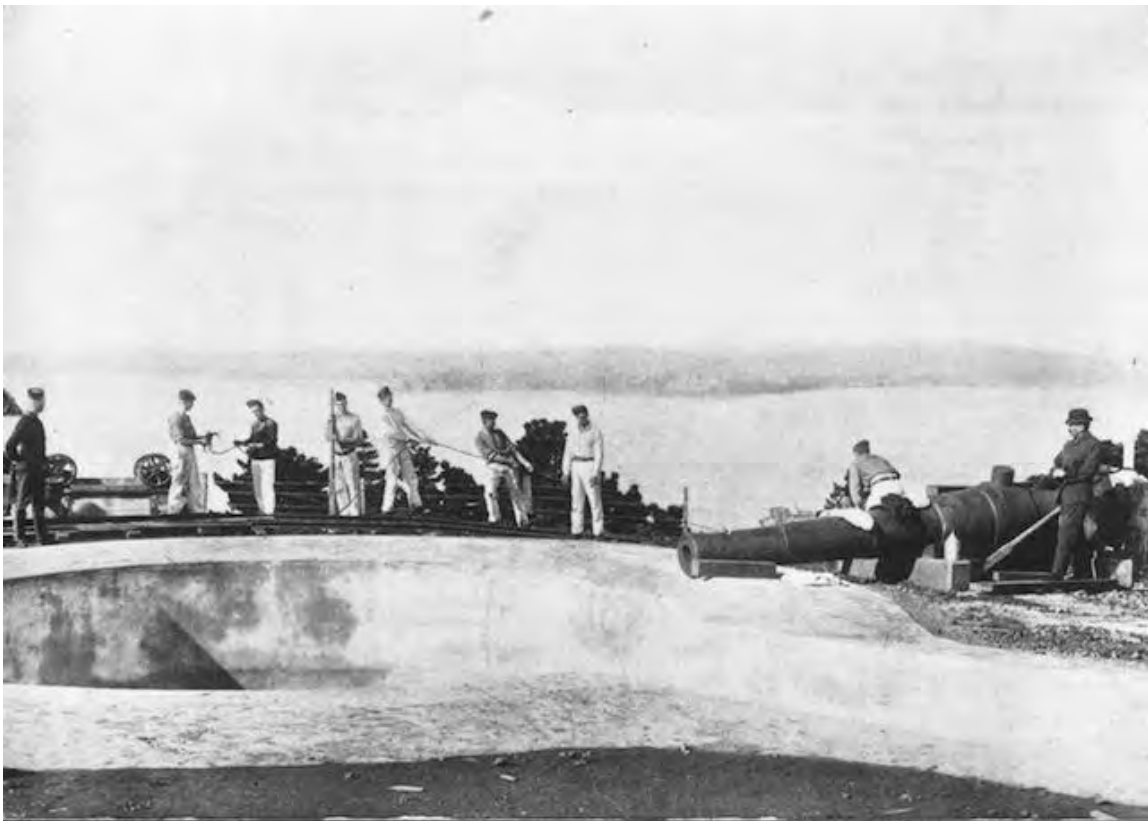


Fig. 35. 13-ton disappearing gun being hauled into position on Mt. Victoria 1899. David Barrett, APL A582.

North Head was the site of the first pilot station for guiding ships into the harbour from 1840. In 1878 it was set aside as a public reserve, available for defence purposes if required. Under Major Cautley's 1885-86

⁶⁵ *North Shore Times Advertiser*, 30 March 1999, p.3; 8 June 1999 p.3.

defence fortification plan three large gun batteries were built; North Battery to defend the Rangitoto Channel; South Battery to defend the inner harbour; and Summit or Cautley Battery on the top. Hastily built and never put in to action the North Head defences, collectively known as Fort Cautley, were under repair for the next 25 years and substantially rebuilt to the designs of Major Tudor-Boddam. Up to 40 prisoners were employed rebuilding the fortifications, digging tunnels, laying bricks and pouring concrete. Most of the tunnels, searchlights and underground spaces existing today were built at this time. Other gun emplacements were added in preparation for the two world wars, and parts of the old fort were modernised including more searchlights.⁶⁶

North Head became the headquarters for the 9th Coast Regiment, Royal New Zealand Artillery during WWII and was the administrative centre for Auckland's coastal defences. Over 30 new buildings were erected to provide accommodation for both men and women in the Army and for administration of the defences. After 1945 the Army presence was reduced and guns and other equipment were sold for scrap. The regiment was disbanded in 1958 and the last of the army marched out of the site in 1979. When the army transferred to Narrow Neck in 1956-7 they took the Fort Cautley name with them. Thus Fort Takapuna became Fort Cautley and is commonly referred to by that name.

Today only six buildings remain on North Head; a barracks building and a stone kitchen that date from 1885, a storeroom from 1910 and three from WWII.⁶⁷ The buildings are now the offices of the Department of Conservation's Auckland Area Office.

Places that represent this theme include:

Naval Base, Calliope Dry dock and Pumphouse, 319 Queens Parade

Elizabeth House, converted to an Officers' Mess in the 1980s, now private apartments, 5 King Edward Parade

Torpedo Bay, Boat Repair Yards

Torpedo Bay, Te Puna Springs Site

King Edward Parade, Magazine Rock

Fort Victoria Mount Victoria

Fort Cautley and Gun Emplacement and Tunnel System 128 Vauxhall Road

HMNZS Philomel, two canons

Naval Base North Yard, Patuone Place / Jim Titchener Drive

HMNZS Philomel Wardroom 89 Calliope Road

RNZN Hospital 91 Calliope Road

Mt Victoria, The Bunker, Part of Fort Victoria

Philomel Quarterdeck Queen's Parade

Torpedo Bay Wharf, saltwater pool, former loaded mine store and test room

Fort Takapuna buildings and parade ground

North Head

⁶⁶ www.doc.govt.nz/conservation/historic

⁶⁷ Ibid.



Fig. 36. Maori Soldiers marching towards Narrow Neck Camp, at the corner of Vauxhall Road and Ascot Avenue, 1917. E. Colman, Devonport Historical Society & Museum.

5.3 Justice

In 1847 the murder of the first signalman Lieutenant Robert Snow at Devonport was one of the earliest murders in New Zealand's colonial history. Thomas Duder was arrested and condemned for the crime, but fortunately for the future of Devonport, he was found innocent days before the execution of the real perpetrator, John Burns. This crime was investigated by the Armed Police Force from Auckland.

It was not until 1869 that Flagstaff got its first constable.⁶⁸ His area of responsibility extended north to Albany, and his duties included the collection of dog and cattle taxes and the role of sanitary inspector. The first home of the Devonport police appears to have been in Victoria Road and later in a Clarence Street house that served as both police residence and office.

By 1899 Devonport had a sergeant and three constables who were responsible for Takapuna and further north. By 1912 the population of Takapuna had increased enough to warrant its own police station, but the headquarters remained in Devonport.⁶⁹

⁶⁸ *Beginnings*, Vol.1, pp.37-38.

⁶⁹ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 61st Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.19.

With the outbreak of war in 1914 police were given additional duties, including the supervision of people of 'alien' nationalities, and an internment camp was set up by the military at North Head for the duration of WWI.⁷⁰

In 1923 the first purpose-built police station comprising an office, sergeant's residence, shed and two cell lock-up was built in Rattray Street. This remained the centre of policing for the next fifty years until the late 1970s when this office was closed down and Devonport lost its police station. Policing in Devonport is today administered from Takapuna with a community constable on day duty.

Until the North Shore Magistrates, and later Takapuna District Court, was opened in Huron Street in 1970, court proceedings were held in Auckland City. The court was moved to Albany in 2001.

Places that represent this theme include:

Execution site near Mays Street, King Edward Parade

Former Policeman's house, station and cell 7-9 Rattray Street

5.4 Healthcare

In 1876, following a case of typhoid in Devonport, a local Board of Health was formed and the following year a sanitary inspector was appointed. He was responsible for recommendations on drainage and enforcing an earth closet system in all dwellings.

As there were no hospitals in Devonport, residents were treated at Auckland Hospital and later at the Infectious Disease Hospital at Point Chevalier. The Borough's financial contribution to those hospitals was a continual matter of discussion.⁷¹

In the 1890s Devonport residents trained in emergency first aid at the St John Ambulance Corps in Auckland. In the event of a serious accident or illness patients were taken to the wharf on a litter and transported by ferry to Auckland Hospital. In 1908 a nursing division of St John's was established in the borough.⁷²

Dr HC Bennett is recorded as being resident in Devonport in 1904, and by 1920 there were three doctors in the Borough.⁷³ Dr Bennett's imposing double storey timber house and surgery still stands in Victoria Road close to the Hastings Parade intersection.

Local hospital care was provided by two private hospitals that existed in Buchanan Street in the early 20th century. Greenhall, at No. 4, operated from 1913-19, and Pentlands, at No. 18, from 1920-25. In 1926 Pentlands moved across the road to No. 19. and was run by nurse Jessie Milne. Many of today's Devonport residents can claim to have begun life there. In 1951 the Auckland Hospital Board took over Pentlands and installed facilities to perform minor surgery as well as maternity services. Those facilities closed in 1975, and it became a psychiatric outpatients clinic.⁷⁴

Naval medical care was provided on base, a new hospital in Calliope Road replacing the outdated 'sick quarters' in 1941. A military hospital also existed at the Narrow Neck base (Fort Takapuna). This was used by the Army, and latterly the Navy, and was taken over by the Auckland Hospital Board for urgent cases in 1946.⁷⁵

⁷⁰ Richard S Hill, *The Iron Hand in the Velvet Glove: The Modernisation of Policing in New Zealand 1886-1917*, Palmerston North, 1995 p.350.

⁷¹ Devonport Scrapbook, Auckland Libraries, Devonport, Vol.12.

⁷² Christie, Vol. II, p.20 and Rex Wright-St Clair, ed., *St John in New Zealand 1885-1985*, Wellington 1985.

⁷³ HC Bennett, surgeon is listed as a resident of Devonport in the Wises Street directory of 1904. *Wises Street Directory*, 1904, p. 86. *Cleaves Auckland Provincial Directory*, 1920, p. 321.

⁷⁴ 'Pentlands: where babies were born in Devonport', 'Ramblings with Rod', *Flagstaff*, 12 June 2006, p.12.

⁷⁵ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p.153.

Finally, in 1958, North Shore Hospital opened to provide medical facilities for all North Shore residents including those at Devonport. Since then it has been expanded to include a range of medical services and is administered by Waitemata District Health Board.

In addition to the range of general medical facilities provided on the Shore, specialist disability care is provided in Devonport at the Wilson Home. In 1937 this house and gardens were gifted by the Wilson family to the Auckland Hospital Board together with an endowment for the care for disabled children. During and after the polio epidemic of 1948 child victims of polio received physical therapy and education there, and today the facility caters to children with many physical disabilities.

Places that represent this theme include:

Oliver Mays' house, 18 Buchanan Street

Former Pentlands Maternity Hospital, 19 Buchanan Street

RNZN Hospital, 91 Calliope Road

Theme 6 Ways of life

Early settlers were skilled tradesmen: shipbuilders, sawmillers, farmers and those in the military. Many of them foresaw the advantages of the development of a town close to the city and speculated in land. They founded businesses that prospered and became influential in the development of the community. In the 1880s, with the advent of a reliable ferry service, wealthy prominent Auckland citizens built houses in Devonport. This group formed an 'elite' and the organisation of community affairs was closely intertwined with the commercial interests of these men.



Fig. 37. View of Torpedo Bay from North Head showing the Watson house 1903, Empire Postcard, North Shore Libraries, D GSK 0005.

Although the contribution of other groups in society is more difficult to identify, there is ample evidence of their involvement in community affairs and recreation. Devonport was an integrated society with common aims and the welfare of all sections was taken in to account.⁷⁶

By the mid-1880s, the building of the Calliope Dock and the fortifications on Mt Victoria, North Head, and Narrow Neck brought people of all social classes and religious adherence to the Borough. Military personnel were transient and confined in camps so contributed little to local society, but other skilled craftsmen settled in Devonport.

By the 1940s, Devonport was in decline. The affluence of the older families was still there but it masked a community which obtained its living from very ordinary occupations and basic shop-keeping.⁷⁷

In the mid-70s, the renovation of older houses in Devonport gained popularity and young couples with school aged families moved into the area. This trend has continued, with a resultant rise in property values.

6.1 Religion

⁷⁶ Yoffe, p.18.

⁷⁷ Ferguson, 'The Borough', *The Hundred of Devonport*, p.45.

A number of Christian denominations arrived with the settlers and, as was usual, they also undertook the education of the children. In the early days, church groups shared facilities for their services or met in one of the larger homes. Land was eventually assigned by the Crown for each denomination for buildings and cemeteries.

In former times churches provided a major focal point in the social life in the community through the choir, fund raising fetes, women's and men's groups and education, and they provided halls for these groups to meet. Today, reflecting national and international trends, the influence of the churches has waned to some extent.

6.1.1 Anglican Church

In 1854 fifteen Anglican families petitioned Bishop Selwyn for help to build their first church, and a small weatherboard building, serving as church and school, was erected within less than a year on the site of the present Holy Trinity Church in Church Street. This building was later replaced with a larger church, still standing, which was consecrated in March 1881. As a result of the increasing population and expansion of settlement northwards, Devonport Parish was divided in 1924 to form two other parishes, St Michael's at Belmont and St Augustine's at Stanley Bay. St Michael's already had a church, but St Augustine's waited until 1930 for its building, which was dedicated as a memorial to those who died in WWI. The original St Michaels in Bayswater Avenue, built in 1865, burnt down around the turn of the 20th century. A new church was consecrated in 1910, with the new hall incorporating a portion of the old Sunday School building from the Devonport parish.⁷⁸

6.1.2 Catholic Church

Bishop Pompallier received a Crown Grant for land on the north side of Mt Victoria in 1862. Despite the number of Irish Catholics in Devonport who arrived with the military to work in the shipbuilding industry, a church was not built for over 30 years. Devonport's first Roman Catholic chapel was the mortuary chapel from the Symonds Street cemetery, which was transported across the harbour in 1893. The present church, St Francis de Sales in Albert Road, was designed by Richard Mahoney and opened in March 1919. St Luke's Catholic Church in Bayswater Avenue dates from April 1960 and is part of the Parish of Takapuna.

6.1.3 Methodist Church

Methodist settlers opened a chapel on the side of Mt Victoria in August 1865. However, two years later the congregation had dwindled and the chapel was closed. The remaining Methodists met in homes for ten years before building another church, which opened in March 1877 on Beach Road (King Edward Parade). This building was later moved to a site in Church Street and then enlarged.

In 1971, having sold properties in Church Street, Stanley Bay and Vauxhall Road, the Methodist congregation built a modern church and meeting centre on the corner of Lake Road and Owens Road, where many community activities still take place.

6.1.4 Presbyterian Church

Presbyterians led by Rev. John Wallace raised money and erected a church on the corner of Church and Cracroft Streets in time for Christmas services in 1866. In 1889 this building was moved back on the site and a larger church was built in front, facing Church Street. In 1978 the church was cut in two, the front portion moving to Mt Cambria, to be refurbished and become the Devonport Historical and Museum Society. The remaining part, facing Cracroft Street, has been converted to a dwelling.

⁷⁸ www.takpunaanglican.co.nz

In 1916 the new St Paul's Church was built in Victoria Road to the design of architects Grierson and Aimer. It stands on a site granted by the Crown some 26 years earlier, next to St Francis de Sales and All Saints.

St Margaret's Church at 151 Lake Road was opened in 1910. The church hall was briefly used as the first Belmont Primary School in 1912 while the school was being built.

6.1.5 Other Denominations

In 1883 the Salvation Army held its first meeting in Devonport in the Assembly Hall on Beach Road. In 1909 the Salvation Army Hall was built in Hastings Parade and served the community for nearly 90 years. The building is now in private ownership, and is used as a residence.

New churches came in the mid 20th century. The Four Square Gospel Church began holding meetings in the Buffalo Hall in the late 1940s and built their church at 90 Victoria Road in 1952. The name was later changed to the Christian Revival Crusade and the building is now occupied by the Canaan Church.⁷⁹

Other churches which have had a presence in Devonport include the Congregational Church, whose spacious wooden building was built about 1890 on the west side of Mt Victoria at 96 Victoria Road.⁸⁰ The Plymouth Brethren met in the Gospel Hall in Calliope Road, and the Baptists in the 1949 Baptist Church on the corner of Lake and Westwell Roads. Brethren and the Jehovah Witnesses bought the State Theatre in 1978, but left again in 1983.⁸¹ The State Theatre was later demolished and apartments built on the site.

Places that represent this theme include:

St Michael's and All Angels' Anglican Church 159 Bayswater Avenue
St Augustine's Anglican Church 95a Calliope Road
Holy Trinity Anglican Church 18-20 Church Street
St Francis de Sales' Catholic Church and Graveyard 2b Albert Road
St Paul's Presbyterian Church, Hall and Graveyard 100a Victoria Road
Salvation Army Hall 1 Hastings Parade
Public Graveyard Victoria Road
O'Neills Point Cemetery, Bayswater Ave
Former Mission Hall 10 Calliope Road, corner High Street

6.2 Education

6.2.1 Pre-school education

An early preschool operated in Devonport from the 1920s and the first play centre started during WWII.⁸² In the mid-1960s the Takarunga Playcentre was established in one of the former transit houses on the side of Mount Victoria in Kerr Street and it was joined later by another Playcentre in Narrow Neck. The Auckland Kindergarten Association has two kindergartens in the Devonport area, one in Vauxhall Road, the other in Rosyth Avenue Bayswater, this later building being designed by the influential Group Architects and Wilson and Juriss in 1959-60. Devonport also has a number of child care centres, a Montessori School and the Te Hau Kapua Te Kohanga Reo in Bayswater.

⁷⁹ Lois Westwood, 'The Schools and Churches', *The Hundred of Devonport*, p.81; *Wises NZPO Directory* 1955.

⁸⁰ *Wises NZPO Directory* 1955, p.215.

⁸¹ Verran, p.111

⁸² *Devonport Flagstaff*, 4 May 2000, pp.14-15 and the *North Shore Times Advertiser*, 5 September 1972, p5.

Places that represent this theme include:

Takarunga Playcentre Kerr St, Mt Victoria
Narrow Neck Playcentre, Handley Cres
Devonport Kindergarten Vauxhall Rd
Bayswater Kindergarten Rosyth Ave Bayswater
Acorn Montessori School Kawerau Avenue

6.2.2 Primary Education

The first school on the North Shore was St Mary's College at Shoal Bay, run by the Catholic Diocese. However, it proved too far away for children from Flagstaff to attend, so in 1854 the Anglican families of the area asked Bishop Selwyn to assist them in setting up a school and church. Messrs Duder, Alison, Wiles, Burgess, O'Neill and others set up a committee to raise the money required. As a result of this fund raising a wooden building was erected in 1855 on land leased from Mr Burgess. The Rev. Hayward was appointed vicar and headmaster for 19 pupils in May 1856, and the school was known as St Mary's or Flagstaff school.

In 1869 the education authorities asked the Flagstaff Highway Board if they would consider setting up a common school for boys. This was to become the Devonport District School, opened in 1870, its first school building being the Methodist Chapel already on site.



Fig. 38. Devonport School 1910, North Shore Libraries, D GBS 0002.

By 1909 Devonport School (as it became known) was the second largest in New Zealand and Stanley Bay School opened as a side school under its control in the same year. Further population growth in the Narrow Neck area saw the opening of Vauxhall School in 1920.

With the opening of the Roman Catholic Church in the relocated mortuary chapel in 1893, St Leo's Convent was established on the opposite side of Victoria Road. The primary school, staffed by nuns, was originally held in the church hall, which still exists in the school grounds.

Many girls received their primary education at small private schools in Devonport including at Miss Mathews' Ladies College (1902-1909) located in Jubilee Avenue, which catered for boarders and day girls, and 'Castlereagh' Cheltenham College for Girls (1903-1919), located in a large house in Vauxhall Road that was demolished in 1972. Another school for girls and boys was Cheltenham Collegiate near Holy Trinity Church. It operated for three years from 1918 and was closed when the headmistress left and a suitable replacement could not be found.

As a result of the steam tram service, the population at Belmont increased and the first Belmont primary school opened in June 1912 in St Margaret's Presbyterian Church hall in Lake Road. The school building was ready for occupation the following year. Belmont Intermediate School, neighbouring Takapuna Grammar School, was built in 1952.⁸³

Places that represent this theme include:

Devonport Primary School Kerr Street

St Leo's Catholic School 2a Albert Road

Stanley Point Primary School Russell Street / Glen Road

Former Cheltenham Collegiate (private girls' school) 16 Jubilee Ave

Vauxhall Primary School Morrison Avenue

Bayswater Primary School Bayswater Avenue

Belmont Primary School and Belmont Intermediate Lake Road

Hauraki Primary School Jutland Road

6.2.3 Secondary Education

Until Takapuna Grammar School opened in 1927, secondary school aged pupils made the daily trip across the harbour to attend schools in the City, either one of the Grammar Schools, a private school or Seddon Memorial Technical College.

Takapuna Grammar's main school building, with its distinctive 'collegiate gothic' style, was designed by WA Cumming, an architect who had a long association with the design of other grammar schools in Auckland. It included an extensive technical section to prepare pupils for work at the Calliope dock and naval base.⁸⁴

Places that represent this theme include:

Takapuna Grammar School 210 Lake Road (corner St Leonards Road)

6.3 The Arts

The Devonport promontory with its distinctive volcanic hills appears in many early Auckland landscapes by prominent colonial artists, although none appear to have lived in Devonport.

In the 1950s the Devonport Festival Society was formed by a group of amateurs who ran an annual arts festival which, among other innovative ideas, recognised Maori art. In 1965 it offered a prize for *kete* (baskets) made entirely from traditional materials and using traditional designs.⁸⁵ Nationally recognised artists who also exhibited or judged work at these annual festivals included painters Ralph Hotere and Jan Nigro, and potter Barry Brickell. The festivals continued until 1973 when a major sponsor disagreed with the judge's choice for the year's art award. This discord spelled a death warrant for the event, which thereafter continued only until 1975.

⁸³ Verran, p. 82.

⁸⁴ Ibid.

⁸⁵ Cheryl Sotheran, 'Art', *The Hundred of Devonport*, p.87.

Also in the 1970s, people of artistic talent were attracted to the quiet and affordable village atmosphere in Devonport. Some established their own studios, usually at home. In this period others grouped together to form 'The Works', an artisan centre located in the former Duder store at the bottom of Church Street. Glass blowing, a pottery kiln, fine furniture and a crafts co-operative occupied the building. Devonport potters Andy Barrett and Campbell Hegan were located at The Works, while potter Sally Vinson maintained her own studio.

Devonport has a number of private dealer galleries in the Victoria Road shops and also the Depot Artspace, which has two galleries, a recording studio and two rehearsal rooms. Additional artists' studios are also available in the Kerr Street Artspace, a former military building on Mount Victoria.

Literature has flourished in Devonport and houses where writers have lived are identified in the booklet *North Shore Literary Walks* produced by North Shore City Council. One of the most famous is ARD Fairburn, the visual art and literary critic, who lived at 7 King Edward Parade. He is remembered by a plaque in front of his house, erected by the Devonport Library Associates.

Contemporary writers are catered for with the Michael King Writers Centre in the Signalman's House on Mount Victoria. The performing arts are centred at the Rose Centre in Belmont, an intimate theatre for concerts and live performances.

Places that represent this theme include:

'The Works' Commercial Block 30-33 King Edward Parade

ARD Fairburn house, 7 King Edward Parade

Mount Victoria Reserve, Signalman's House

Kerr Street Artspace Mount Victoria

The Depot Artspace, Clarence Street

The Rose Centre, Belmont

6.4 Cinemas and Halls

In the latter half of the 19th century entertainment and social events took place in the largest buildings in a community, which were frequently the hotels. Devonport had two hotels from the 1860s onwards, the Masonic Hotel (1866) and the Flagstaff Hotel (1864), which was replaced by the Esplanade Hotel in 1902-03. Later, concerts, dances, fetes and meetings were held in church halls. Devonport Hall, the first public hall in Devonport, was built on King Edward Parade in 1867 by subscription and quickly became the centre for meetings, dances and public events.

By the first decade of the 20th century Devonport was a thriving retail and commercial centre and in 1910, with the population of over 7,000, Devonport was well able to support the growing entertainment trend of moving pictures.

The first cinema on the North Shore, 'Benwell's Picture Palace' named after its American owner, opened in a draughty old hall in Clarence Street. It was a short-lived curiosity, as it burnt down within a few months.⁸⁶ Later, in 1922, the telephone exchange was built here and the site is now the Stone Oven Café.

Undaunted by his loss, Benwell decided to build a purpose-built theatre. With only £25 to invest, he borrowed heavily to build the Victoria Theatre in 1912. The interior décor echoed the elaborate theatres of an earlier period, such as His Majesty's in Auckland (1902), having moulded plaster ornamentation on the ceiling, walls, and a circle balcony. In 1929 the theatre underwent a major renovation of the façade and the interior, incorporating the Art Deco style of the time.

The Victoria Picture Palace enjoyed commercial success through the heyday of cinema in New Zealand. Since its inception in 1912 it has been a focal point for the people of Devonport. Fondly remembered as the

⁸⁶ Salmond Reed Architects, *The Victoria Theatre Conservation Plan*, Devonport, 2006, p. 6.

centre for fun, fantasy and romance it is close to the hearts of Devonport residents but fell on hard times in the 1980s and was closed.



Fig. 39. Victoria Theatre 1915, North Shore Libraries, BGG-0011.

North Shore City Council bought the building in 2004 and the Victoria Theatre Trust has recently taken on the lease. Funds have been raised for refurbishment and the building has just reopened to begin a new life as a cinema and live performance venue.

Devonport's other cinema, the State Theatre, directly across the road from the Victoria, was of later construction. It was briefly the home of the Jehovah's Witness Church in the late 1970s and early 1980s. The building was sold and demolished thereafter, and has been replaced by apartments.

Places that represent this theme include:

56 Victoria Road, Victoria Theatre

6.5 Local media

Before the advent of radio, newspapers were the only means of broadcasting news and Auckland often had several concurrent morning and afternoon publications during the 19th century.

Newspapers for the North Shore began to appear in the early 1880s. The first was the weekly *Waitemata Messenger*, which covered the area from Devonport north to the Wade River and westwards to Riverhead. Proprietor and editor GE Alderton published the first issue on 7 June 1885 from his offices at the bottom of Queen Street. The circulation increased to 3,000 before he sold it to James Sibben in 1896. The new owner transferred the paper to Devonport, but the publication ceased on the death of Mr Sibben in 1901.

The *Waitemata Times*, also a weekly, which began in 1910 was printed in Clarence Street. The name changed to the *Waitemata Post* the following year and then to the *Waitemata News* in 1912 before it ceased publication in October 1913.

The *News'* demise could be attributed to the publication of another weekly *The County Standard*, the first issue of which appeared in August 1913. It was printed by the Walsh Printing Co. in Albert Street. Tom

Walsh, the proprietor, collected and published newspaper reports of the history of North Shore much appreciated by researchers today. The shortage of newsprint due to WWI closed this publication in 1916. It had developed from a paper called the *News*, which circulated in Northcote and Birkenhead.

No other paper was published on the Shore until 1949 when RA Ryan of Stanley Point brought out the first issue of the *North Shore Times*, published in Fleet Street. In 1954 a rival free paper, *North Shore Advertiser* began publication from Takapuna. In June 1966 the two papers merged to become the *North Shore Times Advertiser* and became a free publication, reporting on community issues and news. In 2004 the *Times* was taken over by Fairfax and belongs in its stable of community newspapers.⁸⁷

For the past two decades Devonport has enjoyed *The Flagstaff*, a fortnightly issue with a focus on community events and local news. A local radio station *The flea 88.2fm* has operated from Devonport wharf since 1999.

Places that represent this theme include:

None identified.

6.6 Sport

Devonport could be called the 'cradle of sport' in New Zealand, being able to claim many sporting firsts. Sport was a significant factor in community life including all levels of society and provided opportunity for community interaction.



Fig. 40. Takapuna Jockey Club Racecourse, 1928-29. North Shore Libraries D GPA 0006 0 1.

Some Devonport sporting clubs, past and present include:

⁸⁷ *Beginnings*, Vol. I, p.25; Verran, p. 264.

Association Football Club, formed in 1886, and New Zealand's oldest soccer club. The first pitch was at the former Bear Gardens on Queen's Parade, but the club moved to the Domain in 1897, a decade after the first competition game had been played. In 1982 the club moved again to Dacre Park, on the site of the former gas works at Ngataranga Bay.⁸⁸

Belmont Park Racquets Club, tennis and squash, located on Bayswater Ave.

Devonport Bowling Club, founded in 1895, is the third oldest bowling club in Auckland, and operates from Devonport Domain.

Former Devonport Tennis Club, founded in 1880, and located on the Devonport Domain, near Vauxhall Road. Initially one court was formed and a pavilion built in the late 19th century. As the club expanded three courts were constructed, and this increased to six grass courts by the 1930s. However, it closed in the face of the competition from the two hard courts at Vauxhall Road, and the Ngataranga Tennis Club at Stanley Bay. The pavilion is now used by the Masonic Cricket Club.

Former Devonport Women's Bowling Club, formed in 1947. Its clubhouse, located in Wairoa Road, is now occupied by Plunket rooms.

Devonport Yacht Club formed in 1905, and located on King Edward Parade. When the old Victoria Wharf was demolished, the former ferry waiting room was relocated to the site by floating crane for use as storage.

Motorcycle racing promoted by the **Auckland Provincial Motorcycle Club** occurred between 1920 and 1929, using the Takapuna Jockey Club course, now the Waitemata Golf course.

Former North Shore Amateur Swimming Club, formed in 1897 – organised swims along Cheltenham Beach but is no more.

The North Shore Cricket Club formed in 1864, is the oldest cricket club in New Zealand. The first games were played on a pitch between Albert Road and the Waitemata Golf Club, but the Club has played on Devonport Domain [Cambridge Terrace] since 1896. New clubrooms were built in the 1960s replacing the earlier turn of last century facilities, which were demolished.

Masonic Cricket Club (see Devonport Tennis Club)

North Shore Croquet Club founded in 1905 and shifted to its Wairoa Reserve location in 1930, continues to function from a clubhouse and greens here. The clubhouse is a workman's cottage, acquired from the Takapuna Jockey Club in 1932.

North Shore Rugby Club established 1873. The first games were played on the Cheltenham flat. The club moved to the Domain/Vauxhall Reserve and built a changing room on the southeastern corner. The clubrooms built in 1905 at Beaconsfield St bear the initials 'NSAFC 1873' facing the reserve and 'North Shore Rugby Club' on the street facade. In 1909 the council leased the grounds to the newly formed Rugby League Club, Albion, against the NSRC's strong objections. A compromise was reached where both clubs shared the ground. This uncomfortable situation lasted until the early 1960s when the league club moved to Bayswater.⁸⁹

North Shore Rowing Club, formed in 1874, is the oldest rowing club in Auckland. The first clubhouse on Windsor Reserve was moved to a site west of Devonport Wharf in 1892. The building was badly damaged in a storm, and the new clubhouse was built at Duder's beach opposite the Masonic in time for the beginning of the rowing season in 1900. The club relocated to Lake Pupuke in 1960s and was renamed the North Shore Rowing Club. The clubhouse is now the home of the Calliope Sea Scouts, which began 1923.

North Shore Sailing Club, established in 1894, moved to Okahu Bay on the other side of the harbour and became the Akarana Yacht Club in 1921, and is now the Royal Akarana Yacht Club.

⁸⁸ Paul Titchener, 'Sport', *The Hundred of Devonport*, p. 95.

⁸⁹ Ibid, p. 94.

Ngataringa Tennis Club formed in 1928, continues its existence today at Stanley Bay Park.

Stanley Bay Bowling Club was established in 1908, at Stanley Point Road, where it is still located, sharing its facilities with the Stanley Bay Petanque Club.

Takapuna Boating Club, located at 17 Sir Peter Blake Parade, Bayswater, was established in 1914 on the shores of Shoal Bay. The clubhouse, dating from 1923, is an old Panmure tannery building, which was barged across the harbour in pieces. In the late 1960s a new purpose designed club house was built on the Gould Reserve on the edge of the business district at Takapuna Beach, and the older Bayswater building is now used for training young sailors.

Wakaterere Boating Club, dates from the 1930s at Narrow Neck Beach. A contemporary clubrooms, with starting tower adjacent to the beach, was built in the 1960s as a WWII memorial to club members who lost their lives.

In addition to the sports clubs, Devonport had its own racecourse. Now the Waitemata Golf Course, this former swampland was reclaimed in the late 1870s and was used as the Takapuna Race Course from 1881. The second jockey club in Auckland, during the 1920s it was also used as a grass mile motorcycle-racing track. In 1929 the grass mile world record was set and retained here for 40 years. In 1905, the Takapuna Jockey Club allowed the newly formed Waitemata Golf Club to use part of its land. In 1934 the Takapuna Jockey Club went into liquidation and the land ownership was transferred to the Devonport Borough Council and leased to the Waitemata Golf Club.⁹⁰

The race course once had numerous buildings - by 1900 there was a large grandstand, dining room, ladies room, a totalisator building, and a building housing offices for club officials, press representatives, course committee and secretary. Other buildings included the caretaker's residence and a casualty room. Today only two of the buildings remain, the former ladies and gentlemen's conveniences (now the Girl Guides) in Allenby Avenue, and the clubrooms of the North Shore Croquet Club, which was a former workman's cottage or tack room. Next to the Guides is the Scouts Den, which was constructed as a decontamination centre during WWII in c.1944.

Places that represent this theme include:

Bayswater, Takapuna Boating Club 17 Sir Peter Blake Parade, Bayswater

Calliope Sea Scouts Hall King Edward Parade

Girl Guides Hut, Former Takapuna Jockey Club changing room Allenby Avenue

Scout Den (adjacent to Girl Guides Hut) Allenby Avenue

Mount Victoria tennis courts

Stanley Point Bowling Club 20 Stanley Point Road

Ngataringa Tennis Club, Stanley Bay Park

North Shore Cricket Club Pavilion, Cambridge Terrace, Devonport Domain

Masonic Cricket Club pavilion, Vauxhall Road, Devonport Domain

North Shore Croquet Club, Wairoa Road

Plunket Rooms, Former Women's Bowling Club Wairoa Road

Devonport Squash Club and Gym, Wairoa Road, Narrow Neck

Wakaterere Yacht Club, starting tower Old Lake Road

6.7 Community Organisations and Facilities

In addition to the sports clubs discussed above, Devonport citizens also formed branches of international groups for social welfare and service purposes. These included the Masonic and Foresters' Lodges, Rotary

⁹⁰ Devonport Historical & Museum Society.

and the Returned Services Association. The Masonic Lodge building in Victoria Road has been converted into apartments, and the Foresters' Hall (Buffalo Hall/Court Victoria Hall) still stands at the corner of Albert and Victoria Roads.

Women's groups tended to be associated with church activities, and included the Mother's Welfare League and Plunket. Today, community organisations catering for the young include Sea Scouts, Scouts, Girl Guides, Girls' Brigade and Air Cadets, which are all active in Devonport. The Orphans' Club, a worldwide organisation for men interested in music, met from 1910 to 1985.

Devonport citizens have always taken an interest in matters that concern the development of the community. Since the water supply issues at the end of the 19th century and the many suggestions of amalgamation with other boroughs for local governance, Devonport has maintained an independent identity. Due to the almost island-like geography and orientation across the harbour Devonport residents have often perceived themselves as a self-contained community.

Special purpose lobby groups such as the Devonport Ratepayers' Association have long been established, and other groups have been formed over the years in response to issues as they arose. These include the Ngataranga Bay Protection Society, which fought the marina development, Independent Devonport, which fought against the amalgamation that created North Shore City, the Tamaki Reserve Protection Trust and Devonport Heritage, which lobbies on heritage issues. The most recent group is the Masonic Friendly Society, formed to protect the Masonic Tavern and its site from townhouse development.

Another community facility is the Devonport Historical and Museum Society. Funds for the establishment of the museum were bequeathed in the Watson will in 1911 but it wasn't until 1982 that the Museum was established in the former Presbyterian church, moved from the corner of Church and Cracroft Streets to the present Mount Cambria site.

In the early days of Devonport, community facilities were provided by the residents themselves, who tirelessly raised funds to build halls and clubrooms. The first community facility was the Devonport Hall, built in 1867, and followed twenty years later by the 1887 Devonport library. The library was a reading room attached to the Municipal Chambers constructed on the site of the present library. This timber structure was demolished and replaced with a brick library and Plunket rooms in 1954. It was enlarged in 1970, and plans have recently been prepared for further extensive renovations to this building. Plunket has relocated to the former Devonport Women's Bowling Club in Wairoa Road.

More recently, several existing buildings have been adapted for community purposes. In 1979 a community centre known as Wikitoria opened in the former WWII headquarters of the 15th AA Regiment in Kerr Street. It is now the Kerr Street Artspace associated with the Depot Artspace in Clarence Street.

In addition to the setting up of halls and meeting places, the establishment of a Fire Brigade was an early priority for the area, given the vulnerability of timber buildings to fire from contemporary lighting, cooking and heating methods. The fire brigade was established in 1885, just before the fire of 1888, which destroyed nine buildings on Victoria Road. The brigade first operated with a hose reel mounted on wheels stored in the hut underneath the bell tower on Windsor Reserve. Three fire bell towers were built, and the number of times the fire bell was rung indicated the area of the borough in which the fire had broken out. The fire bell on the Church Street tower was salvaged from the ship *Acon* that was wrecked on Christmas Island.

In 1888 a shed to house the fire equipment was built behind Devonport school and another fire bell was installed at Melrose. When piped water from Lake Pupuke arrived in Devonport in 1894 hoses and other equipment were bought.⁹¹ In 1916, a Model T Ford was purchased to carry the firefighters and hoses and one or two permanent firemen were employed.⁹² In 1921, a site on the corner of Calliope Road and High Street was purchased for the construction of a new fire station, designed by architects Wade and Bartley. Four years later the first motorized fire truck, the Firefly, added greatly to the efficiency of the brigade.

⁹¹ *Beginnings*, Vol.1, p.14.

⁹² *Devonport Flagstaff*, 26 November 2010, p.17.

Devonport was incorporated into the North Shore Fire Board in 1948 with its headquarters in Killarney Street. In 1994 the fire station relocated to new premises in Lake Road and the Calliope Road building was converted into dwellings.⁹³



Fig. 41. Fire Tower on Windsor Reserve, c1890s. North Shore Libraries, D GPW 0011.

Places that represent this theme include:

Salvation Army Hall 1 Hastings Parade
Calliope Sea Scouts Hall King Edward Parade
Buffalo Hall / Court Victoria Hall 2 Lake Road
Devonport Museum Mt Cambria Reserve
Bayswater Kindergarten 1C Rosyth Avenue
Former Devonport Fire Station, corner Calliope Road and High Street 4-6 Calliope Road
Kerr Street Artspace, Mount Victoria
Balmain Park Public Lavatories, 1937
Walkways; Clarence Street, Glen Road, walkway to Stanley Bay Park
Victoria Road clock in berm to Victoria Rd / Albert St corner
All other Devonport Borough Jubilee clocks
Girl Guides Hut, former Takapuna Jockey Club changing room Allenby Avenue
Scout Den (adjacent to Girl Guides Hut) Allenby Avenue
Wakatere Yacht Club Starting Tower Old Lake Road
Girl Guide Club Rooms Stanley Bay Park

⁹³ 'Early fire engine slow off the mark', 'Ramblings with Rod', *Flagstaff*, 8 March 2001, p14.



Fig. 42. Devonport Fire Brigade, c.1917. Photographer: Harold Silvertson, North Shore Libraries PG_0024_0.

6.8 Remembering the Past and Preserving it for the Future

As part of the 1850 subdivision and sale of Crown land two acres of land on the northern slope of Mt Victoria were reserved for a cemetery. By 1882 it was becoming overcrowded and this led to public demand for its closure to non-Devonport residents. A new location was required, and the Devonport Roads Board and Waitemata County Council bought over 15 acres of Mr Hammond's land at Narrow Neck on Old Lake Road in 1884. However, it was found that under the Municipal Corporations Act it was illegal to use it as a cemetery. A committee was formed to find another piece of land and the most suitable was O'Neill's land at Bayswater, which extended from Bayswater Avenue to the Shoal Bay foreshore, but was outside the borough boundary. The Mt Victoria Cemetery was closed by gazette notice in 1890 and O'Neill's Point Cemetery opened that year. The Council held on to the Old Lake Road land until it was eventually subdivided into seventy-five sections in 1923.⁹⁴

Prominent figures from Devonport's past are remembered in the names of streets, among them: Ewen Alison Ave, Duders Avenue, Niccol Avenue, Mays Street and Patuone Avenue. The Watson Memorial clock erected in 1936 acknowledges the generosity of Alexander Richardson Dickey Watson, who left funds for the building of the seawall and the foundation of a Devonport Museum. The EW Alison clock, designed by Roy Lippincott for the foreshore near Victoria Wharf, is dated 17 October 1928, and commemorates Alison's 50 years of service to the Borough. More recent Devonport civil servants are also commemorated by plaques. Former Mayor Pat Sheehan (1973-1980) is remembered by a plaque on the cast iron fountain in the Windsor Reserve, and another Mayor, CF Woodall (1950-59), has a park in Narrow Neck named after him. Joe McDermott, the last town clerk, is remembered by a Mt Cambria lookout named for him.

⁹⁴ *Beginnings*, Vol. 2 p.5.

Events are also remembered. The landing of the Tainui canoe was marked in 1959 near Torpedo Bay. At Windsor Reserve, a plaque describes the history of the Naval Triangle, which was there for the first 50 years, and the original signal mast from Mt Victoria is on display. Nearby an amusing plaque announces that in 1987 'nothing happened on this site'.

The first women to vote in New Zealand in September 1893 are commemorated by a plaque on the wall of the library, formerly the site of the Municipal Chambers where they cast their votes.

The first war heroes to leave these shores from Devonport are remembered by the cast iron fountain on the corner of Victoria and Flagstaff Roads. They were John Peard, Percy Mays and Harold Franklin, who died in the South African Boer War. The war memorial with its soldier statue created by P Lynch outside Devonport Library remembers those who died in World Wars I and II, the Korean war and later conflicts. Those who died in the two World Wars are also remembered in the flower crosses at the base of the Norfolk pines that line the Lake Road Memorial Drive.

Residents of note in the literature and arts fields are remembered through plaques placed on the houses where they lived. There is an explanatory heritage walk guide, which is very popular with visitors and residents alike.

Devonport Borough Council was the first council to become a corporate member of the New Zealand Historic Places Trust in 1956. A Council programme to identify and register historic sites and buildings in the borough was initiated in 1974, and the North Shore District Plan contains many buildings listed for protection in Appendix 11A Schedule of Buildings, Objects and Places of Heritage Significance. Appendix 11B contains a Schedule of Archaeological Sites and Appendix 8C a Schedule of Notable Trees.

These Council initiatives are complemented by the Devonport Historical & Museum Society collections, including their vast photographic collection and oral histories, all of which are well used by homeowners and genealogists. Community groups such as Devonport Heritage also plays an important role in the identification and retention of Devonport's historic buildings and sites.

Devonport residents value objects of significance that link them with the past: the wooden bus shelters, the blue stone kerbing, the waterfront wall handrail and dry stone walls.

Places that represent this theme include:

Waterfront shell path King Edward Parade

King Edward Parade Commemorative Sea Wall, includes that part extending along the frontage of Queens Parade, including King Edward VII Coronation Memorial, Commemoration Stone of Peace in the South African War

Windsor Reserve fountain

St Francis de Sales' Catholic Church and Graveyard 2B Albert Road

St Paul's Presbyterian Church and Graveyard 100a Victoria Road

Tainui Landing Monument King Edward Parade

E.W. Alison Memorial Clock Marine Square

Execution Site near Mays Street King Edward Parade,

Plaque recording Boat Building Industry King Edward Parade

Watson Memorial Clock King Edward Parade

Lake Road (War) Memorial Drive, planting of Norfolk Pines (1952) and Pohutukawas (1954-55)

O'Neills Cemetery, Bayswater Avenue

Plaque to D'Urville of the Astrolabe Torpedo Bay

Devonport Pubic Graveyard Victoria Road

Windsor Reserve, Memorial to JP Mays and H Frankham
Windsor Reserve, 'Nothing Happened Here' plaque
Windsor Reserve, War Memorial

Takapuna

Theme 1 Land and People

1.1 Geology

The oldest parts of Takapuna are the high sandstone and mudstone cliffs facing the Rangitoto Channel, extending from Hauraki Road, at the south end of Takapuna Beach, to the north at Milford Beach and Castor Bay. These strata were laid down under the sea beginning 26 million years ago and the 'papa' rock, or the 'Waitemata Series', is typical of most of Auckland's shoreline. They continued to accumulate until some 12 million years ago when there was an uplift of the Waitemata seabed to form dry land. From Shoal Bay a broad plain ran north-east to Milford after the Waitemata sediments had been eroded. Over this peat and silts, the 'Whau Formation', was laid down a million years ago. Luxuriant kauri forest grew on this landform, producing the kauri gum so keenly sought by early gum diggers and farmers.

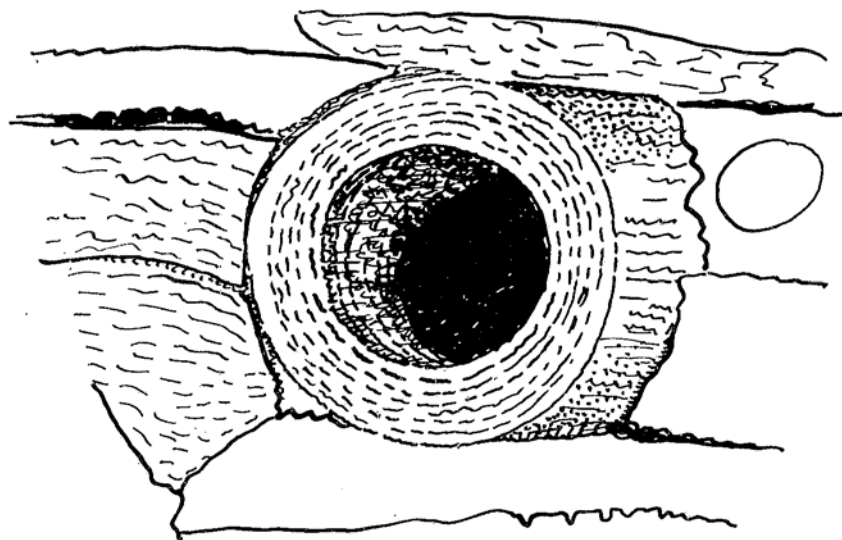


Fig. 1. A cast of a kauri tree formed by the basalt flow. Professor J.E. Morton, 'Takapuna's natural history', *Takapuna Jubilee 1913-1963*, Ross Sayers ed., Takapuna Borough Council, p. 115.

Kauri forest must have dominated central Takapuna 40,000 years ago when the volcanic eruptions began, creating first the Onepoto Basin and, shortly afterwards, the Tank Farm lagoon. These eruptions buried large kauri trees whose impressions were found when excavations were undertaken for the bridge approaches. The third eruption produced Lake Pupuke and the lava flows from it are now the black reefs on the coast. Tuff deposits from these eruptions covered the surrounding land with volcanic ash, which forms today's fertile soil of mid-Takapuna.

At Smale's Quarry the volcanic sequence can be seen. At the bottom are the vertical columns of basalt or bluestone standing in prisms with the joint planes that appeared as the lava cooled. Above this is a fine scoria produced by a shower of lapilli and then a lighter volcanic ash.

Along the coastline there are many places where impressions of large kauri, nikau and smaller shrubs form round pipes and tunnels. The northernmost edge of the lava flow is where the Wairau Creek runs over a waterfall and the basalt ends in the softer mudstone.¹

¹ *Takapuna Jubilee 1913-1973*, Ross Sayers ed., Takapuna, 1973, p.115.

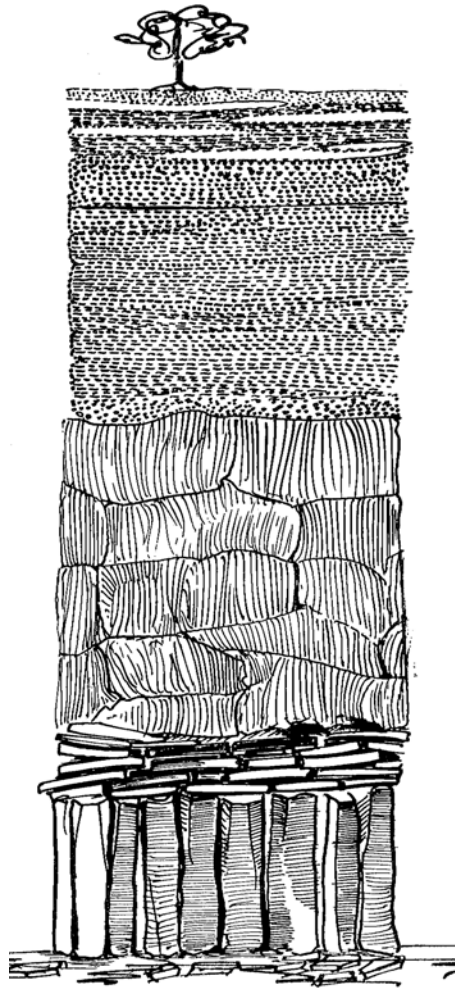


Fig. 2. Section through the volcanic formation at Smale's Quarry. Professor JE Morton, 'Takapuna's natural history', *Takapuna Jubilee 1913-1963*, Ross Sayers ed., Takapuna Borough Council, p. 116.

Places that represent this theme include:

The geological significance of the Lake Pupuke Explosion Crater and Tuff Ring, the Takapuna Reef fossil forest, the Tank Farm Explosion Crater and Tuff Ring (Te Kopua O Matakamokamo), and the North Shore Rowing Club Volcaniclastic Exposure (Smale's Quarry) are recognised in Appendix 8B of the District Plan, Schedule of Sites of Geological and Landform Significance, and these features are protected by appropriate plan rules.

In addition, Appendix 8F (District Plan text) and Appendix 6 (District Plan maps) contain a schedule and map of Significant Views from Public View Points and this includes views of the geological features listed above.

1.2 The People of the North Shore

Little evidence survives of permanent Maori occupation in the Takapuna area. The existence of many middens indicates that a transient population used the available natural resources. Lake Pupuke was a source of fresh water, food - for example, eels and mussels - and the flax growing on its banks was used for clothing and kete (baskets). There was an abundance of shellfish on the beaches and mudflats at Shoal Bay, and access to good fishing grounds. Some areas were suitable for gardening, although the heavy clays were not good for kumara.

One of the few Maori pa sites in the Takapuna area is Rahopara Pa at Castor Bay, now the Rahopara Historic Reserve. In its earliest form the pa sprawled over the entire headland and extended down to the gully, which runs down from the cliff edge to Castor Bay beach. An archaeological excavation was conducted in 1971 and hut sites, postholes, kumara and hangi pits were identified.² A later occupation of the pa was concentrated at the southern tip of the headland and the last occupants were Te Kawerau. The prominence of the adjoining area, now JF Kennedy Memorial Park, was later recognised during WWII and it became the site of the Castor Bay Battery and Camp with guns to protect the Auckland harbour from attack.

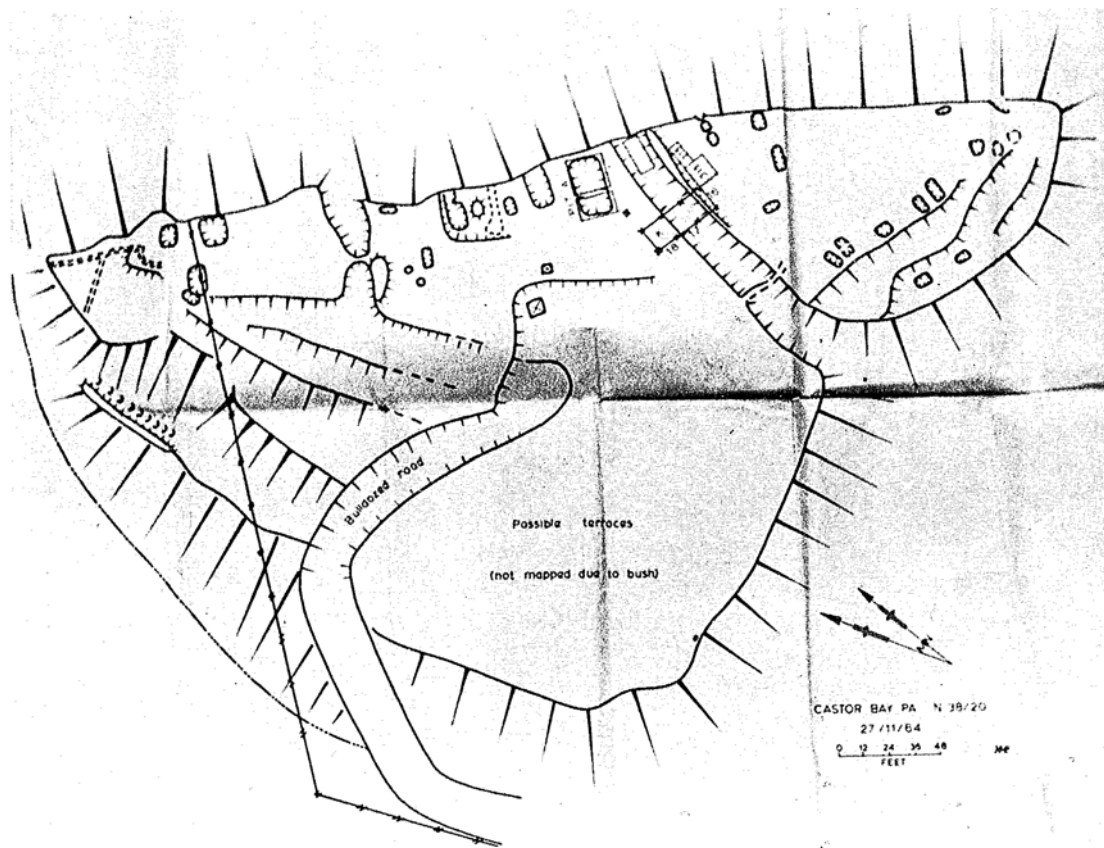


Fig. 3. A map of Rahopara Pa showing the sites of whare (houses) and kumara storage pits from *Takapuna People & Places*, Jean Bartlett ed., Takapuna City Council, 1989, p. 13.

In 1852, Eurera Maihi Patuone, an eminent Ngapuhi chief from Hokianga, received a Crown Grant of 110 acres, being Lots 29 to 32. This was in recognition of the influence he could exercise to protect Auckland's northern border from events unfolding in Northland. The kainga (compound) known as Waiwharariki stretched from Shoal Bay to Takapuna Beach. Patuone, his family and followers lived there until he died in 1872 and a few old Maori continued to live in the whare until the late 1890s. This land later became the Beacholm and Napier Estates.

Maori continued to live on the Catholic endowment around the Awataha site, a situation that was problematic. In 1916 a lessor of Catholic land charged two Maori with trespass. The men claimed that Awataha was an ancestral site and that the Mahurangi Purchase had not specifically included it. They also claimed a moral title as long-term residents. In 1920 Eruera Patariki (Patrick) petitioned Parliament to protect the urupa on the point at Awataha. In April 1924 the Patricks were granted a lifetime lease of

² RC Green, 'Investigations at Castor Bay Point Pa', *Takapuna: People and Places*, Jean Bartlett, ed., Auckland, 1989, p.14.

1.75 acres on Barry's Point on the eastern side below the site of the current Progressive Enterprises supermarket. As a result Chinese strawberry growers leasing the site were evicted.³

In 1942 the land at Awataha was taken by the Public Works Department to build fuel oil storage tanks for the US Navy. Maori were requested to remove their graves in secret for fear of causing upset. In preparation for the tanks a large amount of soil was removed and circular concrete bases built for the tanks. However, the following year, as the war in the Pacific moved away from New Zealand, the project was abandoned. The area became known as Tank Farm, even though the tanks were never built.⁴ North Shore Teacher's College was built on Tank Farm in 1966 and the facilities were taken over by ATI (now AUT) in 1981 for their Akoranga campus.⁵

The Awataha Marae was established in 1986 in Northcote as an urban marae, cultural and learning resource centre that caters for many iwi. The magnificent totem pole, Nu-u-chah-nulth, was presented to the marae in 2003 by the Canadian Indians of Hesquith village on Vancouver Island as a symbol of unity between first nation peoples.⁶

Some relevant Maori place names are:

Awataha	The river flowing at the side
Ngamahanga	Twins or snares. Two rocks south of Takapuna Beach
Pa-tuna-rua	Two eel weirs, just south of Esmonde Road in the bay
Pupukemoana	Rising water. Lake Pupuke
Takapuna	The spring at the bottom of North Head.
Te puna wai a tene	"Tene's spring". A natural spring at Awataha / Shoal Bay, Catholic Native Reserve. Tene was the younger brother of Patuone.
Te Rao O Pero Peretu	"The fern tubers of Peretu". The headland at Milford Beach by the Wairau Creek. Peretu was the chief who lived at Narrow Neck in ancient times.
Te Urutapa	Burial place. Trees at north end of Takapuna Beach
Waikutu	Rush creek. South end of Takapuna Beach
Waiwharariki	A mat of water. Takapuna Beach ⁷

Pakeha settlement overlaid the earlier Maori landscape with a pattern of roads, building lots, houses, shops and other necessary facilities. The first settlers came in 1845 and took up the volcanic land from Barry's Point all round the lake. They were farmers from England and Scotland who introduced traditional farming methods. Early farms included that of Mr Poynton (where the North Shore Hospital now stands), while Mr O'Connor, another Irish farmer, farmed across the lake behind the pumping station. Mr Hurst (Hurstmere Road) farmed all the land on both sides of the road bearing his name, from the lake to sea. Scotsman, Alexander Mackay, farmed all the land on the Wairau side of Shakespeare Road.⁸

A large ti-tree covered area called 'The Run' stretched from the Strand to Hauraki corner. Here cows and cattle ran wild and it was not until 1895 that Messrs Blomfield and Geddes built the first two homes on the beach front.

Towards the end of the 19th century wealthy businessmen built houses as permanent residences or for holidays. These estates boasted beautiful gardens, orchards and racing stables. Servants were employed to maintain these labour intensive establishments. Parties, fetes, sporting contests and regattas were organised on both the lake and the beach.

³ David Verran, *The North Shore: an illustrated history*, Auckland, 2010, p. 25.

⁴ Verran, p.25.

⁵ Ibid, p.87.

⁶ Awataha Marae. Available at http://www.maraedirectory.com/index.php?/marae/awataha_marae/

⁷ *Takapuna Jubilee*, p.13.

⁸ J Mackay and JC Ross et al, 'Early Takapuna: 1840/50 to 1900', typescript, undated, p.10.

Takapuna remained sparsely populated, however, and as late as 1908, fewer than 20 houses could be seen looking south from Crown Hill, with the Lake Hotel and Mr Brett's house being outstanding landmarks.⁹



Fig. 4. Alexander Mackay's Home, 1888. North Shore Libraries, T0149.

It was the steam tram service established in 1910 by the Takapuna Tramways and Ferry Company that opened up the land from O'Neill's Point to Hauraki Corner and around the lake. This brought people who worked in the city and then shops to service them. The modest homes built in the subdivisions at this time attest to a growing working class population. As business and industry grew, people engaged in a range of trades and professions were attracted to Takapuna.

European Names associated with Takapuna include:

Brett	after Henry Brett, owner of the Auckland Star
Earnoch	after John Robertson's estate (He came from Earnock, Larnarkshire)
Ewen	after Ewen William Alison, Lochaber estate, first Mayor of Takapuna Borough
Hurstmere	after William J Hurst, Mayor of Auckland 1876-77
O'Neill	after Allen O'Neill, who with Dr John Logan Campbell first surveyed Takapuna for the Government in 1841
Thorne	after William Thorne, barrister and solicitor, who owned land at Minnehaha Ave.

Serving the growing population, Chinese vegetable and strawberry growers leased Catholic endowment land around the Barry's Point area before the early 1920s. Some were also produce vendors, selling either door to door or from shops. Wong Mor had a shop at Jutland Road in 1931 and Jung Chong is recorded as having a fruit and vegetable store on the west side of Lake Road between Byron Ave and

⁹ 'Early Takapuna: 1840/50 to 1900', p.12.

Northcroft Street in 1941.¹⁰ Recent immigration has seen an increase in the numbers of Chinese and other Asian residents who have established their own organisations and churches. There has never been a large Polynesian population in the area.

Places that represent this theme include:

Appendix 11B contains a Schedule of Archaeological sites, 20 of which are in the Takapuna Ward and identified numerically by their New Zealand Archaeological Association (NZAA) Site Record number:

13 Pa (Headland) Beach Road Milford
21 Pa (Headland) Rahopara
253 Midden (Shell) Rahopara Bluff Castor Bay
131 Burial Ground / Midden (Shell), Cecil Road Takapuna
261 Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna
384 Midden (Shell) / Hangi Stones / Post Holes, Kitchener Road opposite Ocean View Road intersection
700 Midden (Shell and Bone) / Burial, Audrey Road Takapuna
718 Midden (Shell) edge of Lake Pupuke / Fenwick Avenue
719 Midden (Shell), edge of Lake Pupuke / Dodson Avenue
913 Findspot (Adzes), by Herbert Street Takapuna
914 Ditch and Bank (European) (Historic) / Midden (Shell), end of Jutland Road Takapuna
922 Midden (Shell) Herbert Street Takapuna
923 Middens (Shell) Marsden Street Takapuna
963 Middens (Shell) St Leonards Beach Takapuna
964 Middens (Shell) Winscombe Street Takapuna
965 Middens (Shell) St Leonards Beach Takapuna
966 Middens (Shell) end of Winscombe Street Takapuna
972 Terrace, Killarney Park, edge of Lake Pupuke
1256 Middens (Shell) by George Gair Lookout, St Leonards Beach
1304 Terraces / Midden (Shell), Hangi Stones, Clifton Road north of Lake Road intersection
Kennedy Park Cliffs Pillbox
Kennedy Park Gun Emplacements and Tunnel System
Castor Bay Battery and Camp (NZHPT Category II Reg No 7265)



Fig. 5. 16 Byron Ave in 1914. North Shore Libraries, T1517.

¹⁰ Verran, p.61.

Theme 2 Infrastructure

2.1 Transport

Until the opening of the Harbour Bridge in 1959, transport by ferry to Bayswater and Devonport was the only way to cross the harbour. The early Takapuna ferries ran from Barry's Point. However the shallow mudflats of Shoal Bay prevented landings there at low water. Ferries and roads were essential to development of the area and a lack of public transport impeded early land development. Some residential blocks were advertised for sale in the 1860s but it would be many years before they were built upon. The introduction in 1910 of the steam tram, which connected with the Bayswater ferries and ran from the wharf there to Takapuna, provided reliable and affordable public transport and this led to a rapid increase in population and suburban development.

Another early public transport hub was Smale's Farm, where from the late 1890s a horse drawn coach service was based at the corner of Shakespeare and Taharoto Roads, known as Smale's Corner. Later the steam tram service, which encircled the lake, erected a shelter and stop at this point, and subsequent bus services also used this location. In the mid 1950s much of the Smale's Farm land was taken for the motorway approaches. Today Smale's Farm Station, which opened in November 2005 as part of the Northern Busway, stands where horses and cows once grazed.¹¹

2.1.1 Water Transport

Whale boats with sails and oars, either privately owned or publicly operated, ran from Shoal Bay as 'Takapuna Ferries' from the 1840s until the 1870s. In 1854 tenders were called for a waterman's ferry service from Auckland to Barry's Point at Shoal Bay.¹² What was in place for landing is not known, but in March 1857 tenders were accepted for two jetties in Shoal Bay, a wooden jetty at Heath's Beach (Northcote) and a stone jetty at Barry's Point.

Transport to Auckland from Takapuna was essential and obviously quite profitable. In 1862 Daniel O'Connor's tender was accepted to run a ferry service once each way on every Saturday and Tuesday. Messrs O'Connor and Nicholson ran the service, but they quarrelled after a few years and Nicholson began his own ferry in opposition. Protestant residents patronised Nicholson's boat while the Catholics went with O'Connor.

The Thames gold rush in the late 1860s drew many men away from the area, thus depleting the regular Takapuna-Auckland passengers from Shoal Bay (Barry's Point) so that the ferries were discontinued in 1873. People then walked to Devonport or Bayswater to take the ferry.¹³

At the end of the 1890s excursions by the Devonport Steam Ferry Company to Takapuna beach became popular and the company built a landing stage on the rocks with railway-iron piles. The landing could only be used at half tide, so the Harbour Board was persuaded to build a wharf. When the steam tram arrived in 1910 these trips ceased.¹⁴ Takapuna wharf was never used for a regular ferry service due to the longer trip around North Head and its exposed position.

Scows were also used for delivering various cargoes to Takapuna. Coal for the Lake Pupuke water pumping station and other cargo such as building materials was brought by scows to Takapuna beach at high tide. Coal for the pumphouse was then loaded onto drays and pulled by horses over the hill to the pumphouse.¹⁵ When the vehicular ferry, *Goshawk*, began service in 1909 at Devonport, trucks took over cargo transport. From 1926 until the advent of the Auckland Harbour Bridge in 1959, the Devonport

¹¹ 'Smale's Farm - A transport hub since 1898'. Available at http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

¹² 'Early Takapuna', p.14.

¹³ *Takapuna Jubilee*, p. 94.

¹⁴ 'Early Takapuna', p. 8.

¹⁵ *Takapuna Jubilee*, p. 82.

Steam Ferry Company expanded its operations to cater for both passengers and vehicles from the North Shore.

Places that represent this theme include:

Barry's Point jetty site

Takapuna wharf site

2.1.2. Trams

September 1886 saw the official opening of the Devonport and Lake Tramways Company with ambitious plans to provide Takapuna and Devonport with public transport. The proposed route for the horse tram service went along the now formed Lake Road to Hall's Corner, along Hurstmere Road as far as the Promenade and around the west side of the lake. Unfortunately the enterprise failed before rails were laid further than Cheltenham.

In 1909 the Takapuna Tramways and Ferry Company Ltd. was formed to operate a ferry and steam tramway from Auckland to Takapuna via Bayswater. The tram route ran along King Edward Parade (now Bayswater Avenue) then turned northward along Lake Road to Hall's Corner, where the track divided to encircle Lake Pupuke. This service began on 22 December 1910 and proved very popular.

The trip from Bayswater to Milford took about 30 minutes. Stops were about a quarter mile apart, with repair shops and barns at the Bayswater Wharf and at Takapuna.¹⁶



Fig. 6. Tram Barns Takapuna, 1910. North Shore Libraries, TO269.

Takapuna and Milford were served, and united, by the steam tram. People could now easily commute to work in Auckland, the tram running hourly and more frequently at rush hour. Practically the whole of the working and secondary school population used the ferry to the city.¹⁷

¹⁶ *Takapuna Jubilee*, p.106.

¹⁷ *Ibid.*, p. 82.

The Takapuna Tramways and Ferry Company was anxious to maintain its monopoly on public transport from Belmont to Hall's Corner and around the lake, and used its influence to push a Bill through Parliament under the newly passed Licensing Act. This prevented buses operating from Belmont northwards on roads then maintained by the company.

Thus the operations of the Takapuna Bus Company, which had been formed in 1904 to run from Takapuna to Devonport, were restricted to the southern portion of the peninsula. When Milford residents complained about the reduction of the steam tram service, EW Alison imported six Hudson Super Six limousines to run a public car service from Milford to Devonport. They were not buses and thus were not restricted by the Licensing Act. This, coupled with the Depression, saw the demise of the Tramways and Ferry Company, which was bought out by Alison's Devonport Steam Ferry Co. The steam trams were discontinued and the tram barns at Takapuna were used by the bus company until they were demolished in 1964 to become the Takapuna carpark. A plaque commemorating the tram barns is in the Rose Garden on the corner of Anzac and Lake Road.

Places that represent this theme include:

None identified.

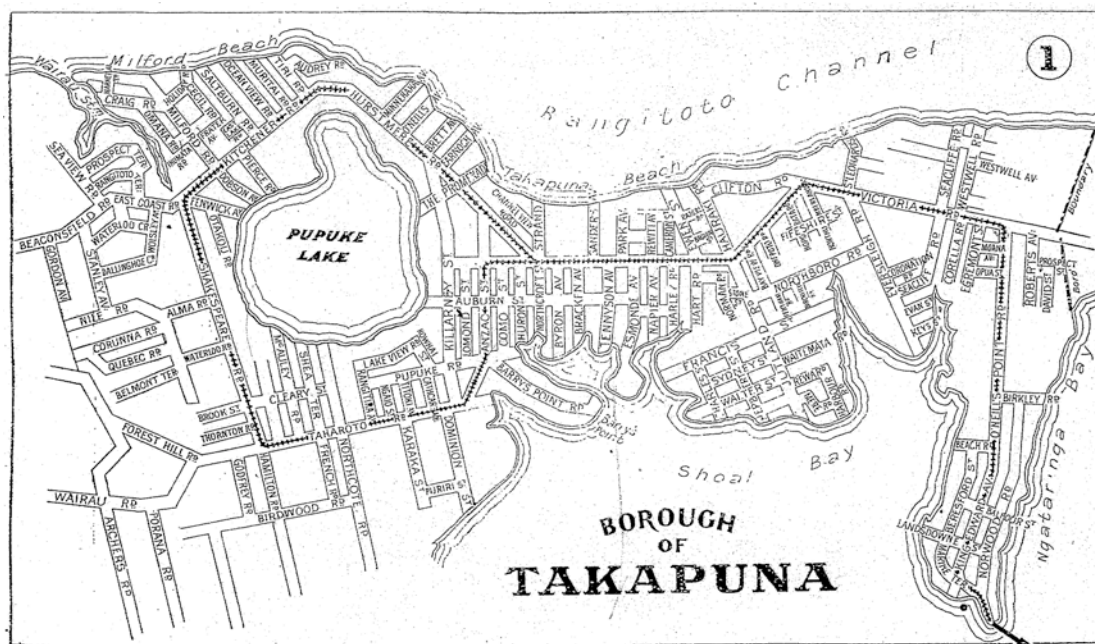


Fig. 7. Borough of Takapuna in 1927, showing steam tram route. Sir George Grey Collection, Auckland Public Libraries.



Fig. 8. Steam Tram at Kitchener Road, 1920s. North Shore Libraries, TO134.

2.1.3 Buses

The mail coach from Devonport to Albany, Dairy Flat and the Wade began in the 1880s and ran through Takapuna three times a week. The roads were little more than clay tracks, and in wet weather it was difficult to keep to the timetable, even with two teams of horses. The service became so unreliable that when a coastal steamer service from Auckland to Albany and Warkworth began, the mail contract was transferred to the steamers.¹⁸

Wealthier residents of Takapuna and Milford drove their horse drawn buggies to connect with the Devonport ferries. The horses and buggies were left at stables in Devonport, and were collected by their owners on their return. A daily stable fee of 1s 6d, which included a meal of chaff, was charged.

In 1898 Paterson & Co. began a horse drawn coach service from Bayswater Wharf, through Takapuna and around the lake. The two-horse coach could take six passengers and the service ran between 7am and 7pm each day except Sundays. The route came up King Edward (Bayswater) Avenue, turned into Lake Road and then to Hall's Corner, along Hurstmere Road and into Shakespeare Road. The stables were situated at Smale's Farm, where horses were changed before the return trip around the Lake and back to Hall's Corner and Bayswater.¹⁹

Horsepower gradually gave way to the combustion engine and in 1904 the Takapuna Motor Bus Company was formed to run buses from Takapuna to the Devonport ferry wharf. The Takapuna service was short lived as in 1910 the Takapuna Tramways & Ferry Company won exclusive licence for steam tram transport between Belmont and Takapuna.

The North Shore Transport Company was formed in 1927 by Ewen Alison to run both the buses and ferries.²⁰ It was a successful enterprise introducing new feeder routes from the northern bays. It was sold in 1972 and passed into Auckland Regional Authority control.

Places that represent this theme include:

Timber bus shelters: Hurstmere Road by Brett Avenue intersection and near the Clifton Road intersection.

¹⁸ *Takapuna Jubilee*, p. 94.

¹⁹ 'Smale's Farm – A transport hub since 1898'. Available at http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

²⁰ *Takapuna Jubilee*, p.75.

2.2 Roads

Road building started early and District Road Boards were set up in 1848 for the express purpose of forming and maintaining roads. The clay soil along the ridges on which the roads were formed was almost impassable in winter when wheels and horse hooves made deep ruts. Scoria and metal was only available from Devonport, and unfortunately the drays' heavy wheels caused even more damage when delivering it to the site.

By the 1890s Lake Road (including Old Lake Road) to Takapuna was well formed – though still muddy. With the laying of the tracks for the steam tram in 1909, Lake Road and those roads around Lake Pupuke became the responsibility of the Takapuna Ferry and Tramway Company and were greatly improved. The company was responsible for the maintenance of both the rails and the road.

In 1924 Takapuna's first concrete road was formed from Milford to Bayswater using 'relief labour'.²¹ Concrete roads were thought to be long lasting but problems with differential settlement, cracking and difficulties in providing services underneath has meant that most of them were eventually removed and replaced with bitumen.

At the turn of the 20th century private cars were becoming popular and a traffic inspector, WCF Wheeler, was appointed to prosecute speedsters. He was known for his rather pompous, officiating manner. It is told that he had peepholes drilled in the Clifton Road bus shelter to spy on errant drivers.²² Car ownership increased when the roads improved and the introduction, in 1911, of the vehicular ferry service from Devonport gave easier access to the city. Routes from outlying areas were developed to make Takapuna the centre of the North Shore, while Devonport remained the link to the city via the ferry.



Fig. 9. Road in front to Geo. Dudding's Store, Hauraki Road, c.1915. North Shore Libraries, TO341.

²¹ *Takapuna, People & Places*, p. 117.

²² *Takapuna Jubilee*, p. 82.



Fig. 10. Concrete road building, 1924. North Shore Libraries, TO264.

As road transport increased, a harbour crossing became imperative and the harbour bridge, which had been discussed for 30 or more years, finally opened in May 1959. However, the Harbour Bridge planners had underestimated the popularity of private transport, which increased so rapidly that it was estimated in 1963 that the bridge would reach capacity by 1970. The solution to this congestion was the construction of two outer lanes either side of the main structure, popularly referred to as 'Nippon clip-ons', which opened in 1969.

The Harbour Bridge was a boon for the North Shore, and the pattern of daily living was greatly improved. It was anticipated as early as 1963 that the increase in traffic would cause congestion, and traffic planning with the Auckland authorities was essential. The North Shore was mainly a residential area, with a growing network of commercial centres, and it was imperative to get the commuter to work or business by fast and reliable bus transport. It was feared however that lowering or abolishing the toll to use the harbour bridge would induce more people to take a private car, thus making the bus company unviable.²³ The tolls were, however, removed in 1984.

Before the advent of the Bridge the various boroughs were linked with arterial roads which drew commuter traffic to the Devonport ferries, but following the completion of the Bridge and the construction of the northern motorway in sections, this fast and efficient transport corridor opened the North Shore to suburban development and provided commuter access to the City.

Residentially, Takapuna developed rapidly, and the commercial centre and industrial area in Barry's Point Road and the Wairau Valley expanded considerably with this population growth. Harbour Bridge congestion continued to rise and in February 2008 the Northern Busway was opened. This currently provides a dedicated bus lane alongside the motorway, linked into five new 'stations' at Albany, Constellation, Sunnynook, Smale's Farm and Akoranga, which are in turn linked to local bus services.

Places that represent this theme include:

None identified.

2.3 Communication

²³ John Lynne, 'Transport on the Shore', *North Shore Expands*, DF Manley ed., Auckland, 1963, p. 59.

The post-Harbour Bridge expansion of the North Shore made demands upon local infrastructure and public services. The Council was responsible, with central government, for co-ordinating the planning and provision of public amenities, utilities and services. A manifold increase in the demand for roads, gas and electric power, telephone, water and sanitation occurred.²⁴

Takapuna's first post office was in David Robertson's general store at Barry's Point, thought to have been at the corner of Anzac Street (then Katrine Street) and Pupuke Road.²⁵ Postmasters were Mr Patrick, Miss Kelly and Mrs Dakin. As the settlement developed towards the sea, the buildings were moved to the corner of Anzac Street and Hurstmere Road around 1880.²⁶ By this time Takapuna had acquired its own mail service, mail being conveyed 3 times a week each way by the Devonport-Waiwera Coach.

Delivery to homes began in 1907, and increased settlement resulting from the steam tram service in 1910 created a need for more post offices. A part-time post office opened in Milford in 1913, but did not operate full time until 1946. At Hauraki Corner a post office was opened in 1915, possibly in George Dudding's store.

The first purpose-built post office was opened on the corner of Hurstmere Road and Earnoch Avenue in 1914. This later became known as Takapuna North post office when the new Hall's Corner post office, built in 1964, was named Takapuna South. This latter structure was designed by GF Dawson of the Government Architect's Division.²⁷

In 1987 New Zealand Post Office was split into three separate state-owned enterprises – New Zealand Post Ltd., Telecom Corporation of New Zealand Ltd and Postbank Ltd. Postal service agencies replaced post offices as franchises in dairies and other shops and former post offices were sold, often for other commercial uses. Deregulation of the telecommunications industry has seen a number of other 'telcos' enter the New Zealand market and in 1999 Telstra Clear built its corporate headquarters at the Smale's Farm Technology Office Park.

In 1882 an underwater telegraph cable was laid from Auckland City to Northcote Point to serve the areas of the North Shore.²⁸ The first telephone bureau began in January 1891 in the post office on the corner of Hurstmere Road and Katrine (Anzac) Street. However, it wasn't until July 1908 that a proper telephone exchange was opened at Takapuna with 12 subscribers, the first being Sir Henry Brett. The Takapuna Automatic Telephone Exchange was constructed behind the Hurstmere Road Post Office between 1920 and 1922 to the design of John Campbell, Government Architect. A larger exchange, serving 3000 lines, was opened here in June 1955.

Places that represent this theme include:

Former Post Office and outbuildings, 187a Hurstmere Road, corner Earnoch Avenue
Takapuna Automatic Telephone Exchange, 1 Earnoch Avenue

2.4 Utilities

2.4.1 Water Supply

Water supply came from wells and roof collection during the early days of the sparsely populated area. A municipal supply from Lake Pupuke was first suggested by the Devonport Borough Council in 1887, but it wasn't until 1894 that the water pumping station began. Water was pumped to Devonport and stored in a reservoir on Mt Victoria. Takapuna residents benefited from this as a ¾ inch pipe was laid to all permanent residences in the area. By 1926 metering was introduced all over the North Shore.

²⁴ Ibid, p.28.

²⁵ 'Early Takapuna', p.6

²⁶ Ibid, p. 8.

²⁷ *Takapuna, People & Places*, p.150.

²⁸ Verran, p. 151.

After a decade it became evident that a more sophisticated plant was required. In 1905, a four-acre block was purchased from Mr Shakespeare on the eastern shore of the lake. A new brick pumphouse designed by H Metcalfe was built by Mays and Gordon. The machinery was provided by J Chambers and Son.

Water was taken from Lake Pupuke not only to supply Devonport and Takapuna but also the growing areas of Birkenhead and Northcote. The lake was not able to refill from local run-off, and with the influx of holidaymakers in the summer it was reduced to dangerous levels. The Waikato Water Company offered to pump water from the Waikato River while Auckland City offered water from Western Springs in an underwater pipe. This latter proposal was accepted.²⁹ The pumping machinery was removed in 1931, and in 1933 the water purification plant was installed and water from Wairau Valley investigated to augment the supply.³⁰

In 1941 the Pumphouse closed. The pumphouse building was abandoned and by the 1960s it was in a dilapidated state. Fund-raising began in 1968 to convert it into a theatre and gallery to the design of architect Harry Turbott. The first performance in the appropriately named Pumphouse Theatre, was held in 1977, and the theatre, along with the outdoor arena serves as an entertainment venue to the present day. Since 1941 water has been pumped to Takapuna from reservoirs in the Waitakere Ranges through Birkenhead.³¹

Places that represent this theme include:

Pumphouse, 37 Killarney Street

Pumphouse residence, 26 Killarney Street

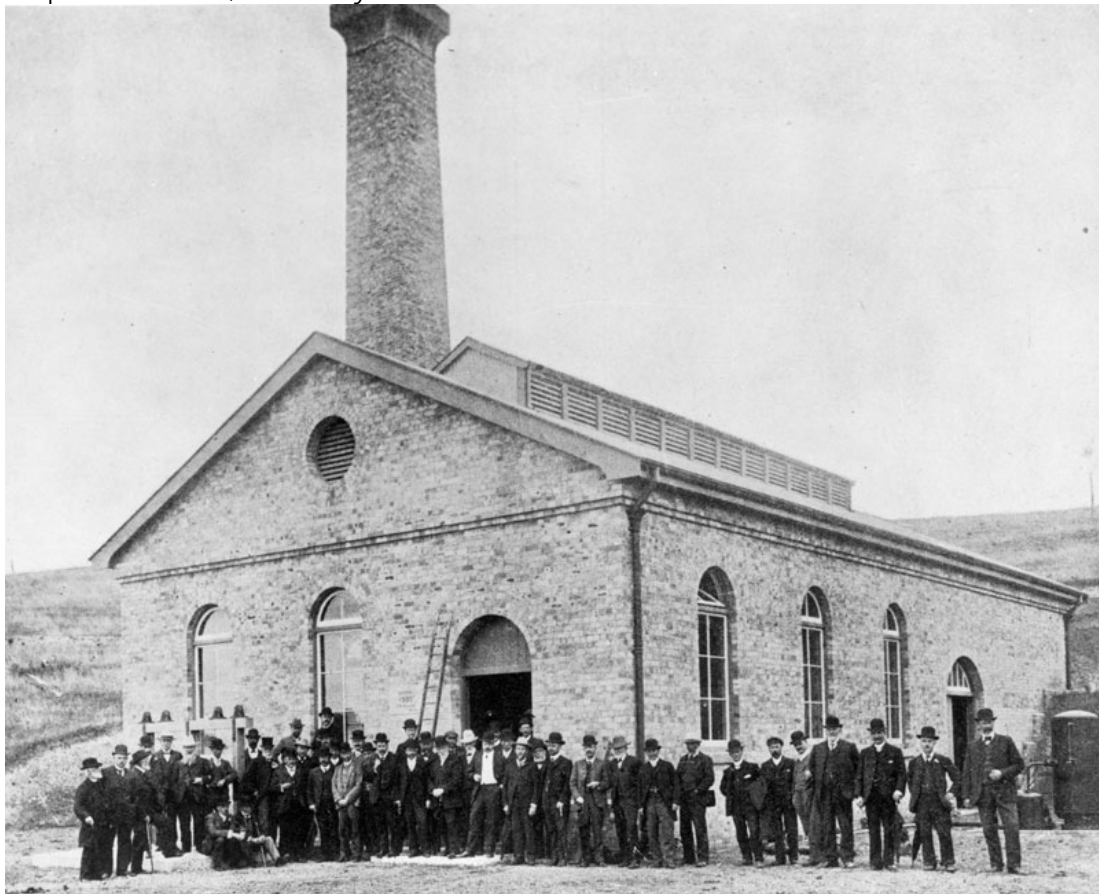


Fig. 11. Pumphouse opening in 1906. North Shore Libraries, TO839.

²⁹ Ibid, p. 132.

³⁰ *Takapuna Jubilee*, p. 63.

³¹ Paul Titchener, 'Water turned on in 1894', *Beginnings: a history of the North Shore in Auckland*, Auckland, 1980, Vol. 4, p.31.

2.4.2 Drainage

Night soil collection, septic tanks and direct discharge into the Rangitoto Channel still operated in Takapuna until 1926.³² Despite much debate about discharge of waste directly into the sea, the sewage outfall at Black Rock, Milford was installed in mid-1920s.³³ In 1931 the Auckland and Suburban Drainage Board proposed that a treatment plant for the North Shore be built north of Castor Bay, along with the one for Auckland at Brown's Island. Considerable opposition and debate about this scheme delayed any action and eventually it was dropped.

The 1949 Local Government Commission recommended a single metropolitan water, sewage and drainage board for Auckland. The Devonport and Takapuna boroughs resisted incorporation into the Drainage Board District, and together with the Birkenhead and Northcote Boroughs and the Waitemata County Council, formed the North Shore Drainage Board in 1951.³⁴ After many years of deliberation, the Board approved a scheme in 1957 and the Treatment Plant at Rosedale Road, Albany was officially opened in September 1962.³⁵

Places that represent this theme include:

None identified.

2.4.3 Power

The first proposal to bring electricity to Takapuna was made in 1909 when the Takapuna Tramways and Ferry Company planned electric trams on their route. The idea was dropped when the authorities made the use of electricity conditional on the company providing electricity to all private dwellings at cost price.

Takapuna and Devonport Borough Councils formed the Waitemata Electric Power Board in November 1924. Electricity was drawn from the public works supply at Hora Hora and ultimately from Arapuni.³⁶ The Waitemata Electric Power Board had an office in Taharoto Road, which was later substantially remodelled for the Waitemata Health Board.

The Auckland Gas Company built its Takapuna office on the corner of Lake Road and Northcroft Street in 1925. The building was remodelled in 1953 and it is currently occupied by the National Bank.

Places that represent this theme include:

Waitemata Health Board, 44 Taharoto Road (Niyall Coleman Gibson and Associates, 1964)

³² Titchener, *Beginnings*, p. 14.

³³ *Takapuna, People & Places*, p. 84.

³⁴ History of Wastewater Treatment in North Shore City NSCC, available at <http://www.northshorecity.govt.nz/Services/WaterServices/Wastewater>

³⁵ *Takapuna Jubilee*, p. 73.

³⁶ Titchener, *Beginnings*, Vol. 1, p. 43.

Theme 3 Building the City

3.1 Subdivision of Land

Takapuna was first surveyed in 1843 by Allan O'Neill and John Logan Campbell. All the main arterial roads were laid out, and land cut up in areas suitable for farming. The wide belt of fertile volcanic soil around Lake Pupuke was advertised at a price of £2 per acre but proved so popular that they sold for £12 and £20 at auction in 1844-45. Land to the west of Wairau creek and the East Coast Bays was gum country and it took a lot of hard work to turn it into farms.³⁷

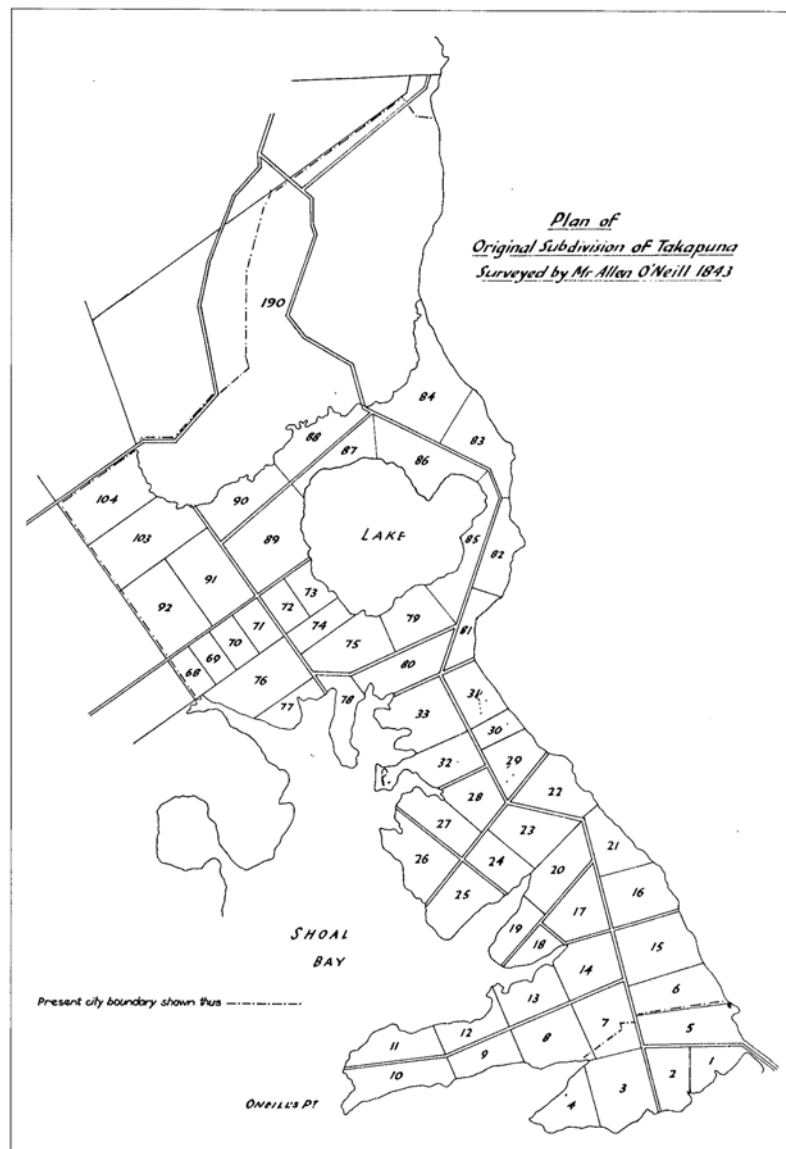


Fig. 12. Map of the original subdivision of Takapuna by Allen O'Neill and John Logan Campbell, 1841, from *Takapuna Jubilee 1913-1973*, Takapuna City Council, 1973, p.22.

Land investors speculated and encouraged sales based on the proximity to Auckland City, but had not realised that the lack of transport would hamper development. A block between Jutland Road and Shoal Bay (called Laketown) was subdivided for residential blocks in 1865. Beautiful sea views and access from

³⁷ *Early Takapuna*, p. 2.

the sea by jetty were advertised – but all was lost when it was realised that it was impossible to land at any time other than high tide. Another disappointed buyer was Logan Campbell. He bought Lot 190 of over 1000 acres, speculating that coal could be found there. However, when this proved not to be so, his lot was subdivided for farms.

A better investment was made by entrepreneur Michael Woods. He advertised the auction of villa sites in 'Takapuna Village' by ferrying nearly 1000 pleasure seekers to a special sports day held at 'Lake Takapuna' in late January 1863. Whaleboat races were held on the lake, horse races on the beach, music and Maori dances entertained the crowd.³⁸ The lakeside sections were taken up by Auckland businessmen who built magnificent houses with park-like grounds including orchards as well as boating and bathing sheds on the lake.

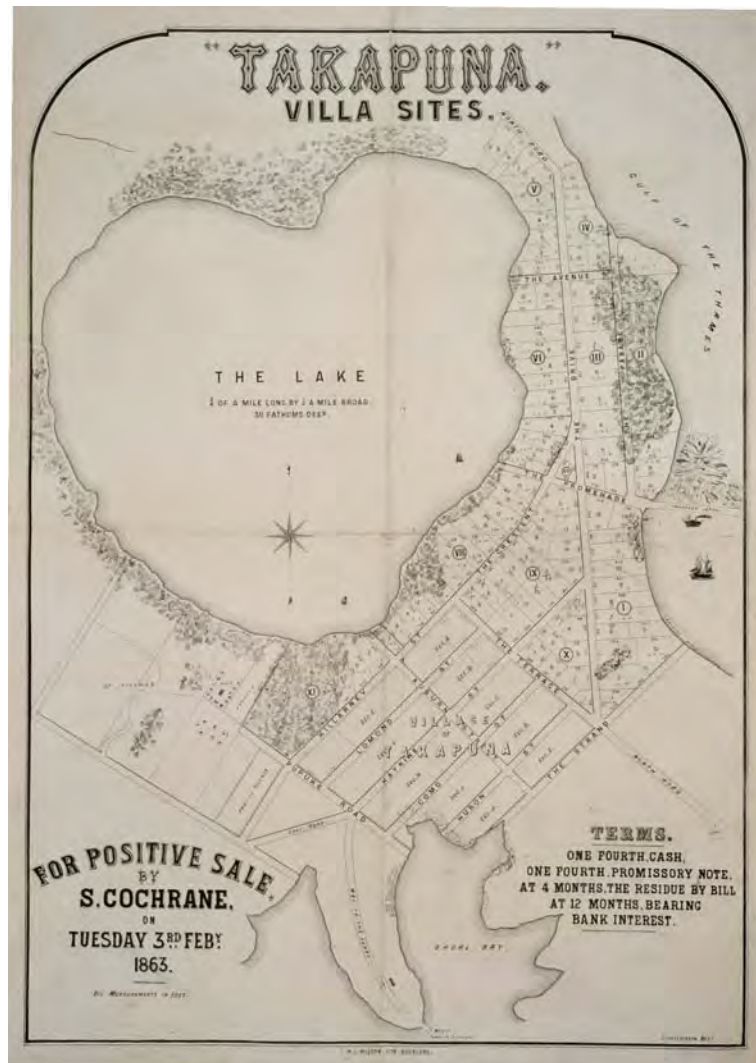


Fig. 13. 'Takapuna Villa Sites', 1863. Sir George Grey Special Collections, Auckland Public Libraries, NZ Map 4496-16.

The land was cut up in areas according to position and suitability, mostly in 40, 60 and 80-acre farm blocks. Thomas Poynton took Lot 89, which is today's North Shore Hospital site; his daughter married Michael Shea and the farm was known by that name for many years. Poynton also bought Lot 104. Lot 91 of 60 acres was first bought by James Kelly who sold to William Nicholson. Lots 82, 83, 85 and 86 were owned by William Hurst, on both sides of the road from Earnoch Avenue to Sheriff's Hill.

³⁸ Matthews & Matthews Architects, *Takapuna Central Area Heritage Overview*, Takapuna, 2007, p.16.

Stretching around the lakeside from Shakespeare Road to Killarney Street, were three 60-acre farms. From there, around the lake and back to Shea's farm were mostly 5-acre farmlets, all fronting the main road and lakeside. These settlers were farmers from England, Scotland and Ireland who spent many years developing their properties, and a number of these farms remained until the 1920s. Later as further settlers arrived land was taken up and farmed from Old Lake Road to Takapuna, and on the west side of the Wairau Creek.

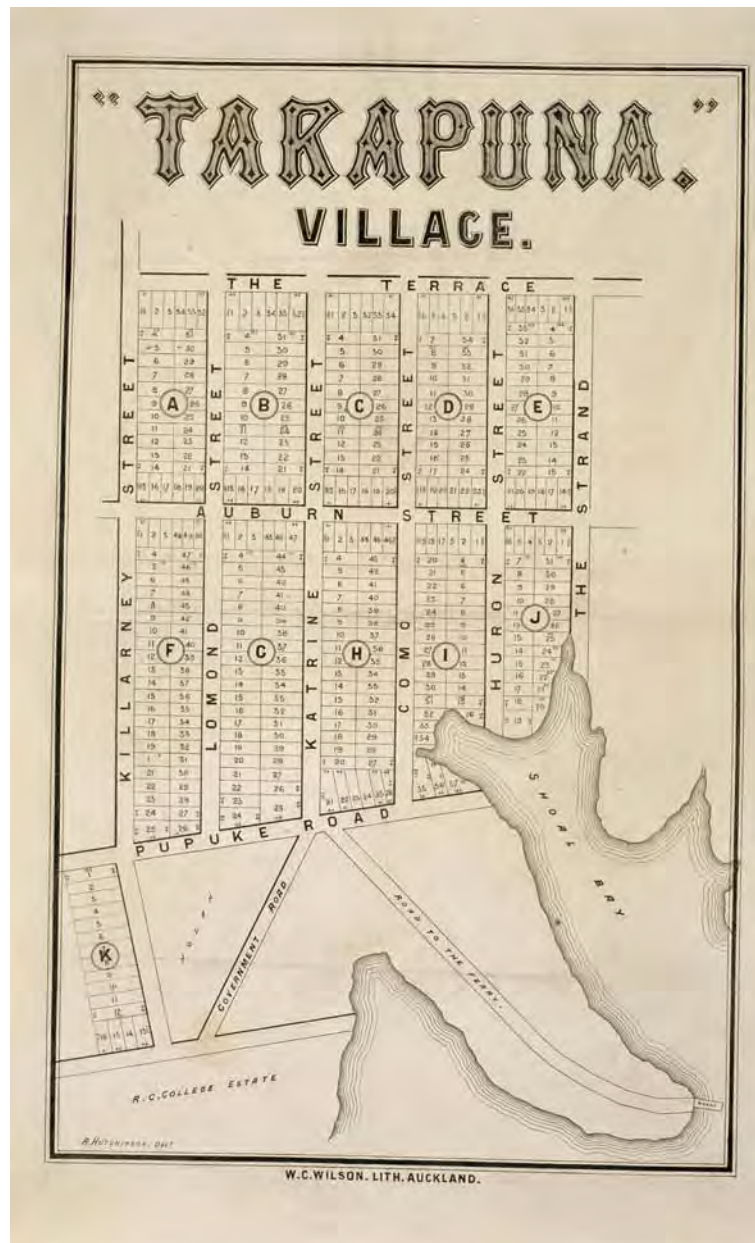


Fig. 14. 'Takapuna Village'. Sir George Grey Special Collections, Auckland Public Libraries, NZ Map 4496-17.

The bays were mostly named after the families who farmed them, often changing with change of ownership. Campbell's Bay (Waipapa – water worn stones) was bought by Alexander Mackay from Logan Campbell in 1850 and was farmed by his brother Donald MacKay until 1882. Robert Johnston stayed for the next fifteen years, and the bay was then known as Johnston's Bay. Duncan Campbell then bought it and the name reverted to Campbell's Bay. In 1913 it was bought by a syndicate and subdivided for sections following the steam tram service that reached the bottom of Crown Hill. Castor

Bay, until relatively recently known as Castor Oil Bay, was so named because of the entire hillsides of castor oil plants planted by an early settler hoping to sell the oil commercially.³⁹

Takapuna was predominantly a fertile farming area until the steam tram provided transport to the city in 1910. Farms along the route were then subdivided, land sales boomed and the population increased. When the unimproved rating system was introduced in 1927, farming rates rose to the extent that farming was no longer profitable.⁴⁰ Large farms were subdivided as the demand for house lots grew and subdivisions were given appropriate titles, befitting their location such as Lakelands, Lake View Estate and the Shakespeare Estate



Fig. 15. 'Lakelands' – the Eye of Takapuna - Harley Road, Napier Avenue and Esmonde Road, 1910. North Shore Libraries, TO790.

³⁹ 'Early Takapuna', pp.17 and 102.

⁴⁰ *Takapuna Jubilee*, p. 21.



Fig. 16. Lake View Estate – north of the lake in the Nile Road area, 1916. North Shore Libraries, TO789.

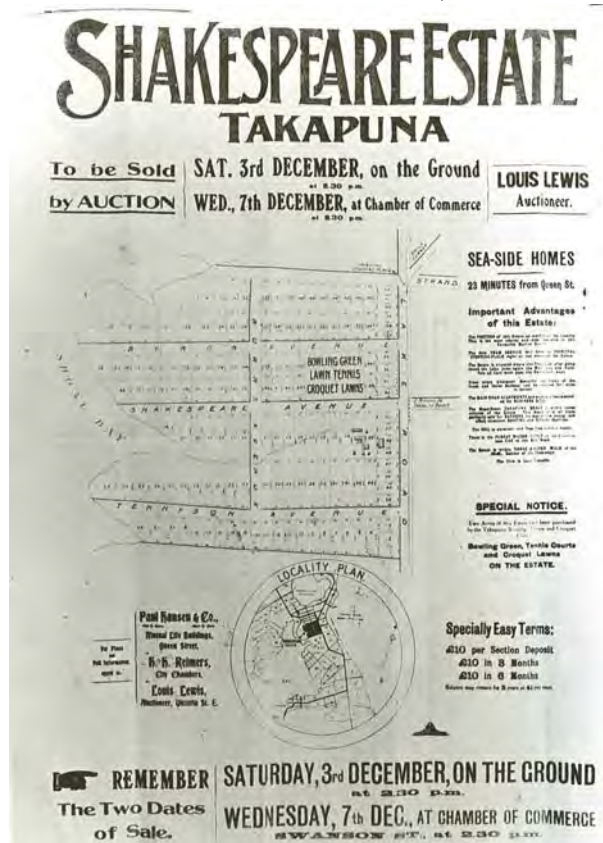


Fig. 17. Shakespeare Estate, c1910. North Shore Libraries, T1510.

Two stories exist about the name Milford. One holds that Edwin Harrow from Milford Haven in Wales built his house on the beach front in 1881 where the Milford Reserve now is. He called it Sandhurst.⁴¹

⁴¹ Takapuna, People & Places, p. 40.

The other says that Edwin Harrow built his house named Milford on the sand dunes at the Wairau Estuary against advice, and that it was washed away in a storm the following year. He then went on to build the Lake Hotel at Lake Pupuke.⁴²

Places that represent this theme include:

The subdivision of land is implicit in all of the following themes and subthemes.

3.2 Commercial Architecture

Very little remains of the Victorian architecture that once graced the lake and beach side hotels of the late 19th century. Gone is the beautifully turreted and verandaed Lake Hotel overlooking Lake Pupuke on the site of today's Aquatic Centre. This very popular holiday destination and drinking establishment burnt down in 1909.

Following the tradition of grand houses built around the lake or facing the sea, the Mon Desir Hotel began as a beachside villa, Rose Cottage, built in 1906 by Paul Hansen, managing director of the Auckland Electric Tramway Company. In 1909 it passed to JA Raynes who saw an opportunity to take up the Lake Hotel licence following the destruction of those premises, and transfer it to the Mon Desir. The building was extended throughout the first half of the 20th century to become a very fashionable resort. A complete refurbishment in the mid-1960s left little of the original villa. In 1996 it was demolished and replaced by the Mon Desir Apartments built by property developer Ted Mason.



Fig. 18. Lake Hotel, Killarney Street, c 1890. North Shore Libraries, T6288.

⁴² Titchener, *Beginnings*, Vol. 6, p. 36.



Fig. 19. Mon Desir Hotel in 1930. North Shore Libraries , T5383.

One Victorian hotel that does remain, albeit in a new location, is the Lake House, which originally stood on the beachfront at 127 Hurstmere Road. It was enlarged through the addition of a second storey in 1909, to become a 17-room boarding house. In 1996 an apartment complex (The Sands) was proposed for the site and the old building was saved from demolition by the Lake House Trust. Funds were raised and the entire house moved to Fred Thomas Drive, Barry's Point, where it was restored and is now the Lake House Arts Centre.



Fig. 20. Lake House Arts Centre, 2001. North Shore Libraries, T6109.

No public or civic buildings survive in Takapuna from the early days and only a handful of single storey timber or brick shops remain. Most buildings were demolished and replaced in the rush to 'modernise' after the construction of the bridge brought a flurry of commercial activity and the erection of significant buildings in the Takapuna business centre. The architectural trends of the 1960s and 1970s are reflected in such buildings as the Government Life Building (1964, Nyal Coleman Architects), South British Insurance Co. (1973, Fletcher Design), State Insurance Building (Hoadley Budge and Partners) and the Shore City Shopping Centre (Walkers Co. Partnership), constructed in the early 1970s. In the 1980s and 1990s development extended along the northern end of Hurstmere Road from Anzac Street and included the Bruce Mason Theatre, opened in 1996.⁴³

Outside the Takapuna commercial area, development occurred on a more modest scale as clusters of small, single-storey shops sprang up along the steam tram route from Belmont, Hauraki Corner, Hall's Corner (Takapuna) and on towards Milford. These were typical of the commercial strip development, which existed until the construction of the American styled 'malls' in Takapuna and Milford. Some individual shops, such as those at 360 Lake Road (former AMC Butchers' shop, 1924) and the nearby 385 Lake Road (now an orthodontist's rooms), were also constructed. As the Shore expanded after the bridge opened, small functional groups of convenience stores were built in the newer suburban areas including Sunnynook, Forrest Hill and Castor Bay. This type of post-war suburban retail development mirrored that happening elsewhere in New Zealand as cities expanded to cater for new households and the 'baby boom'.

Takapuna was gradually transformed into a major commercial, retail and regional centre with Council provision of new facilities such as a library, Plunket rooms, council offices, halls and war memorials. In the late 20th and early 21st centuries national and international business was attracted to the area, their buildings reflecting the style of the time. Some, such as the Sovereign Building at Smale's Farm, have been recognised as examples of innovative design in their use of new technologies. Commercial development in Milford has not attracted investment in large buildings, with the exception of the Milford Mall. The shops along Kitchener Road are single or double storeyed and are of little heritage significance.

Places that represent this theme include:

Westfield Shore City Shopping Centre Takapuna
Milford Mall Kitchener Road
Smale's Farm Technology Office Park

Takapuna Shopping Centre including:
Michael Hill and NZ Drycleaners, 1/3 Hurstmere Road
Hall's Corner building, 2/4 Hurstmere Road
Urban Beat, 5 Hurstmere Road
Hall's Building, 6/12 Hurstmere Road
Ladies' Restroom, 47 Hurstmere Road
Monona Buildings, 469-479 Lake Road
National Bank, Corner Lake Road / Northcroft Street
former AMC Butchers, 360 Lake Road (corner of Cameron Street, 1924)
Orthodontists, 385 Lake Road (by Ewen Street)

Dudding's Hauraki Store, 335 Lake Road
former AMC Butchers, 360 Lake Road (corner of Cameron Street, 1924)
Orthodontists, 385 Lake Road (by Ewen Street)

3.3 Residential Architecture

⁴³ *Takapuna Central Area Heritage Overview*, pp. 30-31.

Some of the first houses in the area, particularly those of the gumdiggers, were built of sod with raupo roofs. Farmers built simple timber houses of pit-sawn kauri with shingle roofs, which were later replaced with corrugated iron.

Little remains of the grand Victorian houses that lined the shore of Lake Pupuke and the Takapuna Beach front in the latter part of the 19th century. *Te Kiteroa* next to the Lake Hotel, built by Henry Brett, proprietor of the Auckland Star, stood tall on high ground with extensive gardens and orchards. On Brett's death it became the Brett Memorial Home for children and was demolished in 1973.⁴⁴

Other substantial houses were *Locaber*, on the corner of Hurstmere Road and the Promenade, owned by EW Alison, and *Maratea* in Milford, built by timber merchant David Goldie, father of Charles, the famous Maori portrait painter. *Maratea* was demolished in 1968 to make way for the Circle apartments. *Greydene*, near Taharoto Road was also renowned for its gardens. This home was built by Dr Fischer, principal of St Joseph's School.

Some of the early grand houses still stand. *Hurstmere*, the home of John Hurst, was built of heart kauri and the pit-saw marks and handmade nails can still be seen. Hurst's estate extended from Killarney Street to the Wairau creek at Milford. He planted an avenue of Norfolk Pines along Hurstmere and Kitchener Roads. This part of the estate was subdivided in 1887.

Further along Hurstmere Road is *The Stables* built by George Pierce in 1886 and *Merksworth Castle*, built by Captain John Alexander Algie between 1924 and 1926. It is a local landmark built of stone, with a rock pool and a distinctive stone 'throne' on the foreshore.

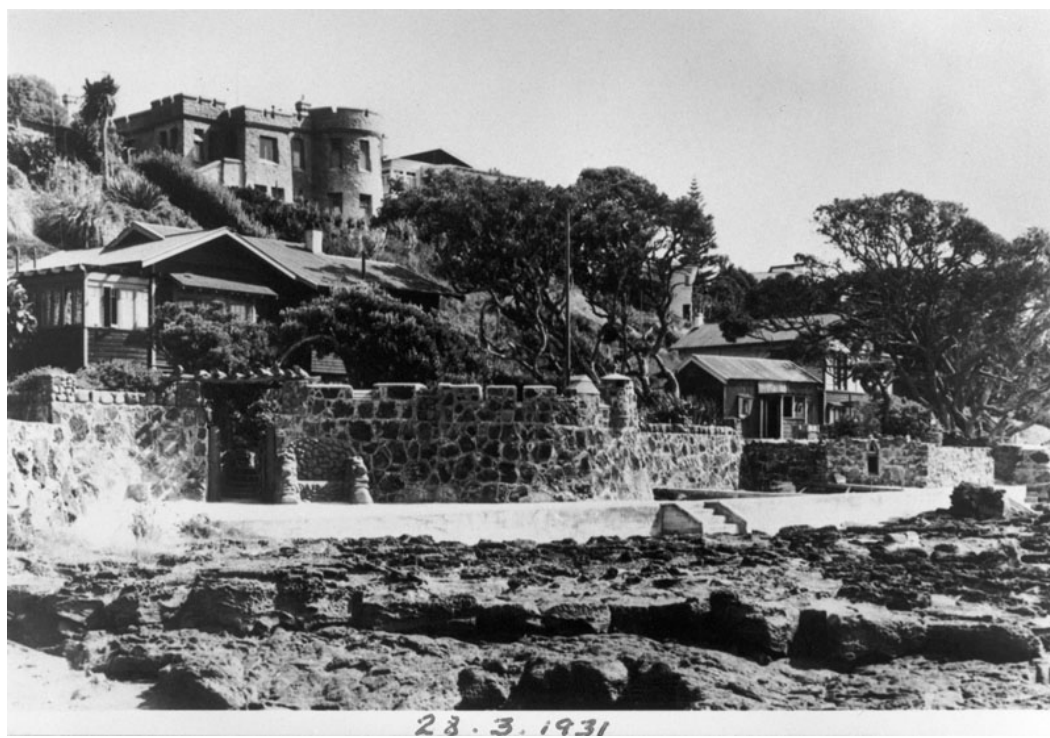


Fig. 21. Algie's Castle, Hurstmere Road, 1931. North Shore Libraries, T5515.

In Lake Road, newspaper owner William Robert Wilson built his house around the turn of the 20th century, and the house together with its gardens and outbuildings was gifted by the family to the Auckland Hospital Board in 1937 and became the Wilson Home for disabled children

⁴⁴ Louise Anderson, *Pupuke: a tour of the gentlemen and their residences on historic Lake Pupuke, Takapuna*, c.1997, unpaginated.

Baches, farm houses and magnificent villas were all that was to be seen until the 1920s and baches dominated the early development in the bays and Takapuna. These simple structures offered affordable accommodation to struggling writers and some, such as that of Frank Sargeson House in Esmonde Road, still remain. Built in 1948, it replaced an even earlier bach. From its beginning the shore was a holiday destination a 'haven away from the city' and this ethos continues to exist in these communities.

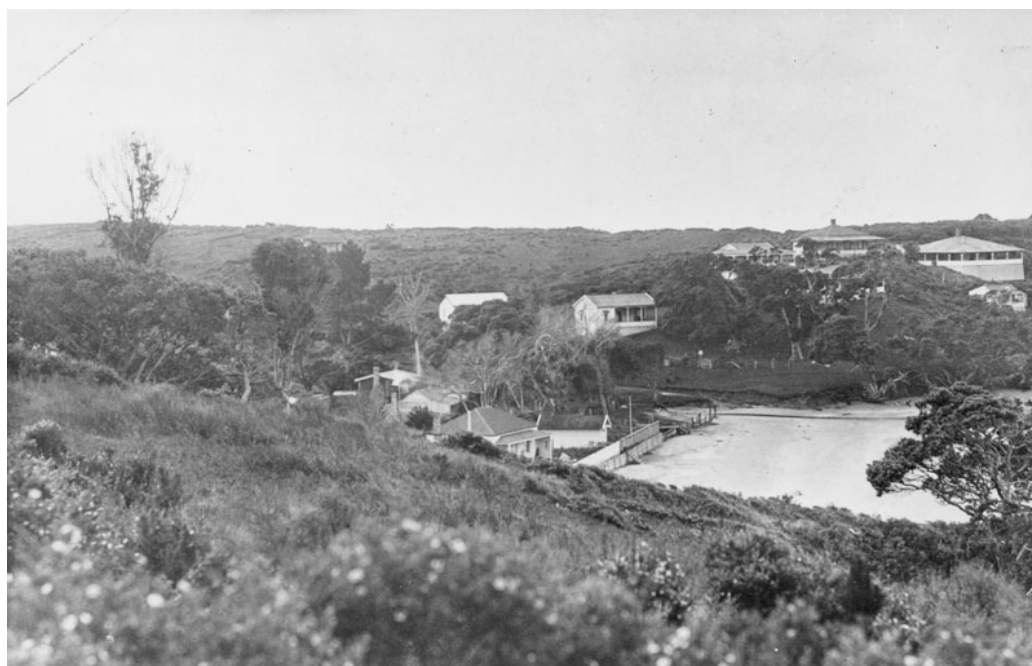


Fig. 22. Houses at Castor Bay, 1920s. North Shore Libraries, TO O33.

As the large estates were subdivided, beach and lakeside locations with their expansive views were favoured by the well-to-do, and many architecturally designed houses were constructed on those roads running down to the water or Lake Pupuke, including Lake View Road, Manurere Avenue, Earnoch, Brett, O'Neill's and Minnehaha Avenues in Takapuna, and Kitchener Road, Ocean View, Muritai, Tiri and Audrey Roads in Milford. In other parts of Takapuna, as the population grew, more modest homes were built in the popular bungalow style.

A number of houses in Takapuna were designed by noted Auckland architects such as Holman and Moses, Chilwell and Trevithick, RGS Beatson, Reginald Ford, Hoggard Prouse and Gummer, Chapman Taylor, Horace Massey, Massey Beatson Rix-Trott and Carter.

Post-war architects include Vernon Brown, Peter Middleton, Mike Austin, Nyall Coleman, Rigby Mullan, Ian Burrow, John Goldwater, Ivan Juriss, Price Adams Dodd, Mark-Brown Fairhead and Sang, Neville H Price and Hill Manning Mitchell. Special mention should be made of houses designed by the Group Architects, including the First & Second houses in Northboro Road, Takapuna and the Catley House in Quebec Road.

In many parts of Takapuna, the original lots have been subdivided and used for 'infill' development, although there is often an occasional villa or bungalow remaining as a reminder of the original subdivision. There is now no dominant housing style in the area and it is marked by a variety of residential architecture from modest state houses to grand beachfront properties. A major redevelopment of beachfront/lakeside sites began in the 1980s and an emergence of a new wave of grand residential architecture occurred here including the Mirror Glass house in Milford.

Places that represent this theme include:

Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna.

8 Bayview Road, 'Tiro Nui'

14 Bayview Road

14a Esmonde Road, Frank Sargeson's Cottage

14 Eversleigh Road
 9 Frater Avenue, Alfred Hanson House
 24 Hauraki Road, Charles Allen House
 194-196 Hurstmere Road, 'Earnoch'
 200 Hurstmere Road, Macguire House
 253 Hurstmere Road, Merksworth Castle / Algie's Castle
 288 Hurstmere Road, 'Hurstmere'
 5 Jutland Road, Hester and David Geddis house
 26 Killarney Street, Pumphouse residence,
 1 Kitchener Road, Chapple House, 1 Kitchener Road (NZHPT Heritage Covenant, 2002)
 17 Kitchener Road, The Stables (Black Rock)
 68 Kitchener Road, Halling Homestead
 212 Lake Road Wilson Home
 415 Lake Road, Grace Abbott House
 437 Lake Road, 'Silverton'
 7-9 Lake View Road, Becroft house
 8 Minnehaha Avenue, 'Minnehaha' Thorne Estate Dairy
 14 Muritai Road, 'Porthcurnow East'
 18 Northboro Road, 'The Second House'
 20 Northboro Road, 'The First House'
 30 Onepoto Road
 46 Quebec Road, Catley House
 14 Rewiti Avenue, Rueben Watts House / Golder House
 6 Allison Avenue, flats
 6 & 15 Audrey Road, Milford
 6 & 12 Beach Road, Castor Bay
 61 Beach Road, Castor Bay
 101 Beach Road, Castor Bay, Flyger House
 1 Beacholm Road
 Black Rock Milford, Mirror Glass House
 25 & 27 Blomfield Spa
 1, 2a, 16 & 19 Brett Ave
 16 Campbell Road, Thorne George House
 5 Castor Bay Road
 Cecil Road 'Carrisbrooke', Milford Beach
 20 Clifton Road
 21a Clifton Road, Nathan House
 25, 27, 29, 32 & 45 Clifton Road
 5 East Coast Road, Old Mill House
 16 Earnoch Avenue
 7 & 27 East Coast Road
 33 Ewen Street
 17A Fenwick Avenue, Milford
 45 Hauraki Road
 13 Holiday Road, Carisbrooke
 6 Hororata Road
 195, 201, 203, 205, 207, 208, 209, 223 Hurstmere Road
 252 Hurstmere Road, garden flats by Neville H Price
 55 Jutland Road
 72 Jutland Road
 Killarney Street, Lawson house
 1 Killarney Street
 19 Killarney Street
 5 Kitchener Road, Residence for Dr and Mrs Fergus Taylor
 9 Kitchener Road, Clifton Firth House
 11 Kitchener Road, Black Rock House
 33 Kitchener Road

45 Kitchener Road
 90 Kitchener Road, Milford, The Circle Apartments
 96 Kitchener Road Milford, Roberts House
 220 Lake Road
 397 Lake Road
 411 Lake Road, Harrison house
 421 Lake Road
 423 Lake Road
 439 Lake Road
 29 Lake View Road, Stoupe House
 18 Manurere Road, Hubble House
 22 Manurere Road, Wall House
 35 Manurere Road, Were House
 5 Marsh Ave Milford
 39 Milford Road
 2,9 & 13 Minnehaha Avenue
 29 Minnehaha Avenue, 'Whistlewind'
 12 & 12a Muritai Road
 7, 8 & 16 Ocean View Road, Milford
 19 Ocean View Road, Milford, 'Braemoray'
 39 Ocean View Road, Milford
 2 O'Neill's Avenue, Lady Jones House
 4-6, 8, 10, 12, 13 & 16 O'Neill's Avenue
 4,14, 20, 23, 24a (Loe House) & 30 Park Avenue
 21 Red Bluff Rise, Gubay House
 9 Rangatira Ave, Coleman House
 15 Rewiti Road
 6, 7a, 11, 31, 34, 39 and 41 Saltburn Road
 12 Sandford Street, Campbell's Bay, Davis House
 14 Sandford Street, Campbell's Bay, Peryer House
 16 Sandford Street, Campbell's Bay, Owens House
 2a St Leonards Road, Whitcombe House
 Taharoto Road, St Joseph's Convent, Thomas Poynton House
 11 Taumata Road, Castor Bay, Thompson House
 2 Tennyson Avenue
 12 The Esplanade, Sumpter house
 17 The Terrace
 13 & 17 Tiri Road, Milford
 13 View Road, Campbell's Bay, Mitchell House
 5,6,14a,19 houses William Street
 21 William Street, Winstone House and boatshed on Takapuna Beach

Areas/Precincts

Anzac Street West Precinct (Killarney St / Auburn St / Anzac St / Pupuke Rd / Barry's Point Rd)

Marsden Street State Houses

Area east of Taharoto Road, Rangatira Rd / Ngaio St / Pupuke Road / Lake View Road area

3.4 Public Spaces

Until Takapuna Borough was formed in 1913 there were no designated parks in the area. Recreational activities such as horse racing, ball games and bathing took place on the beaches, and picnics, fetes and festivals were often held in private fields or gardens. Henry Brett was particularly generous in providing his gardens at *Te Kiteroa* for such occasions.

Both Takapuna and Milford beaches are important public spaces, used for a multitude of leisure activities including boating, surfing, windsurfing and walking. Takapuna Beach became a temporary

airfield for air pageants and in 1932 Charles Kingsford-Smith landed his Fokker Monoplane *Southern Cross* there.⁴⁵

Green space has been reserved by the beaches. At Takapuna, houses in Channel View Road were bought and removed to make way for Gould Reserve in 1994, which created a beachfront park behind the shopping centre. Other coastal reserves include the Milford reserve to the north of Milford Beach, which is the site of the former Pirate Shippe.

North Shore City Council and its predecessors, Takapuna Borough Council and Takapuna City Council, have set aside areas for historic reserves, passive recreation and sports fields.

It was the first of Mayor of Takapuna Borough, Ewen Alison, who in 1914 insisted that that the Council buy land in the Byron Avenue area to be set aside for sports clubs. Bowling, croquet and tennis clubs still occupy these sites today.

Sports fields are also located at Barry's Point Reserve, Taharoto Park and Onewa Domain, and Takapuna has two private golf courses, Takapuna and Pupuke Golf Clubs.

Small areas have been reserved around Lake Pupuke – Kitchener Park, Sylvan Park, Henderson Park and Killarney Park. In the Takapuna business area itself pocket parks, such as Potters Park and Hurstmere Reserve, provide the public with relaxation spaces.

At Castor Bay, Rahopara Historic Reserve on the headland above Milford Beach, is one of the few remaining examples of headland pa along the Waitemata Harbour coastline. It is contiguous with Kennedy Park, which contains the restored WWII defence buildings.

Sylvan Park, on the northern shores of Lake Pupuke at Milford, was bought in 1924 at the encouragement of Norman Hutchinson. It is an area of much modified northland coastal forest with fine well-grown trees of karaka, puriri, taraire and kowhai.

A different type of native vegetation is found at Smith's Bush, in the vicinity of Northcote Road / Akoranga Drive / Karaka Street. Originally circular and about 14 acres in area, it is a fine example of the kahikatea swamp forest that must have covered much of the periodically inundated lowlands of Auckland. The bush was purchased in 1943 by the Auckland Botanical Society and the Auckland Institute and Museum for the public, and later became a scenic reserve. It is now bisected by the northern motorway, which was constructed through a portion of it in 1953.⁴⁶

At Campbell's Bay and within the Takapuna Ward boundary is Centennial Park, originally gazetted as Takapuna Domain in 1884. 100 acres of it was cleared for the Pupuke Golf Course in 1914 and it was subsequently renamed Centennial Park in 1940, at which time extensive native planting was undertaken. It passed to the care of the East Coast Bays Borough Council in 1955 and thence to North Shore City following the local body amalgamation in 1989.

The first settlers planted familiar northern hemisphere trees and quick growing Australian gums. Farmers planted hawthorn for shelter and field hedges, and pines, propagated by Mr Whitaker at his nursery by the lake, were planted on boundaries and as shelterbelts within a short time of farm establishment.

John Hurst, who came to the area in 1860s and lived at 288 Hurstmere Road, imported the first blue gums, pine and macrocarpa. The avenue of pines he planted along Kitchener Road to Milford was destroyed by subdivision in 1887, but the large oak trees down Minnehaha Avenue have survived. The Victorian interest in the natural world led local wealthy businessmen to plant wonderful gardens and experimental nurseries in their lakeside estates.

⁴⁵ *Takapuna, People & Places*, p.104.

⁴⁶ *Takapuna Jubilee*, p.120.

At the corner of Hurstmere Road and Anzac Street, and at Hall's Corner, Norfolk pines were planted as landmarks. Circular benches were built around these trees and became meeting points for the community. There was also a Norfolk pine at the Barry's Point Road intersection with Taharoto Road. These trees were removed to make way for the steam tram tracks in 1909.

Places that represent this theme include:

Barry's Point Reserve
Taharoto Park including the old band rooms
Onewa Domain
Smith's Bush
Reserves by the Takapuna shopping area (Potters Park, Hurstmere Reserve)
Reserves around Lake Pupuke (Killarney, Henderson, Sylvan and Kitchener parks)
Milford Reserve, JF Kennedy Memorial Park and Rahopara Historic Reserve
Centennial Park
Greville Reserve
Becroft Park
288 Hurstmere Road '*Hurstmere*'
Stone walls between Thorne's Bay and Takapuna Beach

Parks owned and administered by Council may contain archaeological sites, buildings and trees listed for protection in the District Plan.

Theme 4 Work

4.1 Farming

The Takapuna and Milford area was initially subdivided into small farms, with the area around Lake Pupuke being the most fertile, due to its volcanic ash deposits. Most of the farms were small - about two acres - and were fenced off with ditches and hawthorn hedges for shelter, with about 1 ½ acres set aside for house, garden and other farm buildings. The first task was to clear the ti-tree, which predominated in this area. Cereal crops of wheat, maize and barley and root crops of potatoes and kumara were raised, and orchards of plums, apples and other fruit were established.⁴⁷

Sheep farming was conducted on a small scale. Before shearing, sheep were driven into pens by the Lake to be washed. Pigs were raised for bacon and a house cow was generally kept for milk. Butter was also made on these small farms, and up to the first decade of the 20th century the farms supplied local grocers with eggs, butter, fruit and meat. Any surplus produce was marketed in the city at some distance and cost.⁴⁸

The first cows in Takapuna were of a large red Shorthorn breed, ideal for milk and butterfat. They supplied milk locally and to the growing village of Devonport.⁴⁹ Mr Johnston at Campbell's Bay (at the time known as Johnston's Bay) acquired the first separator in the mid 1890s.⁵⁰

⁴⁷ 'Early Takapuna', p. 9.

⁴⁸ Ibid, p. 4

⁴⁹ Ibid.



Fig. 23. Father of Jack Wallace, 1900s. North Shore Libraries, TO994.

Farms began to be subdivided for residential sections from 1910 in anticipation of the steam tram providing transport to the city and opening up the district. However, some farming carried on throughout the 20th century, and the last cows could be seen on Smale's farm in the late 1990s. This area is now the Smale's Farm Technology Office Park, providing company offices for Telstra Clear, Air New Zealand, Sovereign and others.

Places that represent this theme include:

8 Minnehaha Avenue 'Minnehaha' Thorne Estate Dairy

4.2 Industry

Takapuna was principally a farming area until 1910, when the steam tram opened up land for settlement. Early industries such as sawmilling and brickmaking served the immediate requirements of the settlers and, due to transport difficulties, there was little industrial development in Takapuna until the bridge was built.

In the 1950s, 400 acres in the Wairau Valley were zoned for industrial activity as it was anticipated that the opening of the Auckland Harbour Bridge would attract industry to the area. Growth was slower than anticipated, however, the reasons for this included the bridge toll, lack of railway lines and a small working population.

Barry's Point Road on the route to the Harbour Bridge was designated for light industry such as panelbeating, fibreglass and sporting equipment. Other areas of light industry are Smale's Quarry on the west side of Lake Pupuke and the Sunnybrae Road area.⁵¹

Places that represent this theme include:

Smale's Quarry, Northcote Rd, Takapuna

Barry's Point Rd, Takapuna

4.2.1 Quarrying

⁵⁰ Ibid, p. 8.

⁵¹ *North Shore Expands*, pp. 11, 41.

In preparation for the steam tram the roads had to be improved. The ballast for road and track formation was sourced from the quarry on the corner of Northcote and Taharoto Roads. At that time it was owned by MHH Adams but William Smale, his son-in-law, took over the quarrying operation in 1928. Known as Smale's Quarry, it was in operation until recently.⁵²

Stone for Calliope Dock and for the Bank of New Zealand in Queen Street was taken from Sheriff's Quarry on the Wairau Creek and scowed to its city destination.⁵³

Places that represent this theme include:

Smale's Quarry, Northcote Rd, Takapuna

4.2.2 Kauri Gum and Timber

Between 1870 and 1875 new settlers took up land west of Wairau Road, between Crown Hill (Old Wade Road) and Archers Road, which was known as clay gum country. They dug and cleaned the gum for sale, and the revenue from this paid for seed and fertilizer to establish crops and apple orchards.⁵⁴

The wastelands became known as the Takapuna gumfields, where itinerant older men dug for a day or two and returned to Auckland to sell their gum.⁵⁵ Gum could also be sold at the first shop in Milford, that of 'J Sherrif – Gum Buyer'. Sherrif set off on his horse every Saturday laden with provisions for the gumdiggers and a weighing scale to measure gum. He bought the gum by weight and it is said that gum diggers took their earnings to the Lake Hotel. Many were seen the next morning sleeping under the avenue of trees along Hurstmere Road.⁵⁶

Timber was essential for settlement; it was abundant and easily used in the construction of houses and other structures. Sawmilling was established at Barry's Point with the Takapuna Sawmilling Company and later on the Takapuna Rimu Timber Company was built in Bracken Avenue.

One of the last sawmills to exist within the Takapuna area was George Nick's, established in 1926 in Northcroft Street. Its tall smoke stack was a local landmark. However, the noise and the smoke were unsuitable in a growing residential and commercial area, and the sawmill was moved to Wairau Road in 1973.⁵⁷

⁵² 'Smale's Farm – A transport hub since 1898'. Available at

http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

⁵³ 'Early Takapuna', p. 15.

⁵⁴ Ibid, p. 8.

⁵⁵ 'Early Takapuna', p. 9.

⁵⁶ Titchener, *Beginnings*, Vol. 2, p. 33.

⁵⁷ *Takapuna, People & Places*, p. 134.



Fig. 24. Nicks Timber Yard, 1960s. North Shore Libraries, T1548.

Places that represent this theme include:

Site No. 261 Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna

4.2.3 Brickmaking

The first bricks made in Takapuna were hand-moulded by the Irishman, Mr Menary, at the head of the tidal creek at Smith's Bush in about 1855. Menary then moved his operation to the O'Neill's side of Lake Road where the remains of brickbats and the horse pugging machine could be seen until the 1950s. The bricks were shipped to Auckland but when Duder Brothers' Pottery Brick and Tileworks started in Devonport, the small enterprise became unprofitable and folded.⁵⁸ Other brick makers include Bradley and J Dunning, who both had brickworks near the Marsden Reserve, off Jutland Road.

Places that represent this theme include:

None identified.

4.2.4 Boatbuilding

Lacking the necessary sheltered bays with hard bottoms, Takapuna, unlike Devonport, was not suitable for boatbuilding. When the Milford Marina was created in the early 1970s following the demolition of the Milford Swimming Pool, a small boatbuilding industry developed there.

Places that represent this theme include:

None identified. The boatbuilding structures around the Marina are considered too recent to have heritage value.

4.3 Commerce

The earliest commercial development in Takapuna was around Barry's Point, where the wharf, hotel and store with post office formed a small nucleus.

⁵⁸ 'Early Takapuna', p. 12.

The first hotel, run by Roger Barry in 1858, occupied an ordinary house at Shoal Bay, and Barry had a bush licence to distil his own liquor. As the ferry service to the city could only run at half tide there were many patrons with time on their hands waiting for the boat.

In the 1860s, when the tide suited, the ferry would take passengers to the theatre in town, and visitors from Auckland would attend the occasional concerts and dances held during the summer at the Catholic Orphanage. These were organised for a full moon when the high tide was about 7pm so that artists and visitors from town could make the trip.

Sparsely populated Takapuna did not have its own hotel until 1867 when James Gratten was granted a licence for Coplands Inn at 'Lake Takapuna'. This was joined by the Lake Hotel, which opened in Killarney Street in the early 1890s, despite opposition from its neighbour, Henry Brett. It operated for barely 18 years before burning down in 1909, after which time the licence was transferred to Paul Hansen's Mon Desir Hotel, with the original house enlarged to accommodate guests. This hotel was later taken over by Mr Raynes and had a long history as an elegant gentlemen's retreat, where patrons could play tennis or sit under the trees in gardens sloping to the water's edge.

Takapuna residents relied on the store at Barry's Point or on occasional trips to Auckland for supplies, and did not get their own store until 1896, when Mr Robertson built his house and general store at what is now Hall's Corner. Mr Hall, from whom the corner gets its name, bought the building in 1907 and added a bakery to the establishment.



Fig. 25. Lake General Store Takapuna, 1907. North Shore Libraries, T1482.

Shops and services grew in response to the increasing population. Individual shops and small groups of shops were built along Lake Road from Belmont to Hauraki Corner, Hall's Corner and Milford. The tram tracks divided at Hall's Corner and shops clustered around this crossroad formed the commercial centre seen today.



Fig. 26. Hall's Corner in 1912. North Shore Libraries, T1505.

At Milford, Mr Sheriff built his store at the bottom of the hill where the tram stopped before turning into Shakespeare Road. By the 1920s there were three shops including the tearooms on the corner of Milford and Kitchener Roads, but other services came slowly to Milford. The nearest post office was at Takapuna and the only bank on the North Shore was the Auckland Savings Bank at Devonport.⁵⁹



Fig. 27. Milford Shops, 1920s. North Shore Libraries, TO385.

⁵⁹ *Takapuna, People & Places*, p.81.

From the early 1920s Hutchinson Brothers' grocery chain operated two stores on the North Shore - in Takapuna and Milford. They served their local areas as well as Albany, Brown's Bay and Northcote. The stores stocked all requirements for the rural population including animal feed and fertiliser, which were delivered by horse and cart. Butter, eggs and fruit was bought from the farmers and credited against their accounts. Within a few years the two branches employed 23 people.⁶⁰

At Hauraki Corner, George Dudding built his general store at the corner of Lake and Jutland Roads in 1914, to the design of architect Daniel Boys Patterson. This crossroads and tram stop developed and by 1920 a tobacconist and a bootmaker had also opened. The Auckland Directory of 1925 records Rose Tea Rooms on the diagonally opposite seaward corner, and a draper, stationer and fruiterer opposite Dudding's Store.



Fig. 28. George Dudding's Store in 1923. North Shore Libraries, T2676.

In the 1920s and 30s many household goods were brought to the front door for sale. Milk was delivered in the early hours of the morning from a milk float drawn by a horse; the baker came to the back door with a basket of bread; groceries were delivered by bicycle and the Chinese greengrocer from Belmont made calls too. Other itinerant vendors were the clothesline prop man with his cry 'clo-thes pre-ops' and the recycle man calling 'rags, bags, bones and bottles' from his open cart. Other sales cries came from the fish-o, the man who sold rabbits and the iceman.⁶¹

After WWII Takapuna grew into a commercial and retail centre attracting the banks and branches of national chains, such as Woolworths. The Bank of Australia (ANZ) set up a branch in Takapuna in 1947, in Milford in 1965 and, in response to the growing industry, one in Wairau Road later that year.⁶²

Post-Harbour Bridge, when the population had topped 20,000, many of the area's old commercial wooden structures were replaced with the buildings we see today. However the areas behind Lake Road

⁶⁰ *Takapuna, People & Places*, p.104.

⁶¹ *Ibid*, p.106

⁶² Titchener, *Beginnings*, Vol. 3, p. 5.

and by the beach remained residential. The Takapuna commercial centre endeavoured to become the hub of the North Shore, but as the populations spread north to the bays and westward to Northcote and Birkenhead, small centres grew up there as well. Unfortunately Takapuna did not achieve the growth and status it desired, principally due to the lack of efficient public transport.

Today, other shopping centres in Takapuna include the Milford Mall and the Wairau Park Shopping Centre, while contemporary commercial development has occurred in the Smale's Farm Technology Office Park (Taharoto / Northcote Road).



Fig. 29. Mr Riga delivering milk Otakau Road, 1917. North Shore Libraries, T0157.

Places that represent this theme include:

Dudding's Hauraki Store, 335 Lake Road
Donald Melville Antiques, 360 Lake Rd, Takapuna
Former shop, 385 Lake Rd, Takapuna

4.4 Tourism

From the beginning, Takapuna was a popular natural playground. The 1864 Auckland Anniversary celebrations were held at Lake Takapuna (Lake Pupuke) with sports, a dance and horse races.⁶³ Regular horse races were held on Takapuna Beach from the early 1860s and as there was as yet no wharf, cutters and lighters brought visitors to the beach. In 1865 John Logan Campbell made a pleasure garden for excursionists on the Brett estate leading down to the lake, and sports were held in the paddock opposite. Another venue was Mr Coupland's barn at the corner of the Promenade and Hurstmere Roads, where luncheons and dances were held.

The Takapuna Wharf was built in 1892 in the vicinity of the existing boat ramp at the end of the Promenade, to which the ferry company ran Sunday and holiday trips from the city. At about the same time Raynes of the Mon Desir Hotel was granted permission by the Takapuna Borough Council to erect six bathing houses in front of his premises..⁶⁴

As transport became easier, holidaymakers built baches at Milford, Castor and Campbell's Bays. Some of these would later become affordable housing for writers who lived there from the 1920s onwards, and would go on to become prominent in New Zealand and international literary circles. The Lake Hotel, built in the 1880s, catered to both day visitors and resident guests. The Mon Desir Hotel, built on Takapuna beach in 1909, had a long history as a holiday resort and operated a popular beer garden it became in the 1960s.

⁶³ 'Always a Playground', *Takapuna Jubilee 1913-1973*, p.25.

⁶⁴ 'Administration 1840-1913', *Takapuna Jubilee 1913-1973*, p. 61.

Campers were also catered for, and the Takapuna Holiday Camp at the north end of the beach continues as a popular holiday place for visitors to the North Shore.

Milford too became a popular destination after the steam tram began service in 1910. The land by the Wairau stream and beach was empty and ideal for picnic parties. It belonged to JJ Craig, who owned a shipping company and forwarding agents. He lived nearby and offered to donate the land to Takapuna Borough on condition that a short road was named for the family, thus the origin of Craig Road, Milford.



Fig. 30. Te Kiteroa Gardens, 1911. North Shore Libraries, T0301.

Craig's land was bought by the Milford Amusement Ltd syndicate in October 1928 and Ye Old Pirate Shippe was built and opened in 1929. It was a large building shaped like a Spanish galleon, with two dance floors. Milford attracted large crowds both during the day and for evening dances, cabaret and balls.⁶⁵ Adjacent to the Pirate Shippe the Devonport Ferry Company built a seawater swimming pool in 1936 with high diving platforms and chutes. People came from all over Auckland, attracted by its large size and the opportunity to compete for long-distance swimming certificates. The pool was taken over by the Takapuna Borough Council in 1945 but was later closed down by the Health Department.⁶⁶

A mini-golf course in Craig Road was an attraction until the mid-1960s when the Milford Marina Hotel opened. The opening of the bridge, along with better roads and transport, transformed Milford from a popular holiday destination to a desirable marine suburb with accessible beaches on Auckland's doorstep.

Takapuna, Milford and the beaches of North Shore's east coast continue to attract daytrippers and international tourists, who also enjoy the many cafes and restaurants in the adjoining business areas. The numerous motels and the Spencer on Byron Hotel, constructed in the early years of the 21st century, offer accommodation for longer stay visitors.

Places that represent this theme include:

Frank Sargeson's House, 14a Esmonde Road
Lake House Arts Centre, Fred Thomas Drive

⁶⁵ Titchener, *Beginnings*, Vol. 1, p. 44.

⁶⁶ *Ibid*, Vol. 6, p. 4.

Poenamo Hotel, 31 Northcote Road
Changing sheds on Takapuna Beach, 19 William Street

Theme 5 Government

5.1 Local Government

The earliest unit of local government, the Hundred of Pupuke, was created in November 1848.⁶⁷ It encompassed the whole of the North Shore from Hellyer's Creek across to the sea at Mairangi Bay, and southwards. Sir George Grey's intention was that settlers would take responsibility for roads and waste land grazing. Constant conflict over the dispersal of available funds led to a petition to the Provincial Government to dissolve the Hundred and create three separate Hundreds. Early in 1855 the Hundred of Pupuke was abolished and the whole of the North Shore came under the direction of the Auckland Provincial Government for the next decade.⁶⁸

The Lake (Takapuna) Highway District Board was formed in 1866 at the same time as the Flagstaff and North Shore Highway District Boards (Northcote and Birkenhead). Their main concern was the building of roads and bridges. At this time the first bridge over the Wairau Creek, called Seaman's Bridge, was built, and scoria was laid around the lake and on Lake Road.

By 1874 the Lake Highway District Board was responsible for 10,450 acres with an estimated population of only 180 people. The area had 44 dwellings, 80 ratepayers and 132 rateable properties. Four years later the population had increased to 261.⁶⁹

In 1876 the Waitemata County Council was established, its area encompassing the whole of the North Shore, Waitakere, and as far south as Manukau. The Lake Roads Board came under this new Council, and EW Alison, then only 24, was elected representative for the Takapuna Riding.⁷⁰ This arrangement lasted until 1889 when Lake Roads Board was dissolved. Takapuna was then administered directly by the Waitemata County Council until the Takapuna Borough Council was formed in 1913.

Scoria and metal for roads was sought from Devonport, particularly from Mt. Cambria. In April 1883 the Board was told that it would need to cart all scoria required before 1st May or the Flagstaff Highway Board (Devonport) would erect a toll gate to cover costs of road repair. Carting metal and scoria damaged the road and it needed to be done before the winter rains.⁷¹

Following the formation of the Devonport Steam Ferry Company in 1885, the introduction of paddle steamers and the improved services to Auckland that followed, the 1886 census showed a growth of population centres along Lake Road. There were now 439 houses: Lake Town (near Hauraki Corner) had 6, Lake Beach 11, Lake Road 116 and Lake District 218.

In 1900 conflict arose when Takapuna residents claimed ownership of the waters of Lake Pupuke and sought compensation for the pumping of water from Lake Pupuke to supply Devonport. To solve this problem the Mayor of Devonport suggested that Devonport boundaries be extended to the northern side of Lake Pupuke.⁷² Although this proposal received Prime Ministerial consideration, it was not taken up.

Takapuna Borough was born of dissatisfaction with the amenities and services provided by the Waitemata County Council, and in July 1911 a meeting of citizens urged Takapuna to become a borough. Although the Waitemata County Council made no objection, it was not until June 1913 that Takapuna Borough actually came into existence.

⁶⁷ The term 'Hundred' was an English term for an area to support a Lord and 100 retainers.

⁶⁸ *Takapuna Jubilee 1913-1973*, p.55.

⁶⁹ *Takapuna Central Area Heritage Overview*, p.14.

⁷⁰ *Takapuna Jubilee 1913-1973*, p.51.

⁷¹ *Ibid*, pp.62, 63.

⁷² *Ibid*, p.65.

E.W Alison was elected the first Mayor. In his inaugural address he described the area as mud, mangrove swamp, a few farms and large areas of wilderness. He added:

The affairs of Takapuna have been shockingly administered. The roads are in a deplorable condition; ... and the general requirements of the people have been badly neglected.⁷³

After the first year, and the end of his mayoralty, Alison's report was positive about the future of the town. He listed the achievements of the past year and added that as building and settlement progressed, the Council must make provision for a complete system of water supply and drainage, form a fire brigade, build council chambers, define areas for recreation and park purposes and, most importantly, acquire permanent sources of metal and scoria.

Takapuna Borough Council Chambers were built in 1915 on the site of the present North Shore Council buildings at the corner of Lake Road and the Strand. In 1927 the unimproved rating system led to the subdivision of farms for settlement. Summer cottages gave way to family homes and Takapuna became increasingly popular as a place to live. Houses had begun to ribbon along Lake Road as Takapuna developed from a farming and holiday area into a town.

With the development of larger communities came a demand for urban amenities, and boards were formed to administer electricity, drainage and improve roads on a North Shore basis.⁷⁴ During this period Takapuna houses became less self-sufficient as they readily availed themselves of civic amenities such as water, gas, streetlights and metalled roads.

Takapuna was granted city status in 1961 when the population was over 20,000. In 1973 there were two women councillors and the first woman mayor, Wyn Hoadley, was elected in 1986.⁷⁵

In 1989 Takapuna City was amalgamated with Devonport, Northcote, Birkenhead and East Coast Bays to become North Shore City. In November 2010 North Shore City was absorbed into the new Auckland Council.

Notable Mayors of Takapuna include Ewen Alison (1913), founder of the Devonport Steam Ferry Co. and a Member of Parliament who lived at 'Lochaber' on the corner of Hurstmere Road and the Promenade from 1894-1945.⁷⁶ Mayor John Guiniven (1931-50) was also on the Waitemata Power Board and the Auckland Hospital Board, and was known for stormy Council meetings where he used bad language and insulted fellow councillors. He advocated the amalgamation of the North Shore Boroughs and a railway system over the yet-to-be built Harbour Bridge.

Places that represent this theme include:

Auckland Council Offices (former North Shore City Council Head Office) 1 The Strand, Takapuna
Auckland Council Offices (former Takapuna Public Library), 2 The Strand, Takapuna

5.2 Defence

The strategic importance of North Shore's East Coast was recognised by Maori from the earliest times. Not only was the Takapuna/Lake Pupuke area resource-laden, and on an easy transport route from the Hauraki Gulf to the inner Waitemata Harbour, but promontories, such as the one above Castor Bay were prime defensive positions. At Castor Bay, Rahopara Pa was a Te Kawerau stronghold.

The strategic importance of these beaches and headlands was not lost on later inhabitants. During WWII as the country made preparations to secure its vulnerable coastline from attack, a defensive system was established along the eastern coast of the North Shore.

⁷³ *Takapuna, People & Places*, p.52.

⁷⁴ *Takapuna Jubilee, 1913-1973*, p.72.

⁷⁵ *Ibid*, p.73.

⁷⁶ *Ibid*, p.74.

Military Reserves were established in 1939 and the New Zealand Home Guard the following year. Men were encouraged to build up their fitness by carrying full sandbags along Takapuna beach.⁷⁷ Women volunteered for the Emergency Precautions Scheme, which supervised the blackout, air raid shelters and the provision of sand buckets to households in case of fire.⁷⁸

Pillboxes and searchlight were dug into the cliffs at the southern end of Takapuna Beach and camouflaged with shrubs. Barbed wire entanglements fitted with rubber insulation to enable them to be electrified, protected the beaches and on Beach Road tank traps were erected.⁷⁹



Fig. 31. Takapuna Beach, 1942 [photograph of barbed wire]. North Shore Libraries, T1172.

On the headland at Castor Bay a defensive complex camouflaged as a state housing area was installed, including an ordinary house outfitted as a Battery Observation Post, and another that served as barracks. There were 6-inch gun pits connected by a tunnel. Today, the remains of this complex are still evident at Kennedy Park, and in the pillboxes located along the coastline.

Places that represent this theme include:

Kennedy Park Cliffs Pillbox
Kennedy Park Gun Emplacements and Tunnel System
Castor Bay Battery and Camp (NZHPT Category II Reg No 7265)
Pa (Headland) Rahopara Historic Reserve.
Midden(Shell) Rahopara Bluff Castor Bay.

⁷⁷ Titchener, *Beginnings*, Vol. 6, pp.10, 11.

⁷⁸ Dr John. M. Ross, 'The North Shore In Wartime', *Takapuna People & Places*, p.122.

⁷⁹ Ibid.

5.3 Justice

Until 1910 Takapuna was policed by a constable stationed in Devonport. His responsibility extended north to Albany, and duties included sanitary inspection and the collection of dog and cattle taxes. By 1899 there was a sergeant plus three constables and a lock-up in Devonport.

Takapuna got its first constable, Henry Steere, in 1912. Steere's was a sole charge position supervised from Devonport. The police station was housed in part of the veranda of the police residence. Constable McCarthy, the next incumbent, had a horse to ride around his large area.⁸⁰ His successor, Constable Wood, progressed to a bicycle. The first purpose-built police station for the area was in Rattray Street, Devonport (1923) and included a sergeant's residence, a separate office, 2 cell lock-up and an outhouse.

In 1927 the Takapuna police lock-up was moved and one of the cells converted into an office. This served as the Takapuna Police station until 1948 when a purpose-built police station of six rooms was erected in Anzac Ave.⁸¹

The Northern Police Division was established in 1966 with the headquarters situated in Takapuna.⁸² This led to an increase in staff, which, by 1973, numbered 70. A new station was built on the same site to house them and 10 vehicles were provided.⁸³

The North Shore Magistrates and later District Court was opened in Huron Street in 1970 and since 2001 the court has been in Albany, located in a new Court House.

Places that represent this theme include:

None identified.

5.4 Healthcare

Early Takapuna residents had to travel to the city and, later, to Devonport for medical care. When Mr Rees-George established the first chemist shop in Hurstmere Road in the 1920s, an expansion of his Devonport business, people sought medical advice from him, as doctors were expensive and not easily accessible. The Rees-George Family continued to serve Takapuna residents from this location until recently.

Emergency measures to limit the spread of infection during the 1918 influenza epidemic saw the Lake House become a temporary hospital and the Borough Council depot a fumigation centre. Only essential services from shops were permitted and interaction between people was limited.⁸⁴

As the population increased with the subdivision of land around the lake after 1910, doctors' surgeries and nursing facilities were established. In 1920 there were two doctors in Takapuna and a private hospital run by the Misses Kelly.⁸⁵

⁸⁰ *Takapuna, People & Places*, p.74.

⁸¹ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 61st Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.27.

⁸² Susan Butterworth, *More than Law and Order: Policing a Changing Society 1945-1992*, Dunedin, 2005, p.108.

⁸³ *North Shore Times Advertiser*, 10 April 1973, p.4.

⁸⁴ *Takapuna Jubilee*, p.81.

⁸⁵ *Cleaves Auckland Provincial Directory*, 1920, p.321.

Another privately run health facility was the Wilson Home for Children, established in the cliff top property in Lake Road given by the Wilson family. During and after the polio epidemic of 1947 many children were treated and schooled here. It continues its work under the auspices of the Waitemata Health Board and its interdenominational chapel was designed by Denis Hewson of Haughey Fox and Partners.

By the mid-1950s Takapuna had become the centre for medical care on the North Shore. The Lister Hospital in Anzac Street provided private surgical care from the 1960s until it was demolished in 1994, when services were transferred to the Southern Cross Hospital in Wairau Road.⁸⁶

The growth of the North Shore and the need to decentralise health facilities led to the construction of the North Shore Hospital, which opened in 1958 on a large site by Lake Pupuke on the corner of Shakespeare and Taharoto Roads. The hospital reduced the need for Takapuna residents to travel to the city for medical care, although most specialist facilities were still in Auckland City. Since then, the hospital has expanded to include the whole range of medical services and is now administered by the Waitemata District Health Board.

At a local level, medical care has long been provided by doctors, initially from 'surgeries' in their own homes, then from rooms with other doctors, and latterly from medical centres, which offer a very wide range of support services. Specialist care for babies and young children continues to be provided for by the Royal Plunket Society, often from purpose-designed buildings.

Places that represent this theme include:

Waitemata Health Board, 44 Taharoto Road (Nyall Coleman Gibson and Associates 1964, formerly the Waitemata Electric Power Board)

North Shore Hospital

Hauraki Medical Centre, 308 Lake Road, Hauraki Corner

Wilson Home 212 Lake Road

⁸⁶ NSTA 23.09.1994.

Theme 6 Ways of Life

6.1 Religious Belief

Many of the early settlers were Catholics, including the Poynton and O'Connor families who came from the Bay of Islands to avoid the conflict there. They settled near the Catholic Endowment land at Northcote and elsewhere. Later arrivals who took up subsistence farming and gum digging were also Catholics from Ireland and Scotland.

The wealthy Auckland businessmen who came at the end of the 19th century and the influx of settlers in the second decade of the 20th century were of the traditional Christian denominations including Catholic, Anglican, Presbyterian and Methodists. They formed congregations and built churches. Asian immigration in the late 20th century brought other Christian sects.

Many of the churches in both Takapuna and Milford post-date the bridge. They were built to replace earlier timber buildings, designed by leading architects of the period. The investment in new buildings of innovative design, attests to the belief that Takapuna would grow and prosper.

6.1.1 Anglican Church

The first St Peter's Anglican Church in Takapuna was built in Katrine Street (Anzac Street) in 1883. The timber building seated 200 people and sometime later a hall and a vicarage were built nearby. This building was moved to another site in Anzac Street in 1917 after Takapuna had been created as a parochial district in 1900. In 1911 Takapuna became an independent parochial district and was given parish status in 1930.⁸⁷

The foundation stone of the present church on Killarney Street was laid in 1958 and dedicated by Bishop Gowing in March 1962. It was designed by Owen McKenzie & Foote Architects. The organ, which was donated by Sir Henry Brett in 1921, was relocated to the church in 1982 and since 1993 a Korean Church has shared the church and hall with the parish.⁸⁸

Anglican services in Milford were held in the St Paul's Anglican Hall from 1914 but the congregation had to wait till 1927 for a church building.⁸⁹ St Paul's by the Sea moved to the present site in Otakau Road in 1954. Services were held in the hall for the first five years before the present church was built, adjoining the hall, in 1959.

As settlement moved northwards as a result of the steam tram, the need for churches grew, and St John's Anglican Church at Campbell's Bay dates from the 1920s.

Places that represent this theme include:

St Peter's Anglican Church, Killarney Street
St Paul's by the Sea Anglican Church, Milford
St John's Anglican Church, Milford

6.1.2 Catholic Church

Until 1894 the North Shore diocese was administered from St Patrick's Church in Auckland. The first Catholic church services were held in 1893 in a small chapel on the second floor of St Joseph's School for Boys, established by the Sisters of Mercy. This stone building was formerly St Mary's Industrial School for Maori and Pakeha boys, which opened in 1849. Also known as an orphanage, this building was used for accommodation and recreation and was partially burnt down in 1923, after which time services were held for a brief period in the former farm manager's cottage.

⁸⁷ www.takapunaanglican.co.nz

⁸⁸ *Takapuna Central Area Heritage Overview*, p.39.

⁸⁹ Verran, p.232.

In the early 20th century a large building was erected in front of St Joseph's School, which had two classrooms and a chapel where services were held. The Catholic Parish of Takapuna was established in 1919 and in 1923 the chapel building was moved to the present church site. When the new St Joseph's Church was built in 1966 the old wooden building was moved back to be used as a hall by the school and church. It has since been demolished.⁹⁰ St Joseph's Church stands in a precinct with the St. Joseph's Primary School and Rosmini Boys' College. The church was designed by Nyall Coleman Gibson and Associates, who also designed the Rosmini College buildings.

The Catholic Church of St Vincent de Paul in Milford, a brick building with a clay tile roof on the corner of Fenwick and Shakespeare Roads, dates from 1949.

Places that represent this theme include:

St Joseph's Convent and Catholic Church, Taharoto Road, Takapuna

Catholic Church of St Vincent de Paul, corner Fenwick Avenue and Shakespeare Road

6.1.3 Methodist Church

The first Methodist church in Takapuna was built at 429 Lake Road in 1883. It was a wooden structure, which was replaced in 1923 by a church designed by Fred Souster in the Spanish Mission style. This is now used as the hall. The present Church, opened in 1959, was designed by Wilson Moodie and Gillespie Architects and is connected to the earlier hall.⁹¹ All Hallows' at Campbell's Bay was built in 1951.



Fig. 32. Takapuna Methodist Church, 1905. North Shore Libraries, T0917.

Places that represent this theme include:

Methodist Church, 429 Lake Road Takapuna

All Hallows Methodist Church, 218 Beach Road Campbell's Bay

⁹⁰ *Takapuna Central Area Heritage Overview*, p. 38.

⁹¹ *Ibid*, p. 39.

6.1.4 Presbyterian Church

Presbyterian services began at the interdenominational chapel-cum-school room built on Mr Menary's land in Northcote Road. Regular services for North Shore Presbyterians began in Devonport in 1892.



Fig. 33. St George's Presbyterian Church. North Shore Libraries, T6896.

The first St George's Church, Takapuna, was built in 1902 on the corner of Anzac Street and The Terrace. The present church, built on the same site in 1965, was designed by Thorpe Cutter Pickmere Douglas and Partners and the older church was used as hall until its demolition in 1974. It was replaced by the Kernohan Hall in 1980. The church retains its Manse on the Collins Street / The Terrace corner, designed by Auckland architects Holman and Moses in 1920.

Places that represent this theme include:

St George's Church, 2 The Terrace / corner Anzac Street

St George's Manse, 2a The Terrace / corner Collins Street

6.1.5 Other Denominations

Other denominations represented in Takapuna include the Baptist Church, Milford (1914, now demolished and replaced with a larger church), the Church of Jesus Christ of Latter Day Saints (1958), First Church of Christ Scientist (1952), Takapuna Bible Chapel, Christian Brethren at Hauraki Corner (1930s), North Shore New Life Christian Fellowship on the corner of Akoranga Drive and Kitawao Streets, and Church of the North Shore, on the corner of Taharoto and Northcote Roads.

Religious observation was not always confined to a church building or was the exclusive concern of a particular denomination. Missions for Children were held on Takapuna Beach in the 1920s by the Rev. Palgrave Davy, a retired missionary from China.⁹² He told jokes and riddles and encouraged children to build sand castles, enter competitions and sing hymns.

⁹² *Takapuna, People & Places*, p. 103.



Fig. 34. Milford Baptist Church, c.1914. North Shore Libraries, T0398.

Places that represent this theme include:

Baptist Church Milford
 Christian Brethren, Hauraki Corner
 Christian Science Church
 Church of Jesus Christ of the Latter Day Saints

6.2 Education

6.2.1 Preschool Education

St Anne's Kindergarten, established by the Takapuna Anglican community in Gibbons Road (behind the current library) in 1932 to provide preschool education, grew to become a private primary school with boarding facilities, but closed in 1971.⁹³

In Milford, the Auckland Kindergarten Association opened the Milford kindergarten in Pierce Road in 1959. The building was designed by the influential Group Architects and Wilson and Juriss, who also designed kindergartens in Bayswater and Torbay.

6.2.2 Primary Education

Primary education in Takapuna began with St Mary's Roman Catholic College, established in 1849 at the head of Shoal Bay. It was also known as Shoal Bay School.

In the mid-1850s B Menary gave one acre from his farm in Northcote Road for an Udenominational church and school. Timber for the building was pit sawn on Waiheke, towed to Barry's Point and carted to the site where the school and a schoolmaster's house were built. This was a half-time school with children from Northcote and Takapuna attending on alternate days. Catholic children attended St Mary's, but even when settlement spread beyond a comfortable walking distance they were not permitted to attend the Udenominational Church school.

The first Government primary school, known as the Lake School, was built on the corner of Taharoto and Northcote Roads in 1879. This building was moved to a more central site in Anzac Avenue in 1900, and

⁹³ St Anne's School, see http://en.wikipedia.org/wiki/Kristin_School

is the present Takapuna Primary School.⁹⁴ The teacher's house was on the south-west Taharoto/Northcote Road corner, where the Church of North Shore now stands.

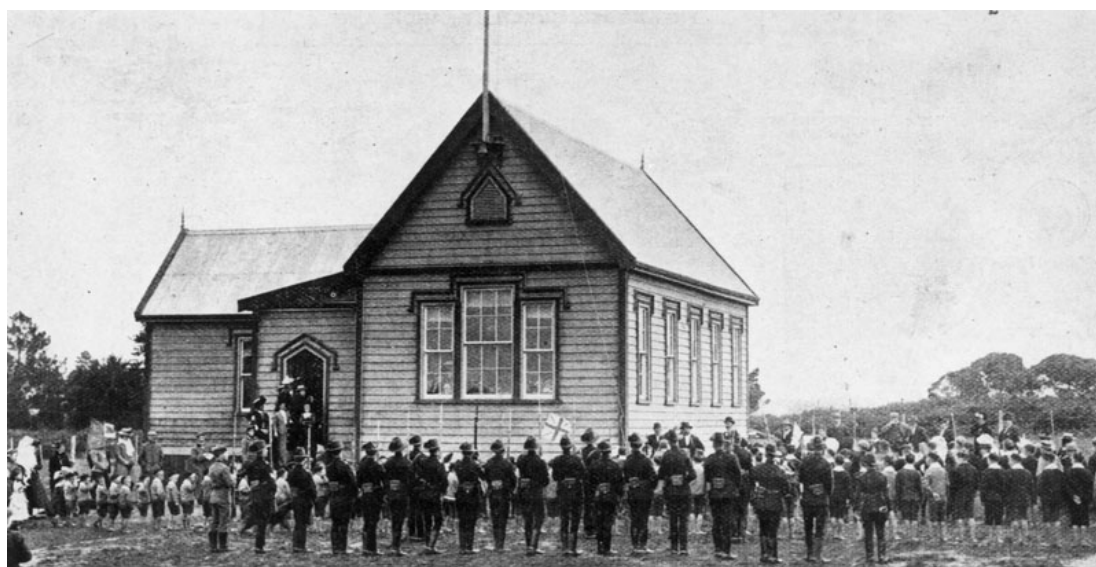


Fig. 35. Takapuna Primary School, 1902. North Shore Libraries, T0432.

In response to the growing population, the Education Board bought a site for a side school at Milford in 1920.⁹⁵ The original building was replaced in 1943 with the existing block of 'open air' primary school classrooms designed by AB Millar. These 'healthy' classrooms were an Education Department innovation, which was adopted throughout the country.

Hauraki Primary School opened in 1954 in Jutland Road and Sunnybrae Normal Intermediate and Takapuna Normal Intermediate opened in 1970. The private St Anne's primary school and secondary school in Takapuna closed in 1971.⁹⁶

6.2.3 Secondary education

Secondary education was originally available only in Auckland City. Many North Shore children boarded in the city during their school years. With the introduction of the more efficient steam tram service a daily journey from the Shore became possible. In 1927 Takapuna Grammar School opened in Lake Road, to provide more convenient local secondary schooling. Built to the design of architect WA Cumming, who had a long association with other Auckland Grammar Schools, it included an extensive technical section to prepare pupils for work at the naval base and Calliope dock.

In the mid-1950s, in anticipation of a population influx resulting from the construction of the harbour bridge, the Education Department bought two sites for Westlake Boys' and Girls' High Schools. At first Westlake Co-educational High School opened in 1957 with 117 pupils on the site set aside for Westlake Girls' High. The separation of the two schools occurred in 1962 when the boys moved to the Forrest Hill site.⁹⁷

Catholic secondary education is provided by Carmel College for girls (1957) administered by the Sisters of Mercy and Rosmini College for boys (1966), the latter sharing the Taharoto Road site with St Joseph's Church and the primary school of the same name.

⁹⁴ Titchener, *Beginnings*, Vol. 3, p.18.

⁹⁵ Ibid.

⁹⁶ Verran, p.82.

⁹⁷ *North Shore Expands*, p. 70.

6.2.4 Tertiary Education

At the tertiary level, Auckland University and Seddon Memorial Technical College both in Auckland City, provided education for Takapuna students until the mid-1960s. In 1966 North Shore Teachers' College was built on the Tank Farm (Akoranga) site as an extension of Auckland Teachers' College. This facility was later taken over by Auckland University of Technology (formerly Seddon Memorial Technical College and Auckland Technical Institute) for their Akoranga Health Sciences Campus.

Places that represent this theme include:

Kindergarten, 14 Pierce Road.

Takapuna Primary School, Auburn Street, corner Auburn, Anzac and Killarney Streets

War Memorial Gates, Takapuna Primary School, Anzac Street

Takapuna Grammar School, Lake Road.

St Joseph's Convent, 2 Taharoto Road.

Hauraki Primary School, Jutland Rd, Takapuna

Milford Primary School, Shakespeare Road, Milford

Takapuna Normal Intermediate School, Taharoto Road

Westlake Girls High School, Wairau Road

Westlake Boys High School, Forrest Hill Road

Rosmini College, Dominion Street

6.3 The Arts

In the 1920s Takapuna was still a seaside holiday destination and had many simple baches, which provided cheap accommodation for aspiring writers. They were attracted to the community with its informal lifestyle and relative proximity to 'town', by ferry from Devonport.

What could be described as the first North Shore literary centre was a small bach at Castor Bay. Author Jane Stronach, then in her 80s, made her garden bach available to poets D'Arcy Cresswell, RAK Mason and novelist Jane Mander. Roderick Finlayson and Robin Hyde were frequent visitors.

Frank Sargeson's little bach in Esmonde Road became another literary nucleus for New Zealand writers who came from all over the country for the best literary conversation in Auckland. Many, including Janet Frame, stayed in the army hut (long since demolished) in his back yard.

Other writers include CK Stead, who lived for a while in Takapuna, set his novel *All Visitors Ashore* at the northern end of the beach.

Bruce Mason, perhaps New Zealand's best-known playwright, grew up at the bottom of Ewen St. His coming-of-age experiences on Takapuna beach are portrayed in his play, *The End of the Golden Weather*. The Bruce Mason Centre theatre complex, opened in 1996, is a lasting tribute to his memory.

Notable poets have also lived on the Shore. Allan Curnow, the elder statesman of NZ poets, lived at the bottom of Jutland Road, and his poet son Wystan grew up there. Poet Sam Hunt was brought up at Castor Bay.⁹⁸

A member of this literary circle was portrait photographer and graphic designer Clifton Firth, known for his portraits of Eric Lee Johnson, ARD Fairburn and Ngaio Marsh. His house at 9 Kitchener Road still stands.

Another Takapuna resident who enjoyed popular acclaim in the arts was Gordon Minhinnick or 'Min', cartoonist for the *New Zealand Herald*. His satire and wit delighted readers and he was particularly apt at showing the machinations of politicians over the building and funding of the harbour bridge.

⁹⁸ *Takapuna Jubilee*, p. 144.



Fig. 36. Frank Sargeson's bach, Esmonde Road. Salmond Reed Architects.

The contribution of writers and their place in the cultural life of the North Shore is described in a booklet *North Shore Literary Walks*, a heritage trail through Devonport and Takapuna.⁹⁹

Places that represent this theme include:

Frank Sargeson's Cottage, 14a Esmonde Road, (NZHPT Category I Reg No 7540)
 Bruce Mason Centre, Hurstmere Road / The Promenade
 Lake House Community Arts Centre, Fred Thomas Drive
 Clifton Firth House, 9 Kitchener Road Milford

6.4 Cinemas and Halls

In the 1920s the arrival of 'motion pictures' saw the construction of many suburban picture theatres. The Picturedrome cinema, in Milford Road opened on 22 December 1922. At that time films were followed by dancing with a live band, and in 1928 the theatre was promoted as: '4000 square feet of perfect floor with pretty decorations, hundreds of coloured lights and an air of gaiety'.¹⁰⁰ It was reportedly the largest dance floor in New Zealand.

Competition for the Picturedrome soon arrived with the Bridgeway Cinema at the bottom of Sheriff's Hill. This was built with the idea of generating electricity by means of a water-wheel in the Wairau Creek. The enterprise lost out to the bigger Picturedrome and was taken over by them. It was renamed the Green Mill, and besides showing films became a roller skating rink on Saturdays. The Green Mill was also used as a boxing gym and for meetings of community groups, including the Harbour Bridge Association in February 1928. It burnt down a few years later.¹⁰¹

⁹⁹ *North Shore Literary Walks*, North Shore City Council, April 2002.

¹⁰⁰ 'The Picturedrome, Fun Merchant', *Takapuna, People & Places*, p. 90.

¹⁰¹ *Ibid.*



Fig. 37. Bridgeway Theatre, Milford, 1925. North Shore Libraries, T1591.

As the movies became more and more popular, additional cinemas were built, such as the Gaiety in Anzac Street, which is now the Berkley Cinema and still operating as a movie theatre.

Other popular entertainment was provided by Ye Olde Pirate Shippe at Milford, Auckland's most swinging nightspot from the late 1920s until WWII, whose big brass bands playing on two floors were immensely popular.¹⁰² There was a sweet shop, tearooms and a penny arcade with slot machines. However, the Depression and WWII took their toll and after a short post-war revival it was demolished in 1957. The area became Milford Reserve.

Live performances can now be seen in the Pumphouse Theatre, formerly the area's reticulated water pump house at Lake Pupuke, which opened in 1977. It is available for amateur performances and an open air amphitheatre nearby hosts the annual summer Shakespeare play.

On a larger scale, the Bruce Mason Theatre was built by the North Shore City Council and opened in 1996. It is used as a centre for performing arts, exhibitions and theatre with both national and international events being held there. Complementing such entertainment venues are the community and church halls, the latter being provided by the churches for their respective congregations, usually on the church site itself.

After WWII a large number of community war memorial halls were built with a government subsidy. In this category is the Takapuna War Memorial Hall, which is part of the council precinct in The Strand, Takapuna.

Places that represent this theme include:

Pumphouse, 37 Killarney Street, Killarney Park

Bruce Mason Centre, Hurstmere Road / The Promenade

¹⁰² *Takapuna, People & Places*, p. 93.

6.5 Local Media

Early European settlers eagerly sought news from 'home' as well as from local sources. The Auckland newspapers *The Southern Cross* and the *New Zealand Herald* employed journalists to board incoming vessels while still offshore to get the news first for their publication. Henry Brett, who later began *The Auckland Star*, began his career this way.

Newspapers for the North Shore began to appear in the early 1880s. The first was the weekly *Waitemata Messenger*, which covered the area from Devonport north to the Wade River, and westwards to Riverhead. Proprietor and editor GE Alderton published the first issue on 7 June 1885 from his offices at the bottom of Queen Street. The circulation increased to 3,000 before he sold it to James Sibben in 1896. The new owner transferred the publication to Devonport but it ceased upon his death in 1901.

The Waitemata Times, also a weekly, began in 1910, and was printed in Clarence Street, Devonport. The name changed to the *Waitemata Post* the following year and then to the *Waitemata News* in 1912 before it ceased publication in October 1913.

The *News*' demise could be attributed to the publication of another weekly, *The County Standard*, the first issue of which appeared in August 1913. It was printed by the Walsh Printing Co. in Albert Street. The shortage of newsprint during WWI brought an end to this publication in 1916. It had developed from a paper called *The News*, which circulated in Northcote and Birkenhead. At the same time, between 1912 and 1914, JC Blomfield published the weekly *Victoria Mirror* in Takapuna.

No other paper was published on the Shore until the 1949 when RA Ryan of Stanley Point brought out the first issue of the *North Shore Times* published in Fleet Street Devonport. In 1954 a rival free paper, the *North Shore Advertiser* began publication from Takapuna. In June 1966 the two papers merged to become the *North Shore Times Advertiser*. This became a free publication reporting on community issues and news. In 2004 it was taken over by Fairfax and belongs in its stable of community newspapers.¹⁰³

Places that represent this theme include:

None identified.

6.6 Sport

Organised recreation is centred on the numerous sports clubs, their grounds and clubrooms that exist in Takapuna. In Victorian times tennis and croquet were popular sports for both genders. Many of the fine homes around the lake had their own tennis courts, and summer tennis parties were a popular form of entertainment. The first tennis club was organised by Mrs Shakespeare, who invited holidaymakers to play on the court at her Milford home (now Mt Carmel Convent). Club members had two additional courts built and named themselves the Round the Lake Club.

The forerunner of the Takapuna Tennis Club was on O'Neill property and hence was called the O'Neill's Avenue Club. When the Takapuna Tennis Club was established in 1912 most of the players moved over to the new club in Bracken Avenue.¹⁰⁴ The Lake Pupuke Tennis Club was formed somewhat later in 1934 and has courts at Taharoto Park.

The Takapuna Tennis Club shared land with the Takapuna Bowling Club and also catered for croquet. EW Alison, as Mayor of Takapuna Borough Council, set aside land in Byron Avenue / Bracken Avenue in 1913 for these clubs, and they remain there today. The first few meetings of the newly elected Council were held in the club pavilion. Other bowling clubs include the Takapuna Returned Services Bowling Club formed in 1947 in Mary Poynton Crescent.¹⁰⁵

¹⁰³ Titchener, *Beginnings*, Vol. I, p. 25. Verran, p. 264.

¹⁰⁴ Titchener, *Beginnings*, Vol. 4, pp.13, 14.

¹⁰⁵ Ibid, p.11.



Fig. 38. Kitchener Park Tennis Club, 1934. North Shore Libraries, T0548.

Informal recreation is provided by easy access to good swimming beaches and to Lake Pupuke, both features that residents have enjoyed since the earliest days of settlement. By 1926 the popularity of Milford as a swimming beach for both residents and visitors, led to the formation of the Milford Surf Life Saving Club, and this male-only club was followed by the Milford Girls Surf Club in 1937.¹⁰⁶

The Devonport Steam Ferry Company built a seawater swimming pool in 1936 at Milford next to the Olde Pirate Shippe with high diving platforms and chutes. People came from all over Auckland particularly for its length, as long-distance certificates could be swum for. The pool was taken over by the Takapuna Borough Council in 1945, but was closed down by the Health Department and then demolished in 1973. Indoor swimming facilities are now available at the Takapuna Leisure Centre.

Sailing and boating have always been popular, and the Takapuna Boating Club was established in 1914 on the shores of Shoal Bay, Bayswater. In the late 1960s a new purpose designed clubhouse was built on the Gould Reserve on the edge of the business district at Takapuna Beach. The older Bayswater building is now used for training young sailors.

Lake Pupuke is home to several clubs. The North Shore Rowing Club, founded in 1874 is one of the country's oldest and largest clubs, and the more recent Pupuke Boating Club in Sylvan Park was founded in 1958. At Milford the first group of boating enthusiasts, the Wairau Boat Club, decided to remove the rock and sand bar at the entrance to the creek. They worked every weekend over the summer of 1921. Smale's Quarry provided the gelignite to break up the rock, which used to form the channel for the stream. Disaster struck the following year when north-easterly gales piled the rock and sand into the entrance and the group disbanded.¹⁰⁷ The Milford Cruising Club, headquartered at the Milford Marina, was formed in the 1960s.

As an alternative summer sport to tennis, yachting and swimming, the original Takapuna Cricket Club was founded in the 1920s and re-established in 1950 as the Takapuna District Cricket Club. The club

¹⁰⁶ Titchener, *Beginnings*, Vol. 4, p.44. *Takapuna, People & Places*, p.118.

¹⁰⁷ Titchener, *Beginnings*, Vol. 1, p.43.

plays at the Taharoto Park grounds, which are owned and administered by the Auckland Council. Other sporting organisations in Takapuna include the Takapuna Rugby Football Club, which was established in 1934 and relocated to the Onewa Domain in 1973. This park is also home to the Netball Complex.



Fig. 39. Croquet at E.W. Alison's home *Lochaber*, c 1900. North Shore Libraries, T1490.

Places that represent this theme include:

Carmel College, 116 Shakespeare Road Milford
 Takapuna Bowling Club, 9 Bracken Avenue
 Takapuna Aquatic Centre (North Shore Leisure), 37 Killarney Road
 Milford Tennis Club, 18 Dodson Ave, Milford
 Castor Bay Tennis Club, 15 Midway Ave, Castor Bay

6.7 Community Organisations and Facilities

Historically, community facilities were often funded by local residents. One example of this was the Takapuna Subscription Library, established in 1879. A site was purchased for a new library in 1913, but due to lack of funds nothing was built, and the library moved into a room in the Strand Chambers in 1923, where it was run by voluntary labour until it closed in 1955. Land at the Strand was gifted by R & W Hellaby, and with the assistance of two bequests, the Council was able to build a new library, which opened in 1956. Miss Fanny Trimble's bequest is commemorated by a plaque on the wall. The building was designed by Bartlett and Bartlett Architects, with a second storey designed by Sargent Smith and Partners added in 1962.

In the 19th century, before the advent of the welfare state, a number of friendly societies such as freemasons lodges existed to provide a welfare network for members and their families. These organisations continue today, with many other not-for-profit volunteer groups working in the community with the disabled, elderly, migrants and youth. Such groups often work in partnership with local and central government.

Fire fighting for the Shore fell to the North Shore Fire Board which had responsibility for four Boroughs; Devonport, Takapuna, Birkenhead and Northcote, and was constituted in March 1948. A six-acre block

was bought in Killarney Street for headquarters and the North Shore Fire Station was opened there in 1959.¹⁰⁸ The building was designed by architects Walker, Hillary and Swan and built by Neil Dougan Ltd.

Other community facilities include the former Takapuna Plunket Clinic, now the Information Centre in Hurstmere Road, designed by AN Goldwater. In addition, a number of service clubs and special interest clubs and societies, such as the Takapuna RSA (1936) also exist as an essential part of civil society.

Council funding is provided for a number of community houses and centres, as well as the Citizens' Advice Bureau [CAB] and the Mary Thomas Centre, which is a venue for various community assistance organisations.

Places that represent this theme include:

Ladies Restroom, 47 Hurstmere Road
North Shore Bridge Club, 39 Killarney Street
Takapuna Fire Station, 41 Killarney Street
Mary Thomas Centre, 3 Gibbons Rd, Takapuna

6.8 Remembering the Past and Preserving it for the Future.

Tangible reminders of the past are seen in the built heritage of Takapuna, which has been passed to us by previous generations.

Most communities have memorials and plaques to commemorate significant local and national events and many have WWI and WWII memorials.

In Takapuna, the War Memorial Gates at Takapuna Primary School were dedicated by Governor General Lord Jellicoe, in 1923, in memory of 107 men and one nursing sister who served in WWI and 16 ex-pupils who died in the conflict. The gates were restored and rededicated in 1988 by Governor General Sir Paul Reeves.

Until 2002, Takapuna had no official war memorial. The Roll of Honour near the North Shore City Council buildings was dedicated at that time and is the focus for the present-day Anzac Day activities. In addition, a plaque at the entrance to the library remembers those who served in Korea, Malaya, Borneo and South Vietnam.

Other memorials include the Kate Sheppard Plaque in Hurstmere Road, which commemorates women's suffrage in 1893, a plaque on the former tram barn site in Potters Park (Anzac Avenue/Lake Road) commemorating transport on the North Shore, and a commemorative sign in the front garden of Frank Sargeson's house in Esmonde Road.

The past is also remembered through repositories of historical information such as the Local History Collection of the Takapuna Public Library and the North Shore Historical Society. Local history is also celebrated each year by the Heritage Festival co-ordinated by North Shore City Council (now the Auckland Council).

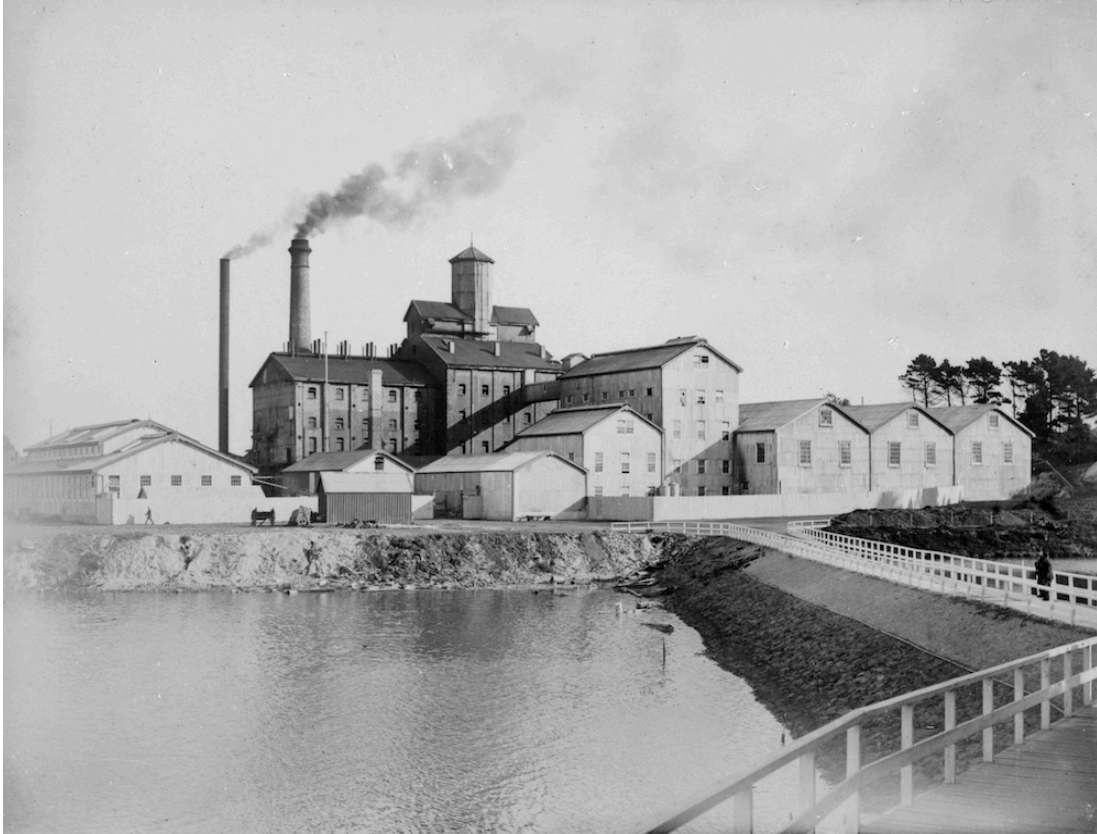
Places that represent this theme include:

War Memorial Gates (WWI), Takapuna Primary School, Anzac Street
Takapuna War Memorial Hall, 5 The Strand, Takapuna
Kate Sheppard plaque, Hurstmere Rd, Takapuna

¹⁰⁸ *Takapuna Jubilee*, p.72.

Section B North Shore Area Studies

Northcote, Birkenhead, Birkdale – Beach Haven and Glenfield



Chelsea Sugar Factory. North Shore Libraries, C26310.

Principal Authors: Matthews & Matthews Architects Ltd & Lisa Truttman

Northcote

Theme 1 Land and People

1.1 Geology

Pupuke volcano and Northcote's Tank Farm and Onepoto volcanoes are three of the oldest volcanoes (about 200,000-250,000 years old) in the young Auckland basalt field.¹ The landforms of the North Shore, and indeed all of coastal Auckland and Northland, have been strongly influenced by stream erosion during glacial periods over the last several million years. During these cooler times, sea level was low and the coast was way out past Great Barrier Island. The present Waitemata Harbour was then a forested river valley flowing east and then north out beneath present day Rangitoto (which was not present). At these times the North Shore formed a prominent divide or ridge on the northern flank of the Waitemata Valley.

A major tributary to the Waitemata River occupied a deep valley in Shoal Bay, with a smaller tributary in Ngataringa Bay. These tributaries wore back the divides, isolating low hills in the higher areas of Takapuna and Devonport. The hills stood about 60 metres above the saddles that separated them. Eastwards, beyond the present Milford - Cheltenham coast, the high land extended some distance and the surface then fell to a broad low plain extending out past Tiritiri. Along the low divide there were peaks at Stanley Point, Devonport, Narrow Neck and Takapuna, and between these higher areas streams were entrenched in deeply incised valleys. The Shoal Bay stream drained a large shallow basin extending north into the Birkdale and Wairau Valleys and beneath where present day Lake Pupuke sits.

All of North Shore's volcanoes erupted during the last Ice Age, when the sea level was well below the present and the Waitemata Valley and its tributaries were clothed in forest, with the heads of many kauris towering above the dense canopy of smaller podocarps and broadleaves. The explosive eruptions and lava flows from Pupuke devastated the forest in the vicinity, and the eruptions of Onepoto and Tank Farm had a similar effect. The moulds of some of these trees were preserved beneath the ash or in the lava flows.

The eruption of so much volcanic material in the middle part of Shoal Bay valley had lasting effects on the landscape. The headwaters of the stream were dammed and a lake was formed that stretched well back into Wairau Valley. The lakebed slowly built up with silt, mud and vegetation to form the flat area now occupied by Wairau Valley industrial and commercial enterprises. Overflow from the Wairau Valley lake was diverted around the edge of the Pupuke lava flows, spilt over it in a small waterfall (beside Milford shopping centre) and escaped through Wairau estuary at the northern end of Milford Beach.

The Auckland basalt field extends from Lake Pupuke in the north to Wiri Mountain in the south, and from Mt Albert in the west to Pigeon Mountain in the east. The Auckland volcanic field has erupted from approximately 50 different centres at various times over the last 250,000 years. The youngest eruptions formed Rangitoto volcanic island approximately 600 years ago. Geological evidence suggests that each centre has only erupted once, spanning only a matter of weeks to months, before the supply of magma ceased and that in the plumbing beneath cooled and blocked its conduit forever. Each new centre has erupted in a fresh place.

Six of Auckland's volcanoes occur on the North Shore in two groups of three. The Devonport group comprises three scoria cones (Mt Victoria, North Head, and the quarried away Mt Cambria). The Takapuna group comprises three explosion craters with surrounding tuff ring cones (Onepoto, Tank Farm, Pupuke).

With the rising sea level since the end of the last ice age (between 15,000 and 7000 years ago), the Waitemata Valley flooded to become the harbour, and the North Shore ridge became a peninsula and series of islands. Sand and shell built up to link the islands together to form the North Shore Peninsula we know today. Mud and other sediment also filled the deep entrenched valleys of the Waitemata Harbour, Shoal and Ngataringa Bays. Onepoto and Tank Farm craters, which were originally freshwater lakes, were breached by the sea and became tidal inlets filled with mangroves and salt marsh. Marine erosion on the exposed north-

¹ This information was prepared by Bruce Hayward for Matthews & Matthews Architects Ltd, *Central Takapuna Preliminary Heritage Study* (Takapuna, May 2007) and provides an overview of Tank Farm and Onepoto.

eastern side of the peninsula continues to bite deeply into the cliffs and is eroding away at some of the basalt flows that prevent Lake Pupuke from also being breached.

Places that represent this theme include:

Tank Farm Explosion Crater and Tuff Ring (Te Kopua O Matakamokamo)

Onepoto Explosion Crater and Tuff Ring (Te Kopua O Matakerepo)

The North Shore District Plan's Appendix 8B includes sites of geological and landform significance.

1.2 The People of the North Shore

Prior to 1841, Maori knew the Northcote Point area as Te Onewa. The point itself was Totaratahi, or one totara tree, while the small beach to the west was Onepoto. Okawau, the 'home of the shag', was at the southern most tip of the point. Te Onewa was the name of a fortification ditch, or 'divided earth', on the southern most part of the point. The pa protected local kainga in the vicinity, and inhabitants relied on local shellfish, roots, berries, kumara cultivation and the nearby fishing grounds, which were especially rich in shark.²

Te Kawerau's Maruroa returned to nearby Kauri Point around about 1835, while Ngai Tai returned to Te Onewa around the same time. Simultaneously Ngati Whatua were also re-asserting their control of the Auckland isthmus. Maruroa died in 1840 at Te Onewa, and after the Mahurangi Purchase, Pakeha surveyed Te Onewa, which became known as Point Rough from 1841.

The Callan family lived in a whare in the area from at least 1843, and may well have come to some arrangement with local Maori until Philip Callan senior bought land there in July 1851 and 1856. Not all Maori moved out of the area following the Mahurangi Purchase from 1841. St Patrick's Catholic Church in Auckland (now St Patrick's Cathedral) lists six Maori marriages for 'Onewa' families from 1846 to 1849.³

From 1850 to 1862, Maori Catholic marriages with a North Shore connection cite the Awataha Mission as their place of residence, and there are no Maori Catholic marriages with a North Shore connection recorded from 1863 to 1880. This is not conclusive proof of continued Maori residency at Point Rough, or from 1848 at Stokes Point, but indicates at least a connection until the early 1860s.⁴

In 1908, celebrating its new Borough status, the Northcote Borough Council proclaimed Northcote Point a Domain. Stokes Point had been renamed Northcote in 1880. The visit of the American fleet in 1908 provided a further sense of occasion, and Maori showed their connection with the site by participating in a presentation ceremony of the New Zealand Ensign to the Council on 8 August 1908, at the point itself. Local Maori had purchased the 15-foot flag and contributed to the cost of the 75-foot high flagpole. Pataka Hapi of Waikato led Maori in a haka, and has been photographed staring wistfully towards Kauri Point, the other important site for local Maori. A totara tree was planted, and a picket fence installed. Later some Pakeha claimed a Maori chief was buried there, but there is no evidence of this.

The Awataha Catholic Mission and St Mary's College (St Joseph's Convent) are of exceptional significance in demonstrating the establishment of the Catholic mission on the North Shore, early relationships between the Catholic mission settlement and the Maori settlement at Awataha in the 1840s, as well as illuminating ongoing ownership issues. St Mary's School was established in 1848 at Takapuna, and part of the original stone building remains incorporated into the present St. Joseph's Orphanage building (1923-4). The site, which now also encompasses St Joseph's Church and St Joseph's Primary School, has been in almost constant use for education since 1848.

In 1844, the New Zealand Company purchased a large part of what is now Northcote, when the Crown first auctioned it. In 1847, the New Zealand Company was wound up and was able to sell that land back to the Crown. In 1848 40 acres was instead purchased by the Catholic Church, with Government assistance, and a two-storied stone building erected soon after to house St Mary's School, at the head of

² Refer to 'Section A – A Thematic History of the North Shore'. See also David Verran, *The North Shore: An Illustrated History*, Auckland, 2010.

³ Verran, p.18.

⁴ Ibid.

a tidal inlet at Shoal Bay. An additional 376 acres, 2 roods and 2 perches of adjacent former New Zealand Company land was granted to the Church on 19 August 1850, 'for the education of children of our subjects of both races and of children of other poor and destitute persons (by setting) apart certain pieces or parcels of land in the immediate neighbourhood thereof and for the use and towards the support and maintenance of the same'.⁵ Later, there were additional land purchases and a donation of land in the St Joseph's and Barry's Point areas.

In 1851, the newly opened St Mary's School enrolled 20 Maori boys, with 17 in 1852. They had come from the Hokianga, the Bay of Islands and the Bay of Plenty to be educated. In 1853 and 1854 all tuition took place instead at Freeman's Bay, with the land at Awataha given over solely to farming. The wives and daughters of those working at St Mary's were also educated at Freeman's Bay. In 1855, 20 Maori were educated at St Mary's, but in 1856, the school site again reverted to farming. In the early 1860's it was used as a school once more, and in 1867 it was officially known as St Mary's College and Industrial School, with between 10 and 17 Maori pupils. Schooling ceased sometime after that and in 1893, the Sisters of Mercy moved on to the site to set up St Joseph's Industrial School and Orphanage for Boys.

After an incident on Kawau in 1856, when a large amount of gunpowder was stolen, Te Tawera and his Hauraki people sought refuge at Awataha, and from 1856 to 1858 there were 'about 120 (Maori) living on the Glebe of the college'.⁶ Some were still there in March 1863, when their teacher William Coveney confirmed most of his pupils were from Manaia and had converted to Catholicism.⁷

On 9 July 1863 Maori near Auckland were put under a curfew, and those in Mangere and surrounding areas ordered to swear an oath of allegiance to the Queen and hand in any weapons, or depart for the Waikato. On 11 July a curfew was introduced on Maori vessels on the Waitemata and Manukau harbours outside the hours of daylight. Consequently, all but 6 out of 500 Maori in the Mangere area left and around 50 left the Devonport area. Some at Awataha may have also left, but others remained.

From 1863 to the 1880s, there were six different Pakeha lessors of different parts of the property. In 1869, the remaining 55 to 60 acres were leased to Maori at £10 per annum. There is no mention of Maori here at the 1878 Census, but George Graham claims Maori were at Awataha from at least 1882.⁸

After the death of Te Hemera Tauhia in October 1891, and the sale of his lands at Puhoi in 1893, some of his Hauraki followers were allowed by the Church to reside at Awataha. This was a time of great distress for Hauraki generally. Between 1885 and 1912, they lost 235,000 acres of land, and the remaining 171,000 acres suffered from poor soil, mountainous terrain or flooding.

In 1903 Aterea Petera and 80 others pressed for more land and petitioned the government complaining 'that the trusts in connection with certain lands in the Waitemata Parish, Auckland, vested in the Bishop of the Roman Catholic Church, are not being carried out, and they pray for investigation with a view to having the land used for the benefit of the Maoris (sic)'.⁹ This impressed the Native Affairs Committee sufficiently to recommend a further enquiry in 1904.

In 1908, it was claimed that Maori were living in that area now known as the Warehouse Way, and farming on the area from the corner of Lake Road and Tonar Street, up Tonar and along College Road. In 1911, there were 69 men, women and children living in the area. Some were important kaumatua and kuia, mainly Hauraki, who were later buried in the Awataha urupa at least until the early 1920's. This included Noka Hukanui and his wife Waiti Noka.¹⁰

By September 1914, two separate groups had emerged. In that month, Nanaoka (Noka) Tukamui and Patariki Wiripo Mo Paki made a joint plea for assistance to Bishop Cleary. Cleary, however, was engaged in promoting Empowering Bills in Parliament allowing the Church to properly lease and, from 1924, sell Catholic land. He regarded this as the only way the purposes of the original grant could be fulfilled.

⁵ Crown Grant of 19 August 1850.

⁶ St Mary's College, 'Financial Returns 1850 – 1858'.

⁷ *Central Takapuna Preliminary Heritage Study*.

⁸ *Ibid.*

⁹ Petition to Parliament 475/1903, *Appendix to the Journals of the House of Representatives [AJHR]*, 1904, I 3, page 8.

¹⁰ *Central Takapuna Preliminary Heritage Study*.

On 31 March 1916 a lessor of Catholic land, Harry Hopper Adams, charged Rawiri Pahuta and Wirepa Heteraka with trespass. Maori claimed Awataha was an ancestral site, and that the Mahurangi Purchase hadn't specifically included Awataha. They also claimed a moral title to the land as long-term residents. Maori had earlier paid rent for the land.

In 1919 and 1920 negotiations continued, with offers to the separate groups of life tenancies elsewhere on the Catholic endowment. An ejection notice in late 1919 was held over to allow Maori to harvest their strawberry crop, but in October 1920 'shanties were torn down (and those remaining erected) ... tents'.¹¹ In that same year a second petition to Parliament was made by Eruera Patariki (also known as Patrick and a son of Paki) and others concerning the main urupa site on the point at Awataha.

There eventually was an agreement dated 14 March 1921, but not carried out until around September 1921, when Noka's group of over 20 people left the lagoon area, for a lifetime lease of just over nine acres between Ocean View and Raleigh Roads. Noka's relatives, the Ngahuripoke family (Anglicised to Peters), lived there until the 1950s.

From 7 April 1924, another group of Maori, the Patricks, were given a lifetime lease of 1.75 acres of Catholic land at Barry's Point, just down from the current Foodtown supermarket on the eastern side. Chinese strawberry growers who had leased land there for horticulture from the Church were moved off the site and money made available for housing the Patricks.

What remained of Paki's group stayed at Awataha on the 'point of land where the old cemetery is located'.¹² Eruera Patrick had already agreed that remains in a smaller cemetery, containing influenza victims, be reburied in that larger cemetery. Part of his agreement was that the urupa be 'cut off and reserved'.¹³

From late 1924, there were successive threats of legal injunctions to force the remaining group to leave the area. In 1925 Wiha Rawiri Puhuta and 76 others repeated their claim, in a third parliamentary petition, that 'the land they now occupy known as Awataha in Takapuna, Auckland, was never included in the sale to the Crown of the Mahurangi Block, and therefore the Crown Grant issued to the Roman Catholic Bishop in 1850 was invalid'.¹⁴ Parliament recommended no action, and passed a further enabling Act to assist the Catholic Church to sell some of the land. The lease income was insufficient and land sales were deemed necessary to finance St Peter's College or Hato Petera, which opened in 1928.

The end of the 'trespassing' came between July and September 1925. On 23 March 1925, eight people had been arrested. Paki personally agreed in July not to further 'trespass', and he left for Thames. In early September, Takapuna Police executed an eviction order, and the remaining shacks were pulled down. Tents were erected as before, but on 30 September, an interim injunction forced a final agreement to depart.

One of the removed, Manea Parata, made a claim to the government for hardship, but was instead offered government employment. Waipaia Makateau was still pursuing the matter with politicians into the 1930's. Adams, who had made the major push for removing local Maori, died on 14 May 1928.

Awataha remained empty until 1942 when the remains in the urupa were disinterred to make way for a fuel oil storage depot for the United States Navy. Both Ngati Paoa and Tainui, but possibly not Te Arawa, were asked to remove their graves in secret because of wartime considerations. Some may have been re-interred in the Pompallier cemetery. Hone Tuwhare described the removal of one grave in his moving poem *Burial*.

The site was then significantly altered, with 200,000 cubic yards excavated, and 60 feet diameter concrete foundations laid for 25 fuel oil tanks. Further construction was cancelled in early 1943. From the late 1950's part of the site was taken for northern exit lanes from the Auckland Harbour Bridge, and

¹¹ Archives New Zealand, MA 1 1925/197, letter 6 September 1911.

¹² Catholic Archives, Cleary Papers, 98 2, 3 – letter of 13 April 1920.

¹³ Archives New Zealand, MA 1 1925/197, letter 11 April 1924.

¹⁴ Petition to Parliament 126/1925, *AJHR*, I 1 p. 10. See also LE 1 1925/12 and MA 1, 1925/197 at Archives New Zealand Wellington.

still later the remainder became residential housing, commercial development and educational facilities. There is now the Awataha marae and the Auckland University of Technology North Shore campus at this location.

By the 1951 Census, there were still just 244 Maori living in Northcote, Takapuna and Devonport Boroughs combined, while Birkenhead Borough reported no Maori at all. Also, males far outnumbered females in Northcote Borough, likely Hato Petera students as most were aged between 10 and 20, and similarly in Devonport Borough, likely at the Naval Base as most were aged between 16 and 29. The post-war migration of Maori into the cities was not witnessed on the North Shore at this time. There were no factories close at hand and transport to such work wasn't easy from the North Shore.

The development of Maori Affairs housing in the newly developed areas of Birkdale, Beach Haven and Northcote was evident by the 1971 Census. There were 770 Maori in Birkenhead Borough, most in Beach Haven and Birkdale, and they equalled the total combined Maori population of East Coast Bays Borough, Takapuna City and Devonport Borough. Northcote Borough also had Maori Affairs housing around Tonar and Fraser Streets, and with the Maori pupils at Hato Petera, the Borough's total Maori population was 376. The total in 1971 was just over 2,000 Maori in the whole of the North Shore, and by the 2006 Census, Maori were still only 6% of the total North Shore population.¹⁵

By the 1991 Census the recently created North Shore City Council area reported just 8,454 who identified themselves as Maori, and 15 years later in 2006, there were 12,519 – that is twice as many who identified themselves as Pacifica. This was despite the massive population growth in the North Shore area. Again, the lack of work opportunities and the relatively expensive housing limited the number of Maori.

In 2006 North Shore Maori who chose to be on the East Coast Bays electoral roll made up just 4.6% of the total enrolled, with a large number identifying as Ngapuhi and a much smaller number as Ngati Porou, Ngai Tahu or Kai Tahu. There were similar figures for the North Shore electorate, but those who chose to be on the Northcote electoral roll (including Birkdale, Beach Haven and Northcote Central) made up 9% of the total enrolled. While Ngapuhi were the largest number, there were also numbers of Ngati Porou, Te Rarawa and Ngati Maniapoto. The bulk of Maori who chose to be on the Te Tai Tokerau electoral roll were Ngapuhi, with lesser numbers of Te Rarawa, Ngati Whatua and Ngati Porou.¹⁶

Currently, Ngati Whatua o Orakei include the North Shore area as one where they seek 'right of first refusal' to government assets, particularly the Naval properties. Te Kawerau a Maki regard the area as one of 'wider shared ancestral interest' of interest, and Marutuhau and Ngai Tai regard the area as one with customary land interests.¹⁷

Pakeha settled Auckland from September 1840. On 18 September 1843, the government offered for auction land including 70 newly surveyed lots for 'suburban farms on the North Shore of the Waitemata, County of Eden'.¹⁸ The size of the lots varied from around 10 acres to 33, with an upset price of £2 per acre. Only five were sold at that auction, making them the first Crown land sales on the North Shore. The purchase of land did not mean residence on that land, or even leasing it to others for use, but the 1843 Police Census showed an increase in the number of households.¹⁹

Large parts of what is now Birkenhead Point and most of Northcote were collectively sold on credit of £2614, four shillings and five pence to William Smellie Grahame, the agent for the New Zealand Company. Grahame also bought for the Company £8,125 worth of land in the town of Auckland, and another £1,817, 14 shillings and five pence of suburban lands on the central isthmus. However, he complained that land was too expensive in Auckland, and suggested to the Company that the Thames area would be better for any Company settlement in Auckland.²⁰ The New Zealand Company decided to concentrate on their settlements elsewhere in New Zealand, and the land reverted to government

¹⁵ Verran, p.29.

¹⁶ Ibid, p.282.

¹⁷ Ibid.

¹⁸ *New Zealand Gazette*, 13 September 1843, pp.233-4.

¹⁹ Verran, p.50.

²⁰ 'New Zealand Company Reports', 1844, pp.206-13, and 1845 pp.158-60.

ownership in 1847. The individual lots were placed for auction again from 1850, with the Catholic Church being given a large number.²¹



Fig. 1. Map of North Shore in 1866, showing original allotments. Sir George Grey Special Collections, Auckland City Libraries, NZ Map No 4180.

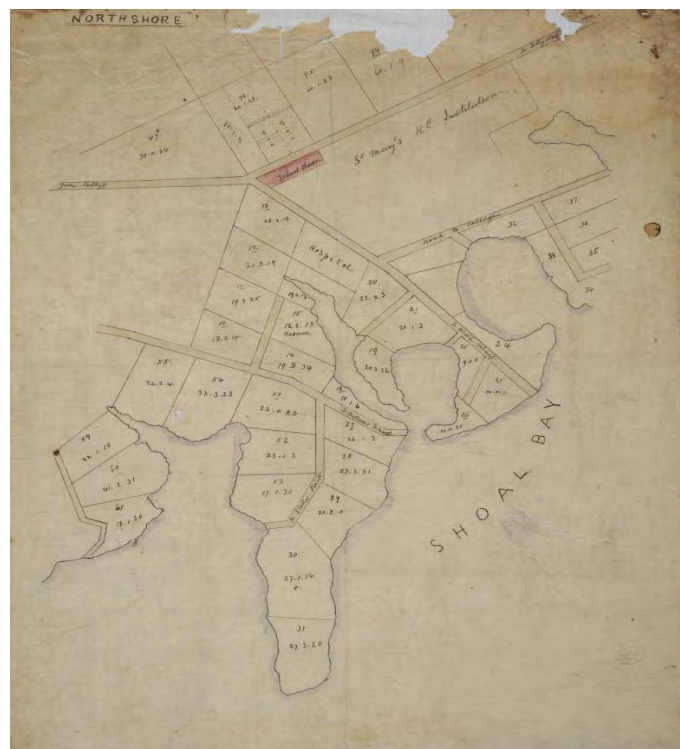


Fig. 2. Map of Northcote area in 1860s, showing Roman Catholic School and hospital land. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4265.

²¹ Verran, p.50.

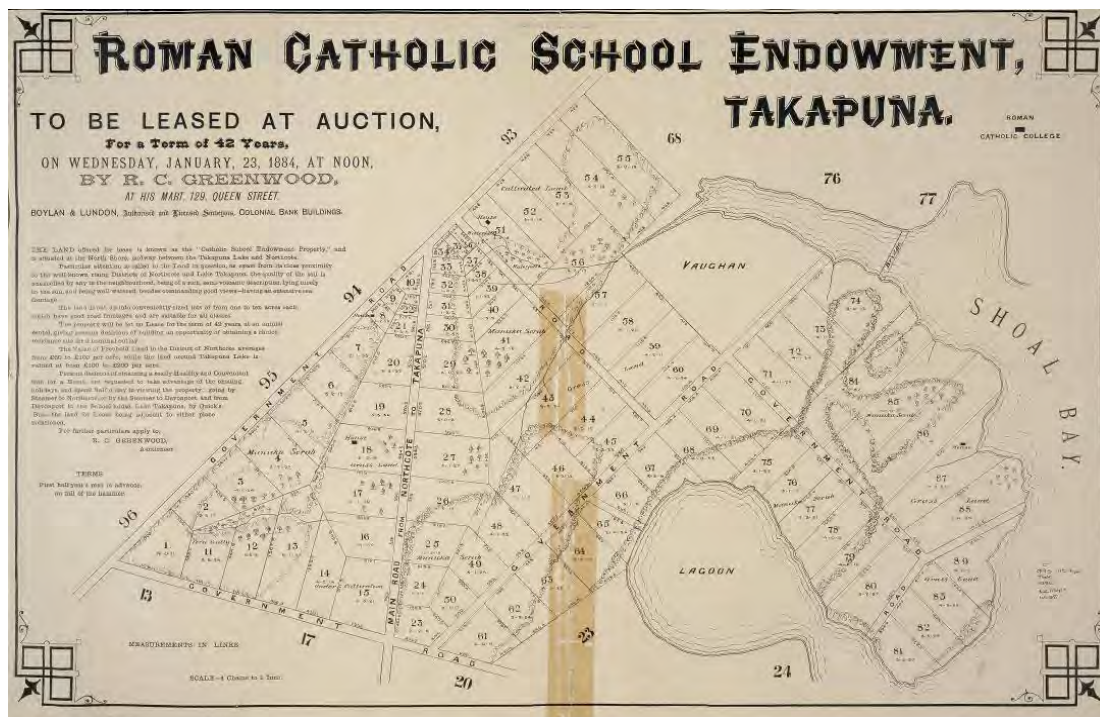


Fig. 3. Land within the Roman Catholic Endowment advertised for lease in 1884. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4538.

There are very few buildings in Northcote that survive from this early period of European settlement (1840s-1860s). Soon after 1848, on land purchased by the Catholic Church with Government assistance, a two-storied stone building was erected to house St Mary's College. Part of this building remains incorporated into St Joseph's convent at Takapuna.

St John the Baptist Church at 49 Church Street, Northcote was opened in 1860. It is the only surviving Selwyn Church on the North Shore and demonstrates the development of Anglicanism in Auckland and New Zealand. It provides evidence of the growth of the local population in Northcote by the late 1850s.



Fig. 4 [left]. St John the Baptist Church, Church Road Northcote was built in 1860.



Fig. 5 [right]. View of St John the Baptist Church in 1929. Sir George Grey Special Collections, Auckland City Libraries, 4-6173.

In the 1870s the main centre of population on the North Shore was Devonport, followed by the Northcote Point area. Other areas on the North Shore were very sparsely populated. There was a combined population of 969 people in the whole area incorporating the Lake Highway District (Lake and O'Neill's Point), Devonport, Stokes Point and the Lucas Creek area.²²

²² 1 March 1874 census.

By the mid-1880s the effects of improved ferry services, as well as employment opportunities with the opening of the Chelsea Sugar Works in 1884, were evident. At the 28 March 1886 Census, the Birkenhead Road Board had a population of 668. Balmain Township, centred around Balmain Road and originally laid out in the 1860's, had a population of 12, Birkenhead itself had 334, Chelsea Township had 189, Greenhithe had 38, Hellyer's Creek 18, Lucas Creek 26, Mayfield (around Mayfield Road in Glenfield) 13, and Roseberry (around Roseberry Avenue) a population of 21. The dramatic population growth was matched by Devonport, which had virtually doubled to 2,650. In the 1890s on the other hand there weren't the significant gains of the previous decade.²³

Northcote Point had been almost completely subdivided for residential allotments by the late 1880s. Birkenhead Point was subdivided throughout the 1880s to 1890s.²⁴ Within the Birkenhead-Northcote Ward there are a large number of houses, early commercial buildings, churches, community and service buildings that relate to this period of development. In addition, as parts of Northcote remained largely undeveloped until after World War II and the opening of the Auckland Harbour Bridge, there is also a substantial stock of post-WWII residential development.

Northcote Shopping centre opened in June 1959. The site was on land contained within Church and Hospital Board endowments. Release of these endowments in the 1950s accelerated development in this part of Northcote, including a large state housing development.²⁵

Places that represent this theme include:

Site No. 54, Map 30	Pa (Headland)
Site No. 975, Map 30	Pits
Site No. 1797, Map 30	Midden
Site No. 1799, Map 30	Midden

²³ Verran, p.55.

²⁴ Refer to maps showing the pattern of subdivision in Northcote and Birkenhead, figs. 14-17.

²⁵ Northcote Borough Golden Jubilee, page 26-27

Theme Two Infrastructure

2.1 Transport

2.1.1 Water Transport

Phillip Callan, who had bought Lots 30 and 31, erected a landing stage at Stokes Point for £328 in the early 1850s.²⁶ On 5 January 1854 the Auckland Provincial Government called for tenders for an open ferryboat service to include Northcote Point, Shoal Bay (via the tidal creek by Barry's Point) and Devonport (via the sandspit at the bottom of Victoria Road), and subsidised this service to 1865. The boats used were four oared whaleboats, but a cargo boat could also be hired as necessary. The subsidized ferry service from Stokes Point was operated by James Reed, and could accommodate about 20 passengers.²⁷ John Reed lived in a whare on land adjacent to Little Shoal Bay (next to the gas works). In Shoal Bay D O'Connor and William Nicholson operated a ferry. Nicholson took people by punt from College Creek and Barry's Creek to where his boat was moored in Shoal Bay. Later the ferry left from a wharf erected at Paddy Heath's Point on Lots 24 & 25.²⁸

When the paddle steamer ferry *Emu* began service from Stokes Point in 1864, Mr Reed was one of the crew. This little vessel was wrecked on Motutapu, and Mr Reed was reinstated by the Government in the open boat ferry.²⁹ The steam ferry *Waitemata* came into service in 1873 and from then on Northcote was serviced by a series of ferry companies; Northcote and Ponsonby Ferry Company Ltd.; Devonport Steam Ferry Company; and the North Shore Ferry Company.³⁰

The Northcote Wharf was built in 1875, extended and repaired in 1884, and completely replaced in 1898. A vehicular landing was built nearby in 1904. In March 1965 the 1898 Northcote ferry wharf was completely demolished and the present smaller wharf built. In 1970 with a lease secured from the Auckland Harbour Board, the Fisherman's Wharf restaurant was built above the stonework of the old wharf.³¹ Other ferry jetties at Northcote were located at Shoal Bay, near the Birkenhead and Northcote Gas Company gas works.

Places that represent this theme include:

Northcote Point Seawall



Fig. 6. Northcote Wharf in 1923, looking back toward lower Queen Street. North Shore Libraries, N0110015.

²⁶ Muriel Fisher and Wenman J Hilder, *Birkenhead, The Kauri Suburb*, 1969, p.12.

²⁷ Item No. 62, North Shore City Heritage Inventory.

²⁸ Judith Christmas, *A History of Northcote*, 1981, p.10.

²⁹ Two Reed brothers owned and farmed Motutapu and the homestead at Home Bay was a popular outing for groups from Auckland.

³⁰ Item No. 62, North Shore City Heritage Inventory.

³¹ Item No. 82, North Shore Heritage Inventory.

2.1.3 Buses

The provision of bus services played an important role in the development of Northcote and Birkenhead, and was associated with residential expansion and commercial development. An early horse-drawn bus service operated in Northcote from the wharf. By 1936 there were five bus companies operating on the North Shore. The Waitemata Bus and Transport Company Ltd, operating from what is now the Bridgeway Theatre complex, covered the routes from Northcote wharf to Onewa Road (but only as far as Calliope Road, now Wernham Place) and offered an irregular service to Milford from its depot in Clarence Street in Northcote. In 1954, the Waitemata Bus and Transport Company was bought out by North Shore Transport. Arrangements were made with Birkenhead Transport, who took over the Northcote routes and expanded out to the intersection of Wairau and Glenfield Roads. Eventually the Auckland Regional Authority bought out the North Shore Transport Company in 1971.



Fig. 7a & Fig. 7b. Bridgeway Theatre, Queen Street Northcote, and view of the bus garages at the rear. Photo Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

Former garage and service station for the Waitemata Bus and Transport Company / the Bridgeway Theatre Complex, Queen Street, Northcote

2.2 Roads

Historic maps show the limited road network in Northcote in the 1860s. Queen Street appears to have initially extended from Onewa Road to Hall's Beach, and then down to the end of the point to the jetty. Other roads on Northcote Point were established as part of subdivisions during the 1880s and later. Queen Street was the main road leading north, and is shown as Great North Road on early maps.

Access to the wharf down the muddy track was difficult and dangerous. In 1880 the western side of the point was excavated to form a road at a gentle gradient leading down to an open space for carts, horses and horse buses. A new wharf was built on the present site. A footpath was paved for pedestrians and in the late 1920s the length of Queen Street was concreted as it was the main thoroughfare.

Street names in Northcote reflect families and people who have been important in the development of the area, as well as the names typical of the era in which they were formed. For example Princes Street on Northcote Point was named prior to 1885 while King Street was named in 1914. Queen Street was originally known as the Great North Road. Bartley Street is named after the Hon. T Bartley, Speaker of the Auckland Provincial Council, and later the Legislative Council, and Richmond Avenue is named after Christopher Richmond, Colonial Secretary and Treasurer. Stafford Park is named for Sir Edward William Stafford, who became Premier.³²

³² Syd. T Carter, ed., *Northcote Borough Golden Jubilee 1908-1958*, p.7.



Fig. 8. 1866 Map of Northcote and Birkenhead shows the limited early roading network and the jetty at Northcote Point. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4180.



Fig. 9. The Auckland Harbour Bridge. Photo Matthews & Matthews Architects Ltd, 2010.

The Auckland Harbour Bridge was opened on 30 May 1959. It had an enormous effect on the way of life on the North Shore, which changed rapidly from a semi-rural area to expanding suburbs with urban centres. It had a particularly significant physical effect on Northcote Point, altering the way it functioned. Queen Street was no longer the main thoroughfare. The population expanded and filled areas of new housing, the ferries were no longer the primary means of transport, bus services expanded along with increased car ownership.



Fig. 10. Onepoto Bridge. Photo Matthews & Matthews Architects Ltd, 2010.

Designed by Beca Architects the Onepoto Bridge won the Urban Design Category in the New Zealand Institute of Architects Awards in 2008, and also won the Outdoor Infrastructure award in the New Zealand Wood Timber Design Awards in 2008.³³

Places that represent this theme include:

Concrete roadway, Queen Street

Auckland Harbour Bridge, including Auckland Harbour Bridge Memorial & Harbour Bridge Authority Toll Plaza

2.3 Communication

A postal service started in Northcote in mid-1867, and Northcote Point had a post office from 1874.³⁴ The first postmaster was John Grant Denby, who ran a shop and post office from the building at 55 Queen Street until 1893.³⁵ Henry Lepper became Northcote's postmaster in 1893, and his wife Edith continued after his death in 1906 until 1929. Their first house near the wharf burnt down in 1902 and their new home at 60 Queen Street became the post and telephone office. The Northcote telephone and telegraph exchange was combined in 1897 and combined with the Birkenhead exchange in 1925. The manual exchange went automatic from 1930.

³³ *Beca News*, January 2009, p. 9.

³⁴ *Northcote Point Heritage Walk*, item 2.

³⁵ *Ibid.*

A purpose-built Northcote post office was opened in 1929 at the corner of Queen and Bartley Streets (119 Queen Street, now the Engine Room restaurant). The Northcote Post Office was closed in 1988.

Another element in Northcote related to the theme of communication is an early timber telephone box, located in Queen Street. Northcote’s early post offices and the telephone box are featured in the existing heritage walk for Northcote Point.



Fig. 11. 55 Queen Street, Northcote was the location of an early Northcote Post Office. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 12. Former Northcote Post Office, opened 1929. Photo Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

55 Queen Street	Former Post Office/ Bakery/House	
60 Queen Street	Former Post Office/ Lepper House	1902
115 Queen Street	Former Post Office	1929
Corner Queen Street and Stafford Road	Public telephone box	1935

2.4 Utilities

2.4.1 Water Supply

The Onepoto and Tank Farm craters were originally freshwater lakes, which were later breached by the sea and became tidal inlets filled with mangroves and salt marsh. Maori and early Pakeha settlers relied on local streams, Lake Pupuke and other local sources of fresh water. With increasing populations of Pakeha came the drilling of wells.³⁶

³⁶ Verran, p.132.

From the 1890s, water for residents of Devonport and Birkenhead Boroughs was taken from Lake Pupuke, with Northcote and then Takapuna (using Devonport's pumping station) later joining the scheme. By the 1930s, demand was estimated to be double that required to refill the lake naturally from local run off, and the quality of the water was increasingly under question. The four boroughs approached Auckland City, which had long sourced fresh water from catchment lakes in both the Waitakere and Hunua ranges for its expanding water supply needs.

From 30 October 1933, work began on a pipeline from Western Springs via the Point Chevalier reef and Kauri Point Reserve to the existing Birkenhead Borough reservoir near Verran's Corner. It was the first large underwater pipeline to be constructed in New Zealand, the work took nine months, and the new Birkenhead water supply switched over from January 1934.

The other three boroughs continued relying on Lake Pupuke water and Devonport Borough built a new water treatment station at Lake Pupuke in 1934. Finally, in 1941 the Board of Health forced the other North Shore boroughs into accepting Auckland City Council water, supplied directly via a new pipeline from the Waitakere Ranges into the Birkenhead reservoir.

A further new connection across the harbour was up and running by December 1948. From the 1960s the provision of bulk fresh water came a responsibility of the Auckland Regional Authority, and then from the late 1980s of Watercare.

Places that represent this theme include:

None identified.

2.4.2 Drainage

The piping of sewage started around 1908 in the southern parts of Devonport – the most densely populated area – and soon followed in the new Borough of Northcote, where there was easy access to Shoal Bay in order to dispose of its waste.

From 1908 the Auckland and Suburban Drainage Board oversaw the development of drainage in the greater Auckland area, and eventually a separate North Shore Drainage Board was created in 1951, supported by all the North Shore Boroughs, who resolved to develop a filter and oxidation pond based drainage system.

It was eventually decided there should be just one treatment plant at Rosedale Road. The plant was opened in September 1962, with effluent discharged offshore between Campbell's and Castor Bays. From 1989 responsibility for drainage on the North Shore moved from the stately brick building, at the corner of Esmonde and Lake Roads, to the new North Shore City Council.

Places that represent this theme include:

Grassed swales [see *Northcote Historic Residential Neighbourhood* report 2005]

2.4.3 Power

Following the completion of the hydro-electric station at the Arapuni Rapids on the Waikato River in the 1920s, a combined Waitemata Electric Power Board was formed by the Minister of Public Works on 19 December 1924. Northcote Borough was wired for electricity in 1926.³⁷

After the opening of the Auckland Harbour Bridge the head office of the Waitemata Power Board was moved to a new architect-designed building on Taharoto Road, Takapuna. The 1992 Energy Companies Act required the corporatisation of various electric power boards and the municipal electricity departments of local authorities.

³⁷ Ibid, p.140.



Fig. 13. View of Northcote and Little Shoal Bay. The Northcote and Birkenhead Gas Company works and gasometers are in the centre of the image, March 1946. North Shore Libraries, NO113228.

The Birkenhead and Northcote Gas Company was formed in April 1902. It operated at Little Shoal Bay, servicing at first just Northcote, but also Birkenhead from 1906 and, later, parts of Glenfield. In 1952 it was taken over the Auckland Gas Company, with all the North Shore's gas requirements supplied from Devonport and later Takapuna. The wharf is all that remains now of the gas works. The former Manager's house is located in Council Terrace.

Places that represent this theme include:

Gas Company wharf remains, Little Shoal Bay

Birkenhead and Northcote Gas Company Manager's house, possibly 2 or 9 Council Terrace.

Theme 3 Building the City

3.1 Subdivision of Land

A summary of the subdivision of land in the Northcote and Birkenhead area is shown on the following series of maps. By 1880 most of Northcote Point had been subdivided for residential sites. The population in Northcote increased steadily to 2400 in 1925, but there was little further increase until 1945, when land endowed to the Hospital Board and Catholic Church became available for development. The 1928 Survey Map shows that in parts of Northcote beyond the Point land still remained in larger farm allotments. Many of these areas were not subdivided until after the opening of the Auckland Harbour Bridge.

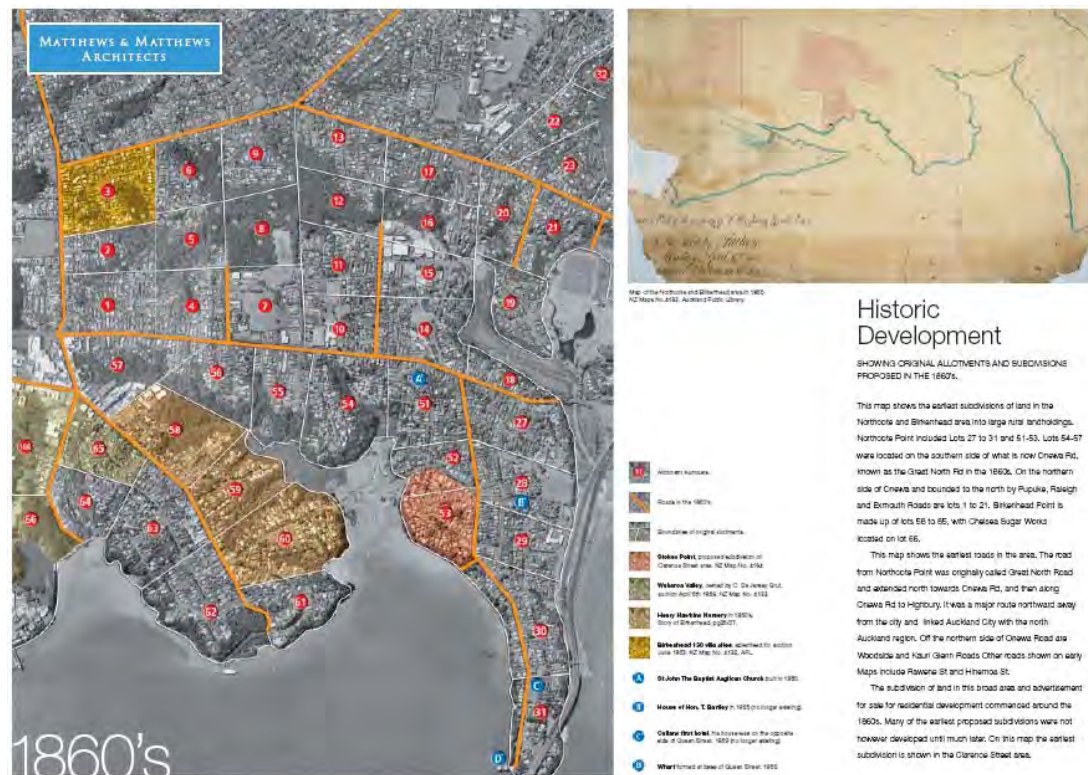


Fig. 14. Summary map showing the original large allotments in Northcote and Birkenhead and the very few residential subdivisions proposed in the 1860s. Map taken from *Northcote Historic Residential Neighbourhoods Character Heritage Study*, 2005.

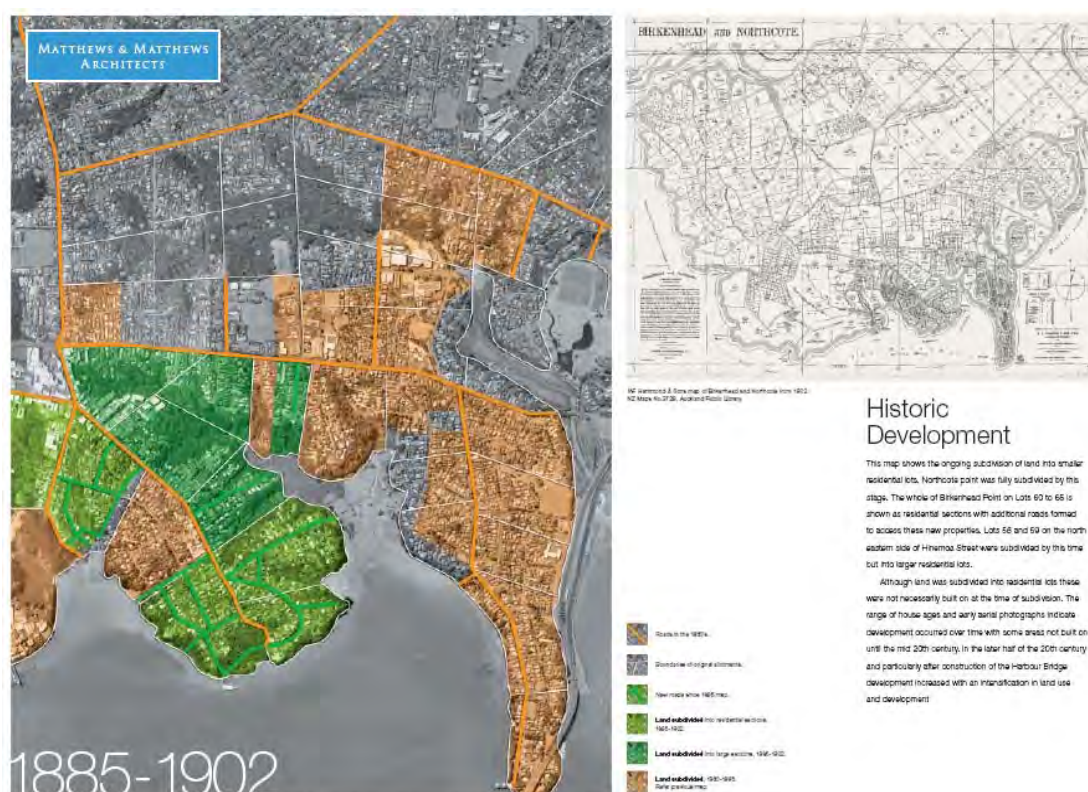
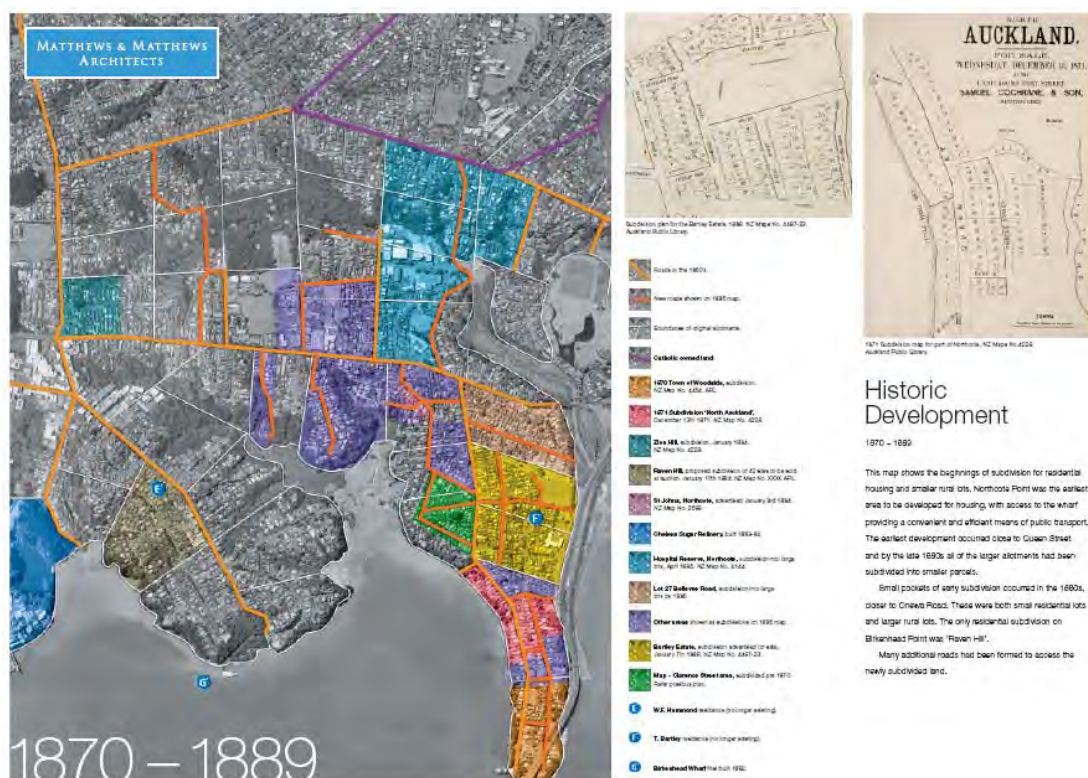




Fig. 17. Summary map showing the extent of residential subdivisions in Northcote and Birkenhead by 1928 based on the survey map. *Northcote Historic Residential Neighbourhoods Character Heritage Study*, 2005.

Places that represent this theme include:

A large number of late 19th and early 20th century houses on Northcote Point and Birkenhead Points are scheduled in the district plan. In addition, historic housing and the pattern of urban development related to this period has been included in the Residential 3 zone.

3.2. Commercial Architecture

As the main road north from the Northcote Wharf, Queen Street is where most of the early commercial and public buildings in Northcote are clustered. These include the 1889 Northcote Tavern as well as a number of late 19th and early 20th century shops.

In the early 1900s the Ormrod shops (1911) were built at the intersection of Queen Street and Stafford Roads. The Borough Council Chambers (1912) were built at the corner of Queen Street and Rodney Road, and the Masonic Lodge was built in Rodney Road the same year. The Clarence Road Police station was built in 1913.

In 1927 the Bridgeway Theatre and Waitemata Bus Depot was built and the new Post Office opened in 1929.

Places that represent this theme include:

26 Queen Street	Former Shops	
37 Queen Street	Northcote Tavern	1889
55 Queen Street	Former Shop/House	
120-128 Queen Street	Bridgeway Theatre and shops	1927
130 Queen Street	Former shop for Hilditch	1902
Ormrod shops	Corner of Queen Street and Stafford Roads	1911
141-143 Queen Street	Shops designed by architect Peter Middleton	1951

3.3. Residential Architecture

Subdivisions of the larger rural allotments for residential subdivision in Northcote began around the 1860s and steadily progressed during the period 1870 to 1910 (refer to summary maps Figures 14-17). Northcote retains significant numbers of early housing types, predominantly villas as well as bungalows.

A small number of houses are associated with early farming in Northcote. An example is the house at 18 Raleigh Road in Northcote. It is a Victorian farmhouse in villa style and thought to be the house of Captain Slattery. The house at 55 Ocean View Road may also be an early farmhouse.



Fig. 18. Early farm residence at 18 Raleigh Road, Northcote. Photo Matthews & Matthews Architects Ltd, 2010.



Fig 19. View of Northcote Point from northeast 5 November 1947. North Shore City Archives, AL10463.



Fig. 20. Aerial photo of the northern part of Northcote Point, c.1950. Sir George Grey Special Collections, Auckland City Libraries, AHB 110.

Sites that fronted Sulphur Beach contained holiday, 'bach' type dwellings, but this part of Northcote was significantly changed with the construction of the Harbour Bridge and motorways and is now predominantly characterised by more recent housing.

Small groups of state houses were built in Northcote between Onewa Road and Belle Vue Avenue around the 1950s. In the 1960s a "Parade of Houses" was constructed on Tonar Street, extending in a strip from the junction with Lake Road eastwards. Eighteen houses were featured - all variations of low cost, single-level free-standing houses set on full sections. As well as these houses, which were privately built, the area between Lake Road and College Road was developed by the Housing Construction Division as a new state housing area. Here both free-standing and medium density housing was constructed, and the concentration of a variety of housing types served to promote state housing and medium density housing in the Northcote area.³⁸



Fig. 21 [left]. 'Star-block' state houses in Lake Road.



Fig. 22 [right]. Semi-detached state houses in Lake Road. Photos Matthews & Matthews Architects Ltd, 2010.

With the introduction of the first District Town Planning scheme for Northcote in the mid-1950s higher density housing was envisaged to replace older housing stock. Development based on overseas models was to include apartment buildings set in open park-like grounds. High-rise buildings were permitted along the central spine of Northcote Point, with low-rise buildings on the outer slopes.

³⁸ Information supplied by Christine Chong, Principal Planner, Housing New Zealand Corporation.

At 67 Princes Street a three-storey apartment block is the only part built of a planned development named Princes Park, which was to include two 12- and 14-storey towers. A four-level apartment building was built in Bruce Street around a similar time.

As a result of objections, the Town and Country Planning Appeal Board ruled in 1969 that high-rise apartments should be a conditional rather than predominant use. Due to concern about old houses and empty shops on very small lots, studies of the existing housing were undertaken, and ways of encouraging redevelopment were investigated.³⁹

The review of the District Scheme in 1974 saw a change in approach with support for retaining the historic character of the area.⁴⁰ Developers at the time were busy converting some of the early shops into residential units, including those at 43 Queen Street.

A number of important builders and building firms in Northcote are associated with notable buildings. Hall and Broady constructed a number of buildings in Northcote, including a house at 119 Queen Street, a house at 85 Queen Street, as well as the Onewa Picturedrome / Bridgeway Theatre. They also added verandas to a house at 119 Queen Street and made furniture for St Aidan's Presbyterian Church.



Fig. 23 [left]. Apartment building in Bruce Street

Fig. 24 [right]. 67 Princes Street at right, designed under planning controls in the 1960s, which encouraged high-rise development. Photos Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

28 Church Street	Late Victorian Villa
30 Church Street	Transitional villa
4 Clarence Road	Late Victorian Villa
6 Clarence Road	Edwardian corner bay villa
7 Clarence Road	c 1908 transitional villa
19 Clarence Road	Victorian Bay villa
25 Clarence Road	Late Victorian-Edwardian villa
2/59 Gladstone Road	Victorian flat fronted villa
2 Milton Road	c 1903 villa
17 Onewa Road	Late Victorian double gabled cottage
95 Onewa Road	Presbyterian Manse 1904-5
7 Princes Street	Late Victorian villa
25 Princes Street	Late Victorian villa
27 Princes Street	Late Victorian villa
48 Princes Street	Late Victorian or Edwardian 2-storeyed villa
49 Princes Street	Edwardian bay villa
51 Princes Street	1922 Californian Bungalow
55 Princes Street	Victorian Bay villa
61 Princes Street	2-storeyed Late Victorian or Edwardian villa
1 Queen Street	Former Trounsen House 1904

³⁹ Report by Auckland Regional Planning Authority for Northcote Borough Council in 1970, copy at NSCC Archives. See also *Sunday Herald* 17 November 1974.

⁴⁰ Report by Auckland Regional Planning Authority for Northcote Borough Council in 1970.

9 Queen Street	Late Victorian Villa
15 Queen Street	Two storeyed Californian bungalow 1923-4
17 Queen Street	1922 Bungalow
18 Queen Street	Late Victorian villa c.1885, Captain Slattery
43 - 45 Queen Street	2-storeyed combined shops/dwellings 1926-27
46 Queen Street	Victorian bay cottage
50 Queen Street	Flat fronted Victorian cottage
59 Queen Street	Duder house 1966
65 Queen Street	Victorian Bay villa
69 Queen Street	Victorian Bay villa
71 Queen Street	Late Victorian flat fronted villa
72 Queen Street	Late Victorian- Edwardian villa with shop
79 Queen Street	Transitional villa
85 Queen Street	Late Victorian Edwardian cottage c 1902
87 Queen Street	Victorian/Edwardian square fronted villa
89 Queen Street	Edwardian villa
90 Queen Street	Late Victorian or Edwardian Bay villa
94 Queen Street	Late Victorian or Edwardian Bay villa
96 Queen Street	Edwardian brick villa
95-97 Queen Street	Late Victorian or Edwardian villa
102 Queen Street	Villa
109 Queen Street	Edwardian bay villa
119 Queen Street	Northcote Senior Citizens
131 Queen Street	Late Victorian or Edwardian villa
133 Queen Street	Late Victorian or Edwardian villa
138 Queen Street	House
144 Queen Street	House
149 Queen Street	Latch house 1953
208 Queen Street	1890-1902 Transitional villa
18 Raleigh Road	Victorian farmhouse
6 Richmond Avenue	Square-fronted villa
8 Richmond Avenue	1930 house designed by Grierson Aimer & Draffin
10 Richmond Avenue	Square fronted late Victorian/Edwardian villa
37 Richmond Avenue	Late Victorian or Edwardian corner bay villa
38 Richmond Avenue	Edwardian villa 1907
39 Richmond Avenue	Late Victorian or Edwardian villa
7 Rodney Road	Colonial cottage
12 Rodney Road	Victorian flat-fronted or square villa.
10 Stafford Road	Edwardian styled villa
6 Vincent Road	Flat fronted or square villa
11 Vincent Road	Late Victorian or Edwardian double-bay villa.
12 Vincent Road	Late Victorian or Edwardian bay villa
18 Vincent Road	Transitional villa
6 Waimana Road	Late Victorian or Edwardian villa
29 Waimana Avenue	Transitional villa
103 College Road	House for Mill Hill Fathers, Hato Petera College
7, 7a, 9 and 9a Cobblestone Lane	Houses



Fig. 25 [left]. Latch House 149 Queen Street.

Fig. 26 [right]. Duder House, 59 Queen Street. Photos Matthews & Matthews Architects Ltd, 2010.



Fig. 27. Houses at 7, 7a, 9 and 9a Cobblestone Lane, designed as a group by architect Ian Burrows. Photo Matthews & Matthews Architects Ltd, 2010.

3.4. Public Spaces

Northcote has a number of areas of well-established regenerating native bush including Stancich Reserve, Smith's Bush and smaller pockets such as that in Cobblestone Lane, and close to Stanaway Road.

Places that represent this theme include:

AF Thomas Park
 Onepoto Domain ⁴¹
 Tuff Crater Reserve
 Smith's Bush Scenic Reserve 1942 ['Mackay's puriri bush']
 Onewa Domain 1942
 Stafford Park 1928 ⁴²
 Stancich Reserve
 Raleigh Road Reserve
 Jean Sampson Reserve
 Monarch Park
 Rotary Reserve



Fig. 28 [left]. Sign at Stafford Park in Northcote.



Fig. 29 [right]. Sign for Tuff Crater, Northcote. Photos Matthews & Matthews Architects Ltd, 2010.

⁴¹ *A History of Northcote*, p. 41.

⁴² *Northcote Golden Jubilee*, p. 7.

Theme 4 Work

4.1. Farming

In the Northcote area training Maori to be farmers was one of the goals of Catholic schooling at Awataha. This goal was however restricted by the lack of Maori access to funds to buy or even lease local land. Working for others rather than for themselves was the only option for Patuone's kainga, given their relatively small settlement around what is now the Esmonde Road area. Those at Awataha could grow strawberries and other crops on the extensive Catholic Church owned land.⁴³

When Pakeha farmers started to work their newly surveyed 40 to 80 acre plots, self-sufficiency was the immediate aim. In 1849, both Patrick Heath and P McLaren were pasturing cattle in the Stokes Point area, which from 1880 was renamed Northcote. There would also have been pigs and poultry for the farm's bacon, ham and eggs.⁴⁴

Much of the work on the land in 19th century North Shore was hard and labour intensive. From at least 1844 wheat, maize corn and barley were grown, in part as fodder for horses and cattle. Local farmers also milled grains for their own flour. Potatoes were grown, and growers soon noted from previous Maori occupations that kumara would also grow here. Horses were used both as means of transport and for working the land, although bullocks would also later be used. It wasn't until the early 20th century that farmers introduced mechanical reapers and binders.⁴⁵

Although not offering an immediate crop, fruit trees soon became a vital part of agriculture, and some commercial horticulture in various parts of the North Shore was evident from the 1860s. In 1879, it was noted that 'the near settlement of Stokes Point, as the place is now called, has an air of pleasant repose over it: its fields and orchards, moreover, add grace and beauty to interesting pictures of industry. We may add that early strawberries, peas, and cucumbers are sent into the city by the growers of this district'.⁴⁶

The clay soil types predominant on the North Shore were not suitable for large-scale dairying. However, a downturn in the fruit market in Auckland in the 1890s led orchardists all over the area to grass at least part of their orchards, and turn to dairying. This was risky as transport links to the ferries were weaker the further out one farmed, at least until the 1920's. In the late 19th century the first cream separator arrived, enabling the establishment of a more extensive dairy industry on the North Shore. Smallholdings in Northcote, Takapuna, Glenfield and Crown Hill produced town milk supplies. Larger farms north of Glenfield were more likely to be cream producers.⁴⁷

In 1913 the Takapuna Dairy Company was incorporated, selling milk produced by local farmers, who had previously sold directly to local customers. Most North Shore milk providers continued to sell to their local customers directly, or to independent sellers until 1934 when the Auckland Metropolitan Milk Council took over the inspection, distribution and vending of milk in the four North Shore boroughs. From 1946 the North Shore became part of the Auckland Milk District until the abolition of milk boards in 1968.⁴⁸

The first strawberries in New Zealand were grown in the 1860's near Lake Pupuke by Frederick Whittaker, who later became Premier and was knighted for his services to New Zealand. The first commercial scale strawberry growing was by William McFetridge in the Sunnybrae Road area. McFetridge had arrived in Auckland in 1863, and was both a dairy farmer and horticulturalist, exhibiting at agricultural and horticultural shows. By 1879 the Northcote area was renowned for its orchards, strawberries, peas and cucumbers. Apple orchardists in the Birkenhead area soon followed their Northcote neighbours in diversifying their crops to include the growing of strawberries, particularly Robert Wilson and William Thompson.⁴⁹

⁴³ Verran, p.32.

⁴⁴ Ibid, p.33.

⁴⁵ Ibid, p.45.

⁴⁶ *Brett's Auckland Almanac*, 1879, p. 113.

⁴⁷ Verran, p.39.

⁴⁸ Ibid, p.43.

⁴⁹ Ibid, p.45.

The Northcote Point Heritage Walk notes there were strawberry gardens in the Belle Vue Avenue area, but most of Northcote Point had been subdivided for residential development by 1880.

The Birkenhead and Northcote Fruitgrowers' Association was formed in 1886, and by 1888 was holding annual shows displaying locally grown produce. By 1900 there were around 40 distinct strawberry farms in the Northcote area alone. James Mackay recalls standing at the top of Ocean View Road and gazing out at the extensive strawberry farms in the Northcote area, noting the wafting smell from the ripening fruit.⁵⁰

Places that represent this theme include:

House	18 Raleigh Road, Northcote
House	55 Ocean View Road

4.2. Industry

Early industries in Northcote included Philip Callan's brick works on the southern end of Sulphur Beach, which operated from 1845 until about 1860. Another early industrial endeavour in Northcote was the Auckland Chemical Works at Stokes Point, established in 1878 with a 350-foot long wharf to process sulphur mined on Whale Island in the Bay of Plenty.⁵¹

Clarke's Soap and Candle Works was established in 1848 selling products through Brown & Campbell of Auckland.⁵² Advertisements for Clark's Soap and Candles indicate that they had a factory at Sulphur Beach in 1848.⁵³ No structures remain from these industrial activities.

While kauri gum was an export commodity, gum digging was carried out in Northcote as in other parts of the North Shore. In 1873 a Mr Howard sought to establish a varnish factory near Callan's Point on the North Shore, but despite some success with making varnish, the factory never eventuated.⁵⁴



Fig. 30. View from Northcote Point to Sulphur Bay showing premises of Bailey & Lowe boat builders, 4 July 1914. Sir George Grey Special Collections, Auckland City Libraries, W-231.

Shipbuilding was an essential industry for the sea-bound colony and shipyards developed in bays around Waitemata Harbour, especially those close to the city. Sulphur Beach provided an alternative locale for

⁵⁰ Verran, p.45.

⁵¹ *North Otago Times*, 8 April 1878, p.4.

⁵² *Northcote Borough: Golden Jubilee 1908-1958*, Auckland, 1958, p.5.

⁵³ J Christmas, *A History of Northcote*, p. 13.

⁵⁴ *Southern Cross*, 7 August 1873, p.2 & 27 August 1873, p.3.

the boat builders outside of the Devonport waterfront.⁵⁵ In 1925 Bailey and Lowe, Lidgard Brothers and James Reid were all operating boatbuilding enterprises at Sulphur Beach. On the other side of the peninsula at Hall's Beach was Brown and Sons, which had a big hauling out winch, evidence of which can still be seen today.

Hall's Beach was named after Peter Hall who bought several acres adjacent to the beach in the 1870s. Land in this area was bought by the Fraser family in 1900. Boat builders operated to the south of Hall's Beach from about 1911 until the 1960s. Evidence of the early hauling out rails remain, together with a boat shed.

Prior to the development of the first town planning scheme for Northcote, light industries would have been spread throughout the area, located close to transport routes. With the introduction of the first scheme in the mid-1950s, however, land for industrial use was zoned.

From the 1960s the Wairau Valley was developed as the main light industrial and distribution area on the North Shore. However, other small areas were set aside for commercial and industrial uses. An example in Northcote is Kawana Street, where the former Collins Bros, offices and factory-warehouses, designed by architects Beatson Rix Trot Carter & Co. in 1964 are located.⁵⁶ It was one of the largest buildings in Northcote at the time it was built.⁵⁷



Fig. 31 [left]. The former Collins Bros. Factory and Offices, now Sealy NZ Ltd at the corner of Kawana Street and Lake Road.

Fig. 32 [right]. View of other light industrial and commercial buildings in Kawana Street. Photos Matthews & Matthews Architects Ltd. 2010.

Places that represent this theme include:

Boat shed and remains of the hauling-out rails at Hall's Beach
Sealy New Zealand Ltd 24-30 Lake Road Northcote.

4.3 Commerce

The steam ferry service to Northcote was running by 1873 and Northcote Wharf was built in 1875. Thereafter Northcote Point became the centre of the surrounding community. In 1874 John Groat Denby established the first store close to the wharf, and Stokes Point Post office opened there on 1 March of that year. As the main thoroughfare linking the wharf to adjacent areas, Queen Street contained a number of modest commercial buildings, which still remain.

The site of the Northcote Hotel was purchased by settler Phillip Callan, who opened the first hotel on this site in 1859 in a small brick building known as the Ferry Hotel. The first hotel was demolished in 1882, and the existing substantial building constructed.

⁵⁵ Verran, p.96.

⁵⁶ New Zealand Tender Gazette 28/1/1964. New Zealand

⁵⁷ Colin Couch, interview with J Matthews, 2010.



Fig. 33. Queen Street Northcote, looking towards Northcote Point. Alexander Turnbull Library, Wellington, 1/2-001702-G.

Another early Northcote shop was built between 1907-1914 for Thomas Hilditch at 130 Queen Street. As in other parts of Auckland many of Northcote's early shops were built as additions to houses and were typically modest, single level timber structures. At 60 Queen Street is a villa with shop attached. This was the home of Edith and Henry Lepper, who ran the post and telephone office, lending library, stationers and haberdashery from here, after their earlier house close to the wharf burned down in 1902. The purpose-built Post Office on the corner of Bartley Street opened in 1929.⁵⁸



Fig. 34. 130 Queen Street



Fig. 35. 60 Queen Street. Photos Matthews & Matthews Architects Ltd, 2010.



Fig. 36 [left]. 55 Queen Street, corner of Duke Street.



Fig. 37 [right]. 43-45 Queen Street. Photo Matthews & Matthews Architects Ltd, 2010.

⁵⁸ *Northcote Heritage Walk.*



Fig. 38 [left]. Ormrod's Shop at the corner of Queen Street and Stafford Road.



Fig. 39 [right]. Shops at 143B Queen Street designed by Peter Middleton for Salthill and Slater, 1951. Photos Matthews & Matthews Architects Ltd, 2010.

The two storied timber building on the corner of Queen and Duke Streets was built as a bakery and shop around 1900.⁵⁹ Built right up to the street boundaries, it defines this corner (Figure 36). Two storied brick shops and dwellings were built at 43-45 Queen Street in 1926-7 designed by architects John Farrell Son and Glover.⁶⁰ A former billiard saloon at 45-49 Queen Street is adjacent. In 1911, William Henry Ormrod purchased the site on the corner of Stafford Road and Queen Street,⁶¹ where he operated a grocer's shop. Shops in the block adjacent at 143B Queen Street were designed by architect Peter Middleton.⁶²

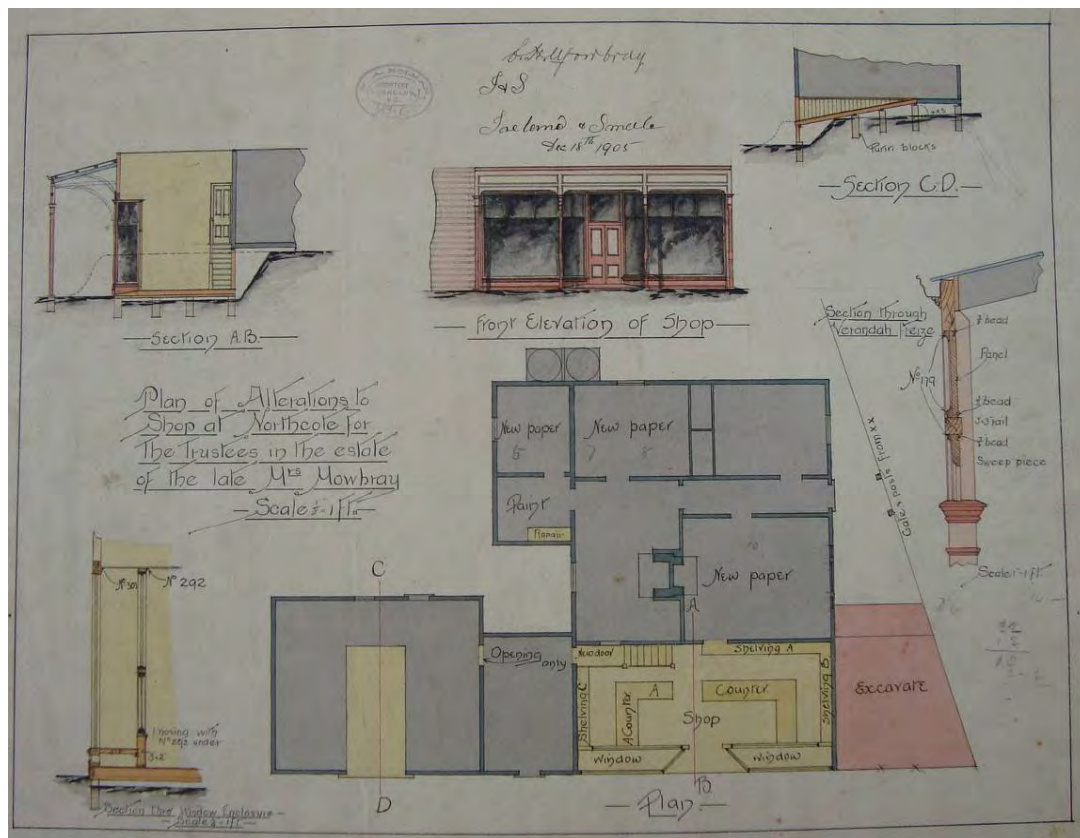


Fig. 40. Drawings for alterations to a shop for the estate of the late Mrs Mowbray, Northcote. Auckland Architecture Archive.

⁵⁹ Item No. 72, North Shore City Council Heritage Inventory.

⁶⁰ Item No. 159, North Shore City Council Heritage Inventory.

⁶¹ NA178/164, LINZ records.

⁶² Drawings at the Auckland Architecture Archive.

Architectural drawings for additions to the premises of the late Mrs Mowbray, show a modest shop built at the street edge in front of a house (Fig. 40). This shop was on the corner of Vincent Road and Queen Street, directly opposite the Methodist Church. The 1911 census shows it as Ormrod's Grocery Store. In the 1940s it was used by the Northcote Scouts. It was later used as a workshop by a local electrician, Mervyn Jillings.⁶³ It has since been replaced by a brick house.

With the growth of population further shops and community facilities were built at the intersections of Queen and Bartley Streets, as well as at the corner of Stafford Road. The Onewa Picturedrome (now the Bridgeway Theatre) was built as a dance hall and picture theatre in 1927 on the corner of Clarence and Queen Streets. In 1929 a purpose built post office was constructed opposite, on the corner of Queen and Bartley Streets, and it survives today as a restaurant.⁶⁴



Fig. 41. View down Queen Street, toward the Northcote Hotel, around 1910s. Alexander Turnbull Library, Wellington, New Zealand, 1/2-001704-G. The two-storey building at left (55 Queen Street) remains on the corner of Duke Street but it no longer has a veranda.

The first District Town Planning scheme for Northcote, introduced in the mid-1950s, included zoning for a new shopping centre between Lake Road and College Road, along with new residential sections in the area to the north of the established residential suburb.⁶⁵ The opening of the Auckland Harbour Bridge also had an effect, with Northcote Point suffering from the redirection of traffic. Queen Street, formerly the most important road in the district with all the shops, council offices, post office and houses, consequently became a side street.

Northcote Shopping Centre was the first municipally owned shopping and community centre in New Zealand. It was built on 11 acres of land purchased by Northcote Borough Council in 1956. The shopping centre officially opened on Friday 19 June 1959. The site was on land contained within Church and Hospital Board endowments. Release of these endowments in the 1950s accelerated development in this part of Northcote.⁶⁶

⁶³ Information supplied by Peter Aspden, email to Jane Matthews, 21 October 2010.

⁶⁴ Items No. 76 (Bridgeway Theatre) & No.75 (Former Post Office), North Shore City Council Heritage Inventory.

⁶⁵ 'First District Town Planning Scheme for Northcote', North Shore City Archives.

⁶⁶ Northcote Borough Golden Jubilee, page 26-27



Fig. 42. Drawing dated 1958 made for Northcote Town Clerk Gordon Kilham showing the proposed design for the Northcote Shopping Centre on the corner of Lake and College Roads, Northcote in 1958. Houses surrounding the site have been added. North Shore City Libraries, N0117012.

Places that represent this theme include:

26 Queen Street	Former Shops	
37 Queen Street	Northcote Tavern	1889
55 Queen Street	Former Shop/House	
60 Queen Street	Former Post Office/ Lepper House	1902
115 Queen Street	Former Post Office	1929
120-128 Queen Street	Bridgeway Theatre and shops	1927
130 Queen Street	Former shop for Hilditch	1902
Ormrod shops (1911) at the intersection of Queen Street and Stafford Roads.		
Shops adjacent at 141-143 Queen Street		
Northcote Shopping Centre		1959

4.4 Tourism

The first licensed premises in the Northcote area were run by John O'Brien, who bought Allotment 19 in 1843, on the banks of the Onepoto Stream. His publican's licence covered two sleeping rooms and noted that the proprietor owned a boat.⁶⁷



Fig. 43. Northcote Hotel in the 1890s. Sir George Grey Special Collections, Auckland City Libraries, A611.

⁶⁷ Birkenhead M. Fisher p.15

The Northcote Hotel is one of the most substantial and significant buildings in the area. The site was purchased by settler Phillip Callan, who opened the first hotel on this site in 1859, in a small brick building known as the Ferry Hotel. It would have been a convenient place to stay, located close to the wharf and on the main road north of Auckland. The current hotel was built in 1882.

Northcote became a popular seaside resort. Day trippers were regarded as such a nuisance by 1899 that the County asked to have a 'constable stationed at Northcote Point'.⁶⁸ On Sulphur Beach, holiday cottages were built and a camping ground with large white tents was located on Stafford Park. Some of the baches can still be seen on the original waterfront lane, adjacent to the motorway. It was a popular holiday destination for strawberry picking, picnicking, swimming and boating.

The Poenamo Motor Inn was a new development for Northcote, designed by George Tole in 1964.⁶⁹ In 1970, with a lease secured from the Auckland Harbour Board, the Fisherman's Wharf restaurant was built above the stonework of the old wharf.⁷⁰ Designed by architects Lewis Walker, Glossop and Co. it was developed by restaurateur Bob Sell and opened in 1971.⁷¹

Places that represent this theme include:

37 Queen Street	Northcote Tavern	1889
120-128 Queen Street	Bridgeway Theatre and shops	1927
Poenamo Motor Inn		
Former Fisherman's Wharf restaurant		



Fig. 44. Former Fisherman's Wharf Restaurant, now The Wharf. Photo Matthews & Matthews Architects Ltd, 2010.

⁶⁸ Waitemata County Council Minutes (ACCN 201/90, 7.8.1899)

⁶⁹ NZ Index Cards, Sheppard Collection, Architecture Library, University of Auckland.

⁷⁰ Item No. 82 Category A, North Shore City Council Heritage Inventory.

⁷¹ *Northcote Point Heritage Walk Brochure*, item 13.

Theme 5 Government

5.1 Local Government

In 1849 Stokes Point was included in the Hundred of Pupuke, which encompassed the area from Hellyer's Creek to Mairangi Bay, and down to North Head. Holders of Crown Grants, soldier pensioners enrolled for service in New Zealand, and persons paying licence fees to the Waste Lands Office for the running of cattle on waste lands were eligible to elect wardens.

Cooper, Hawkins and Heath were elected Wardens for Stokes Point. From 1856 to 1866, the Auckland Provincial Government administered the roads, and the Northern Division, which included the North Shore area, had initially four out of the 24 representatives on the Provincial Council.⁷²

On 12 March 1864, the Provincial Government established a North Shore Highway District. The Board did not formally commence work until 1868, and covered the area now known as Northcote, Birkenhead, most of Glenfield and Albany.⁷³ The Waitemata County, formed in 1876, gradually took over control from the North Shore road boards.

Northcote became a borough in 1908 with a population of around 1,500. To celebrate the new Borough status Northcote Point, which up until this time had been a defence reserve, was declared a Domain, and on 8 August 1908 there was a ceremony there to present the New Zealand Ensign to the Council. A 75ft flagstaff was erected and the ensign presented by Maori was hoisted.⁷⁴ A memorial totara tree was planted and named Tainui after the canoe, and Hapi-Ti-Pataka was a guest at the ceremony. A picket fence was later built around the totara, and the location subsequently mistaken as the grave of a Maori chief. The tree, and a landmark stand of pine trees on the Point were felled for the construction of the Harbour Bridge during the 1950s. The Flagstaff is thought to have been repositioned at this time to its present location adjacent to the Harbour Bridge.

The first Northcote Mayor was Alexander Bruce who had represented the area on the Waitemata County Council. The longest serving Mayor was Frank Pearn (1945-56), although long serving Mayors were not common in the Borough. As with the rest of the North Shore, the provision of fresh water, sewage and roading were major issues, but any attempts at amalgamation to better address them were soundly defeated.

The former Northcote Borough Council Chambers and Town Clerk's Office at 152 Queen Street, Northcote, was officially opened on 27 February 1912. The architect of the original building was WH Glover, and the builder was R Shepherd. Before the Auckland Harbour Bridge was built the old chambers were centrally situated on the roadway to the wharf and ferries. With the opening of the Harbour Bridge Rodney Road became a backwater, and the centre of the borough moved to the Northcote shopping centre. As the population greatly increased and with it the Council administration, the old Council Chambers became too small for the needs of the Borough.⁷⁵

By 1967 the Council's offices comprised three buildings, the old Council Chamber and Offices in Queen Street, the Northcote War Memorial building in Rodney Road, and a pre-fabricated building used as offices for the engineers' department.⁷⁶

⁷² Verran, p.119.

⁷³ Ibid, p.120.

⁷⁴ Item No. 88, North Shore City Council Heritage Inventory.

⁷⁵ Item No. 181, North Shore City Council Heritage Inventory.

⁷⁶ Ibid, containing reference to *Auckland Star*, 26 January 1967.



Fig. 45. The flagpole erected on Northcote Point to celebrate its new Borough status in 1908. Alexander Turnbull Library, Wellington, 1/2-000234-G.

The Council offices in Rodney Road were closed in 1967 when the Northcote Borough Council moved to Kilham Avenue. The former Chambers were altered in 1978 to convert the building for use as a branch library. There were also alterations in 1985 for conversion into a crèche. The building is presently leased by the Northcote Point Community Crèche.

The building at 2 Rodney Road was built as the Northcote War Memorial building containing a hall, library and reading room, and Plunket offices. It was designed by architects Thorpe Cutter Pickmere and Douglas, and opened in 1956.

The new Northcote Borough Council Chambers offices and library in Kilham Avenue opened in February 1967.⁷⁷ Kilham Avenue is named for Northcote Town Clerk Gordon Kilham. Shortly before amalgamation in 1989 another building was designed for the Borough Council in the Northcote Shopping Centre by architect Michael Bolt of the practice Crookes and Galway.⁷⁸ The building now houses the NorthArt Community Arts Centre, the Citizens' Advice Bureau and offices.

Local boroughs were amalgamated to form North Shore City in 1989. The main administrative offices and Council chambers are located in The Strand in Takapuna. In 2010 the North Shore was itself amalgamated into Auckland Council.

Places that represent this theme include:

R1 Queen Street	Northcote Point flagstaff 1908
152 Queen Street	Former Northcote Borough Council Chambers and Office 1912
2 Rodney Road	Northcote War Memorial Hall
6-10 Kilham Ave	Former Northcote Borough Council building

⁷⁷ North Shore Libraries have photographs of the exterior and interior of the former Council Chambers including N0101002 and N0101003.

⁷⁸ Information supplied by Colin Couch to Jane Matthews in 2010.



Fig. 46. The first Northcote Borough Council Chambers and offices at the corner of Rodney Road and Queen Street. North Shore Libraries. N0101001.



Fig. 47 [left]. Northcote War Memorial Hall.



Fig. 48 [right]. Former Northcote Borough Council building in Kilham Ave. Photos Matthews & Matthews Architects Ltd, 2010.



Fig. 49. Northcote Borough Council Building in Northcote Shopping Centre. Photo Matthews & Matthews Architects Ltd, 2010.

5.2 Defence



Fig 50 [left] & Fig. 51 [right]. Views of the Hillcrest Reserve and the memorial stone, commemorating the site of Camp Hillcrest. Photos Matthews & Matthews Architects Ltd, 2010.

During World War Two, there were numerous gun emplacements, observation sites and even United States Army camps in the North Shore area. Hillcrest Reserve in Hillcrest Avenue in Glenfield-Northcote is on the site of Camp Hillcrest. Until 1942 the area had been leased as a training ground for the home guard and then became a US Military Camp.⁷⁹ Soldiers at Camp Hillcrest included members of the 950th AAA Battalion and the 250th Searchlight Group. The camp extended to Holland Road on the north, Cobblestone Lane to the south, Hillcrest Avenue to the west and the McFetridge Farm to the east.

Places that represent this theme include:

Camp Hillcrest Reserve

5.3 Justice

The North Shore was policed from Auckland until 1869 when the first local policeman was appointed by the Flagstaff Highway Board.⁸⁰ In 1873 a special constable was appointed at Devonport to take over some of the duties of the existing policeman, including keeping the local pound and dealing with the rabbit nuisance on Mt Victoria.⁸¹

A police station was opened at 11 Clarence Street, Northcote, at the turn of the century and this was followed by one at 110 Hinemoa Street, Birkenhead, in 1905-6.⁸² The late 1960s national survey of the police department resulted in restructuring of the organisation, and the closure of many smaller stations.⁸³ In 1969 the Northcote police station was closed and responsibility for the area was given to the Birkenhead mobile patrol with afterhours cover provided by Takapuna.⁸⁴

Places that represent this theme include:

11 Clarence St, Northcote.

⁷⁹ Information on site signage panel in Hillcrest Reserve.

⁸⁰ *North Shore Times Advertiser*, 28 January 1975, p.17.

⁸¹ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 62nd Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.12.

⁸² *AJHR*, 1900, H-16, p.1 and 1906, H-16, p.8.

⁸³ Susan Butterworth, *More than Law and Order: Policing a Changing Society 1945-1992*, Dunedin, 2005, pp.132, 135, 136.

⁸⁴ *North Shore Times Advertiser*, 3 July 1969, p.3.



Fig. 52. Former policeman's house at 11 Clarence Street, Northcote. Photo Matthews & Matthews Architects Ltd, 2010.

5.4 Healthcare

Early Northcote was served by a very small number of medical practitioners. From about 1930 Dr Dudding established his surgery at 208 Queen Street, and continued to serve the community there for several decades, becoming a local institution. He was known for his role in recognising the poisoning of a woman leading to the conviction and execution of the woman's husband, Arthur Thomas Munn, in 1930.

Nurse Harding had a small nursing home, thought to be at 109 Onewa Road, not far from Dr Dudding's house on Northcote Point.⁸⁵ In the 1960s the house at 18 Raleigh Road was used a surgery by Dr M Tait.⁸⁶ 'The Gables' maternity home in Hinemoa Street was also used by Northcote residents.⁸⁷

Nutsey Avenue off Onewa Road is named after Nurse Emily Nutsey MBE (1887-1953). Nutsey trained as a nurse at Auckland Hospital. In 1915 she volunteered for war service as a staff nurse, and was one of the first contingent of 50 nurses to leave for the Middle East. She completed one tour on transport duty while based in Egypt, and spent a period in England. She was made an Associate of the Royal Red Cross in 1918 and was mentioned in dispatches for bravery.⁸⁸

After her return to New Zealand in 1919, Nutsey was a sister in the New Zealand Army Nursing Service and had experience in increasingly senior positions. In 1928 she became lady superintendent of Auckland Hospital, a position she held for 12 years.⁸⁹ The *Dictionary of New Zealand Biography* notes: 'As lady superintendent of the largest hospital in the country, Nutsey also contributed to nursing developments nationally. She was a member of the New Zealand Registered Nurses' Association, the

⁸⁵ Birkenhead Historical Society website, *Members stories: Early Days in Northcote 1936-1957* available at www.historicbirkenhead.com/membersstories.htm

⁸⁶ Information supplied by Colin Couch, 2010.

⁸⁷ Interview with Colin Couch, whose sister was born there in 1944.

⁸⁸ Deborah Dunsford, 'Nutsey, Emily May', *Dictionary of New Zealand Biography* available at www.teara.govt.nz

⁸⁹ Ibid.

Council of New Zealand Hospital Matrons, and the Nurses and Midwives Registration Board. Nutsey continued her links with army nursing as a member of the New Zealand Army Nursing Service, holding the rank of matron from 1934. She was one of 10 prominent nurses appointed MBEs in the 1937 coronation honours.⁹⁰

Nutsey volunteered for service again during the Second World War, supervising New Zealand's nursing operation from Egypt. She was honoured by the army with the award of the Efficiency Decoration, and in 1949 the Northcote Borough Council named Nutsey Avenue in her honour.⁹¹



Fig. 53. Nurse Harding's nursing home [?] at 109 Onewa Road. Photo Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

208 Queen Street	Former home of Dr Dudding
109 Onewa Road	Nurse Harding's nursing home ?
18 Raleigh Rd	Dr Tait's surgery

⁹⁰ Dunsford, 'Nutsey' biography.

⁹¹ Ibid.

Theme 6 Ways of Life

6.1 Religion

6.1.1 Anglican Church

In 1854, the only Anglicans identified on the North Shore were 15 families who were supporters of the Anglican church and school in Devonport. Previously services were held in private homes, sometimes by the early Bishops Selwyn and Patterson.⁹²

In 1853 one acre of land was given to Archbishop Selwyn as a site for an Anglican Church at Stokes Point (Northcote) to serve the spiritual needs of the North Shore. The ground was consecrated by Selwyn in 1859, and St John the Baptist Church dedicated on Sunday, 24 June 1860. The architect for the building, working under Selwyn's direction, was likely either Rev. Frederick Thatcher, Dr. Purchas or Reader Wood.



Fig. 54. Rev. Wilkes outside St John the Baptist Church around 1930. North Shore Libraries, N0114006.

Reverend Heywood from Holy Trinity in Devonport also ministered in Northcote, as did succeeding ministers from Holy Trinity until January 1882, when Reverend Frank George Evans became Vicar at St John's. In July 1881 the Church had gained a cemetery at the top of Pupuke Road and Birkenhead Avenue. Although the Church was based in Northcote, as at the time that is where the population was for the western parts of the North Shore, with the opening of the Chelsea Sugar Works in 1884 the population base began to shift.

In 1919, although there were two parochial districts on the North Shore, the sole administrative parish was based at the Church of the Holy Trinity in Devonport. Northcote Parochial District was based at St John the Baptist, and included All Saint's in Birkenhead and St Peter's in Birkdale. In 1959, parochial districts within the Archdeaconry included Birkenhead, East Coast Bays and Northcote. Northcote included St John the Baptist along with the Glenfield and Albany parishes.

⁹² Verran, p.228.



Fig. 55 [left]. St John the Baptist Church, 49 Church Road.



Fig. 56 [right]. The church hall. Photos Matthews & Matthews Architects Ltd, 2010.

6.1.2 Catholic Church

Until 1894, St Patrick's in the centre of Auckland served North Shore Catholics, but from 1902/03 Father Joseph Loughlin Ahern at Devonport included the Northcote area in his parish. From 1923 to 1928, Father Eugene O'Connor was the Takapuna assistant priest, and included the Birkenhead and Northcote area in his parish. There had been a church in the grounds of St Mary's College, Takapuna from at least 1869 and this church was part of the Puhoi Parish between 1880 and 1903. From 1903 to 1919 it was part of Devonport, before becoming a separate Parish based at St Joseph's.⁹³

From around 1905 local Catholics attended services at the rented Gladstone Hall in Northcote. In 1916, they finally bought the hall, and the surrounding 4.5 acres, for £500. In the 1930s the Presbytery was a rented house in nearby Fairfax Avenue, and the Fathers served a vast area including Puhoi.

The other important Catholic institution on Onewa Road originated in December 1933 with the establishment of the Dominican nuns and their parish school on the south side. Through all this period, the former Gladstone Hall was still being used as the local Catholic Church, but by the early 1960's the increasing population of the Birkenhead, Glenfield and Northcote area required the building of a new Catholic church.

A six-sided 85-feet diameter building was decided upon, with the 500 seats arranged in a semicircle to encourage a closer relationship with the priest. The church installed 16 mosaic panels designed by Auckland artist James Turkington, and made in Japan. The mosaic panels have since been removed from the church. The church was formally blessed by Archbishop Liston on 11 July 1962.⁹⁴ It was designed by Thorpe Cutter Pickmere Douglas & Partners, registered engineers and architects.⁹⁵ As well as Birkenhead, Northcote and Glenfield, it also became for a time the 'mother church' for Beach Haven, Albany and Hato Petera. The old hall was shifted back to become a parish hall, but has since been replaced by a new parish centre built to the north west of the church.

The Chapel at Hato Petera College at 103 College Road was built in 1956, to a design by architects Nyall Coleman.⁹⁶ Nyall Coleman Gibson and Associates also designed St Joseph's Church in Takapuna opened in 1966 and buildings at Rosmini College.

⁹³ Verran, pp.233, 234.

⁹⁴ Foundation stone at the church.

⁹⁵ Ibid.

⁹⁶ NZ Index Cards, Sheppard Collection, Architecture Library, University of Auckland



Fig. 57. De Paul House, 92-96 Onewa Road designed by architect George Tole and opened in 1933. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 58 [left]. St Mary's Catholic Church, 115 Onewa Road.



Fig. 59 [right]. Interior view. Photos Matthews & Matthews Architects Ltd, 2010.



Fig. 60. Chapel at Hato Petera College, College Road. Photo Matthews & Matthews Architects Ltd, 2010.

6.1.3 Methodist Church

The first Methodist services were held at Shoal Bay and North Head, and from 1855 were organised from the Pitt Street Church in Auckland. Some local Maori were Wesleyan, as a result of the active work of missionaries in various parts of New Zealand. The first Wesleyan baptisms were held in 1846. They were two babies of the Hunt and Nicholson families who were refugees from fighting in the Hokianga. The officiating ministers were rowed across the harbour on Saturday night and back on Monday morning.⁹⁷

The first resident Minister was Reverend George WJ Spence (1852-1917) who arrived in 1882 and ministered to the new North Shore Circuit of Northcote, Birkenhead and Takapuna, from the Devonport Church. In Northcote, the foundation stone for that Wesleyan Church had already been laid in January 1901, the land having been given by Thomas Buddle in 1887 or 1888. Robert Souster had started Wesleyan services in Northcote at his own home in 1892, moving to a small mission hall when that was constructed in November 1895. In 1898, the hall was moved to the current church site, and additional services also held in Glenfield, Albany and Birkdale.



Fig. 61. Northcote Methodist Church, 139 Queen Street. Photo Matthews & Matthews Architects Ltd, 2010.

6.1.4 Presbyterian Church

As with all the other denominations, the first Presbyterian services were held in private homes, before Reverend John Wallace was appointed to the North Shore on 18 March 1866. A Church was built in Church Street, Devonport in 1867, and the second in 1890. The current Church at the corner of Albert and Victoria Roads dates from 1916.⁹⁸

Anglicans, Methodists and Presbyterians all at different times used Menary's combined protestant church and school building on Northcote Road. There were regular services from 1892, with the Takapuna area served from Devonport. On 20 July 1902, the foundation stone for St George's Church, Takapuna was laid by the Governor Lord Ranfurly, while the current Takapuna building had its first service on 21 February 1965. There was also a Church and Church hall in Belmont from May 1910.

On 13 December 1914, Birkenhead became a separate Parish with opening of St Andrew's Church, in Mariposa Crescent off Hinemoa Street. Up until 1914, the Northcote Parish had included Birkenhead, Birkdale, Glenfield, Albany, Greenhithe and reached as far north as Dairy Flat. The Church was moved to its present site in December 1928.

⁹⁷ Verran, p.238.

⁹⁸ Ibid.

St Aidan's Church in Northcote started in the Gladstone Hall on Onewa Road in September 1888, with a new Church opening on 20 October 1889. That was replaced on 12 March 1932 by the present Church building.



Fig. 62. St Aidan's Presbyterian Church, 97 Onewa Road. Photo Matthews & Matthews Architects Ltd, 2010.

6.1.5 Other Denominations

Northcote Baptist Church commenced as a Sunday school in the home of Mr and Mrs Thompson, thought to be at 7 Hillcrest Avenue. In 1959 the church transferred to a new hall built a few sections away the same street, opposite the existing Simply Fresh retail store. The original hall was shifted to the present site at the corner of Sylvia Road and Eban Avenue in 1963. Additional land was acquired and a youth block to the south east of the hall built in 1967. The new church building, comprising an auditorium, lounge, additional youth and service rooms, was dedicated on 5 August 1973, and built to the design of Miller Houston.⁹⁹ It is currently proposed that the 1959 church hall be removed and a new development is planned for that part of the site. In 2010 members of the Northcote Baptist Church, including Chinese church members travelled to China to visit the area where Mr Thompson worked.¹⁰⁰



Fig. 63 [left]. Northcote Baptist Church, 1971 at 67 Eban Avenue.



Fig. 64 [right]. The first Baptist Hall remains at the rear at 10 Sylvia Road. Photos Matthews & Matthews Architects Ltd, 2010.

⁹⁹ NZ Index Cards at the Sheppard Collection, Architecture Library, University of Auckland. Information plaque inside the Baptist Church.

¹⁰⁰ Information supplied by Jane Gillcress to Jane Matthews, 4 February 2010.

Places that represent this theme include:

St John the Baptist Church and Hall	49 Church Street
St John the Baptist Parsonage [1885]	43 Church Street
St John the Baptist Parsonage [1929]	47 Church Street
Northcote Methodist Church	
Methodist Church Hall	Queen Street
St Aidan's Presbyterian Church	
St Vincent de Paul House	
Catholic Dominican Convent	Onewa Road
Hato Petra College	
Anglican Cemetery	Pupuke Road & Birkenhead Avenue (1881)
Catholic Cemetery	2 Glenfield Road
Catholic Church	Onewa Road 1962
Northcote Baptist Church	



Fig. 65 [left]. 1885 Parsonage associated with St John the Baptist Church

Fig. 66 [right]. 1929 parsonage. Photos Matthews & Matthews Architects Ltd, 2010.

6.2 Education

Church and school were inevitably linked on the North Shore in the mid-19th century, although there were also tutors teaching privately. In 1873, 14 years after the consecration of St John the Baptist Church, there was a petition by 13 residents asking for a local school for the 39 children living within 2 miles of the church. The Auckland Education Board then created a school district for the area extending to Hellyer's Creek, Birkdale and Lake Pupuke, but excluding Devonport. The local school opened in 1873 for the Shoal Bay School District, and was called the 'Vicarage School' as classes were run in the unoccupied Vicarage. The schools were run on a half-time basis, with the teacher Thomas Seaman shared with the Lake School in Takapuna, despite protests from those who wanted full time and separate schools.

In 1877 a separate Stokes Point School District was formed, with a full time schoolteacher. In mid 1878, land was part donated and part purchased, and at the end of that year a new building had been erected where Northcote College now stands, with a separate teacher's residence built in 1879. In 1905, a new building for infants was built.

The growing population in the area led to the purchase of a new site for the school, at the corner of Onewa Road and Kauri Glen Road, from the Auckland Hospital Board estate. By 1917, Northcote had 550 pupils, with Birkenhead another 90. The new building was completed in 1918, with the infant block at the old site being used for manual training rooms from 1919.

In 1925, Northcote became a junior high school, for Standards Five and Six. It drew pupils from Northcote, Birkenhead, Birkdale, Glenfield and Albany. Northcote District High School dates from 1931, but Standards Five and Six were still being taught at Birkenhead in 1934. In 1936, the secondary school roll at Northcote was 100, but by 1946 it was 300, a sign of the local growth in population. From 1947 Northcote College became a full post-primary secondary school.



Fig. 67. Early school buildings (which no longer remain) at Northcote Primary School, corner of Onewa and Lake Road, Northcote, 1938 showing the first Headmaster, Roy Kelly, standing in front of the Infant Department building. North Shore City Libraries, N0105002.

St Mary's Convent School opened in 1933 with some 80 pupils; more classrooms were added in 1953 and 1964. The school was staffed by sisters from the Dominican order. St Dominic's College opened in 1953 with 60 girl pupils, and was also staffed by the Sisters of St Dominic. By 1967, it had 150 pupils.

The current Northcote District High School's Secondary & Intermediate Blocks were designed as part of a 1937 school replacement scheme prepared by the Auckland Education Board Architect, Alan B Miller. The new wooden secondary block was constructed in 1937-38 by the contractor Alfred Allen at a total cost of £7,108.9.6. It comprised four classrooms, an art room, commercial and sewing room, library, a science laboratory, and cloakrooms. The intermediate building, on the far corner of Onewa Road and Kauri Glen Road was constructed in 1943-44, again by Allen and his son Leslie. It consisted of six classrooms and teachers' rooms together with two classrooms that were added to the end of the new Secondary Department Block.



Fig. 68. Northbridge Kindergarten at 34 College Road, was designed in 1970 by architect TK Donner, Auckland City Architect, who designed the Parnell Baths.

The site of Hato Petera College was set aside by Bishop Cleary for development as a Catechist School to be conducted by the Mill Hill Fathers. Hato Petera was officially opened on Sunday, 3 June 1928 as an industrial school for Maori boys who had passed Standard VI or were past school age. It consisted of a chapel, sanctuary, reception hall, classroom, recreation room, dining room, scullery, laundry, kitchen, wash room, shower room and dormitory joined to an pre-existing two-storey house. The architect for the buildings was Joseph Osborne Owen of Messrs. Owen & Morgan.

The Catholic college continues to cater for students from all parts of New Zealand, as well as some who have come from Australia and even South Africa. It was a boys' college until 1994-95 when girls were admitted. It is open to students of all ethnicities and provides education within a framework of Catholic values and Maori culture. The Chapel was designed by Nyall Coleman architects in 1956.¹⁰¹ It contains a mural behind the altar by Para Matchitt, an Old Boy of the college. Tukutuku panels inside the chapel were donated by a marae at Otara.



Fig. 69 [left]. House built in 1905-6 for Mill Hill fathers.



Fig. 70 [right]. Buildings erected in 1928 as an industrial school for Maori boys. Photos Matthews & Matthews Architects Ltd, 2010.



Fig. 71 [left]. Hato Petera College Chapel.



Fig. 72 [right]. Marae. Photos Matthews & Matthews Architects Ltd, 2010.

Hato Petera kaumatua Pouro Kanara notes that the marae at Hato Petera is now the focal point for gatherings and ceremonies at the College. The building was adapted from the college recreation hall in 1987. The carvings on the porch were made by master carver Eric Korewha, an ex-student who trained at the Rotorua Carving Institute. Carvings inside the porch relate mostly to northern tribes from Auckland to Cape Reinga. The name of the wharenuī is Te Kamaka, based on the scripture where Jesus told Peter 'you shall be the rock on which I shall build my church'. The carved pole to the right was donated to the marae in 1987 by the people of Taumarunui, from whence many students have come.

Carvings inside the whare were made by former Hato Petera students. Many of these carvings tell stories of the canoes that migrated to New Zealand. The tukutuku panels were made by a group at Aronui Kokiri school, a Maori arts and craft school and cultural resource centre, which opened in Lovegrove Crescent, Otara in 1980.¹⁰²

¹⁰¹ Auckland Architecture Archive records for Northcote, id. 17.

¹⁰² Interview Jane Matthews with Pouro Kanara, Kaumatua at Hato Petera, 10 February 2010.

Places that represent this theme include:
None identified.



Fig. 74A [left]. New award winning lecture theatre complex at AUT campus in Akoranga Drive.
Fig. 74B [right]. interior view of lecture theatre. Photos Matthews & Matthews Architects Ltd, 2010.

6.3 The Arts

The North Art Community Arts Centre, currently located in the former Council-built building in Pearn Place, regularly features exhibitions and art classes.



Fig. 75. NorthArt Community Arts centre in Pearn Place. Photos Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

North Arts Community Centre Pearn Place.

6.4 Cinemas and Halls

The Onewa Picturedrome opened on 28 June 1927 in the EJ Fraser building complex in Northcote, which also accommodated three shops and the Waitemata Bus and Transport Company garages and workshops. Ernest John Fraser owned the bus company as well, and the theatre was used for dances. Fraser died in an accident on 26 July 1930, and in 1932 the cinema was taken over by Amalgamated Theatres and renamed 'Kings', and then the 'Palais'. It eventually closed in July 1947, lacking the solid population base necessary to support it. After substantial renovations and expansions, the cinema reopened on 13 November 1954 as the 'Bridgeway'. There was a special competition to name the cinema; much local media publicity and specially designated buses to and from Birkenhead, Sylvan Avenue and Hillcrest were put on for cinema-goers.¹⁰⁷

¹⁰⁷ Item No. 76, North Shore City Council Heritage Inventory.

Places that represent this theme include:

The Bridgeway Theatre 120-128 Queen Street 1927

6.5 Local Media

Two early newspapers on the North Shore were focused on Northcote. These were *The Northcote Athenaeum Meteor*, published from September 1905 to December 1915, and the *Northcote Advocate*, published from 3 July 1926 to 21 September 1929.¹⁰⁸

The *North Shore Times* began on 30 March 1949, and circulated in Devonport, Takapuna, Milford, East Coast Bays, Northcote, Birkenhead and Albany, initially as a three pence weekly. The first issue of the *North Shore Advertiser* was dated 4 May 1954. The *Advertiser* was a free, fortnightly paper, circulated at first in Bayswater, Belmont, Takapuna, Milford and Castor Bay. It was later expanded into the East Coast Bays and Devonport.

In June 1966, the two merged to become the *North Shore Times Advertiser*, and in March 2004 the *North Shore Times Advertiser* was renamed the *North Shore Times: your place, your paper*. It is still being published.

Places that represent this theme include:

None identified.

6.6 Sport

Many of the sports facilities in Northcote are located at Onewa Domain and AF Thomas Park. There are also playing fields at Stafford Park and former rugby league clubrooms.

Places that represent this theme include:

None identified.

6.7 Community Organisations and Facilities

Church halls, including Gladstone Hall, the hall at St John the Baptist and the Methodist Church Hall provided early community facilities in Northcote, as did the Northcote College Hall.¹⁰⁹ The Northcote War Memorial Hall included a library with a Reading Room to be used for lectures and community meetings. It also included a Plunket consulting room. After World War II the government matched local fund raising to encourage the construction of community facilities as functional war memorials, and the Northcote War Memorial Hall was opened in March 1956.

Buildings associated with community organisations in Northcote include the Masonic Lodge at 14 Rodney Road. Lodge Onewa was established 1911 and the lodge erected in 1912. The building continues to be used as a lodge and can also be hired.¹¹⁰

¹⁰⁸ Verran, p.264.

¹⁰⁹ Inventory Record Form No. 79 notes that fundraising for the war memorial hall was aided by Performances by the Onewa Players at the Northcote College Hall.

¹¹⁰ Northcote Point Heritage Walk. A history of Lodge Onewa is being written currently by Peter Aston.

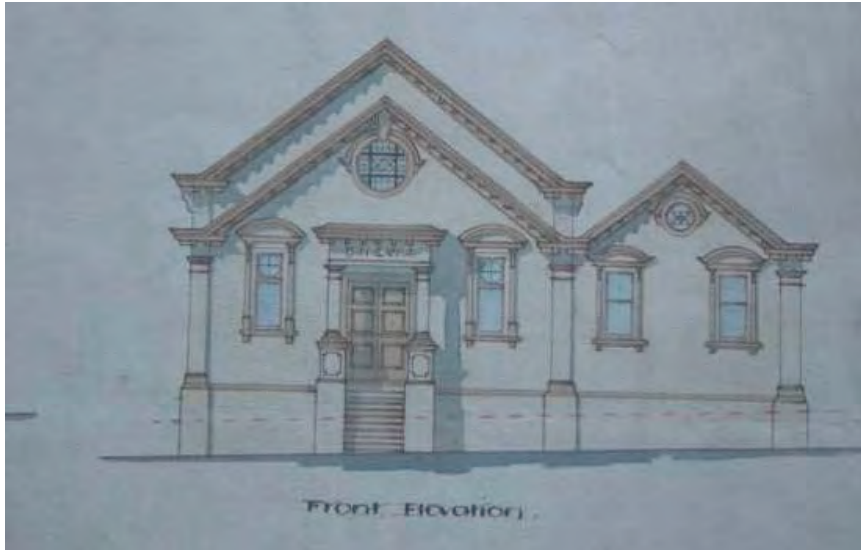


Fig. 76. Original drawings for the Masonic Hall show that it was designed with the hall to the right side. Drawings in the collection of Goode Couch and Christie Architects Ltd, now held by Matthews & Matthews Architects Ltd, Auckland.



Fig. 77. Masonic Lodge. Photos Matthews & Matthews Architects Ltd, 2010.

In 1910 the first Boy Scouts' Hall built in New Zealand was located on Northcote Point close to the Flagstaff. While it no longer exists, a later Northcote Scouts' hall is located in Stancich Reserve on Ocean View Road.

Other community organisations are located in the Northcote shopping centre, including the Northcote Rotary Club at 34 College Road, on the corner of Ernie May Street. The Northcote Plunket Offices are located in the Northcote Library building. The former IHC Centre in Tonar Street was designed by architect Noel Bierre in 1964, and is now used as the Northcote Preschool Education centre.¹¹¹

Northcote Community House-Onepoto Awhina is located in Pearn Crescent where it incorporates an early childhood education centre and provides services to support whanau, youth, aged and others in the Northcote community.

¹¹¹ NZ Index Cards Sheppard Collection Architecture Library, University of Auckland.



Fig. 78. Boy Scouts Hall, Stancich Reserve, Ocean View Road, Northcote. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 79. Northcote Rotary Club at the corner of Ernie May Street, at 34 College Road. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 80. The former IHC Centre in Tonar Street. Photo Matthews & Matthews Architects Ltd, 2010.

Between 1879 and 1919, public libraries could register under the Public Libraries Powers Act of 1875 to receive financial assistance from the Education Department. There were three such registered libraries on the North Shore. In July 1879 Major Benton enthusiastically advocated for a Northcote library, to be based at the local school, and eventually the Northcote Library's registration was filed on 16 December 1883. However, as with Takapuna, the library only received the government subsidy to 1887, and the library appears to have disappeared by 1899. It is unlikely that Waitemata County provided any funding after 1887, and it took Northcote Borough Council until 1956 before it created a library service.

The Northcote Library was housed in the Northcote War Memorial hall building in Rodney Road. The first Borough Council Building was altered to provide a branch library in 1978.¹¹² The new Northcote Borough Council Chambers offices and library in Kilham Avenue opened in February 1967. A separate

¹¹² Item No 181, North Shore City Council Heritage Inventory.

purpose-designed library was designed by architect David Mitchell of Hill Manning Mitchell in 1982.¹¹³ The building incorporates the Northcote Plunket office to the right of the main entrance.



Fig. 81 [left]. Northcote Library.

Fig. 82 [right]. Interior of Northcote Library. Photos Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

14 Rodney Road	Onewa Masonic Lodge
152 Queen Street	Former Northcote Borough Council Chambers and Office 1912
2 Rodney Road	Northcote War Memorial Hall
49 Church Street	St John the Baptist Church and Hall
Queen Street	Methodist Church Hall
Stancich Reserve	Scouts Hall
Tonar Street	Former IHC Centre
	Northcote Library

Former Northcote Borough Council building in Kilham Avenue built in 1967, which included the Northcote Library

Northcote Shopping Centre meeting place of the Rotary Club and Plunket

6.8 Remembering the Past and Preserving it for the Future

Many of Northcote's early settlers are buried in the Catholic Cemetery in Glenfield Road and the Birkenhead Cemetery. The life histories of people buried there reflect the development of the area.

The Northcote War Memorial is located at the corner of Lake Road and Onewa Road. The Northcote War Memorial shrine was officially unveiled on 14 February 1926 following fundraising by the Northcote Women's Progressive League. It forms an entranceway to the Northcote Primary School. The architects were Grierson, Aimer & Draffin.¹¹⁴

The Northcote War Memorial Hall opened in Rodney Road in 1959, designed by architects Thorpe, Cutter, Pickmere and Douglas. The roll of honour inside records the names of Northcote servicemen who died in both world wars.

Places that represent this theme include:

14 Rodney Road	Onewa Masonic Lodge	
2 Rodney Road	Northcote War Memorial Hall	1955-56
Onewa and Lake Road corner	War Memorial	1926

¹¹³ Photo from 1982 at North Shore Libraries, N0103022. BLOCK Architecture guide to works by Manning Mitchell/Mitchell & Stout.

¹¹⁴ Item No. 81, North Shore City Council Heritage Inventory.

Birkenhead

Theme 1 Land and People

1.1 Geology

Refer to discussion in Northcote chapter.

Places that represent this theme include:

None identified.

1.2 The People of the North Shore

The Mahurangi Purchase provided the means for Pakeha purchase of the land. This purchase by the Crown of land, which included the area of the current North Shore City, was in fact a series of purchases from 1841 to 1854. This was due to the number of interested parties involved. On 13 April 1841, 22 Maori signed on behalf of the Marutuahu or Hauraki Confederacy. This included Ngati Tamatera, Ngati Whanaunga, Ngati Maru and Ngati Paoa. On 31 May 1841 Patuone of Ngapuhi, whose wife was Ngati Paoa, signed a separate settlement, while on 29 June 1841 Na Tautari and five others began the settlement of Ngati Whatua interests in the area. On 3 January 1842 four other Ngati Whatua chiefs settled. There were further settlements into the early 1850's for particular parcels of land north of the North Shore, and included Te Kawerau, Ngati Whatua, Ngati Paoa and Ngai Tai (specifically Rangitoto).¹

By the 1951 Census, there were still just 244 Maori living in Northcote, Takapuna and Devonport Boroughs combined, while Birkenhead Borough reported no Maori at all. The post-war migration of Maori into the cities was not reflected on the North Shore at this time. There were no factories close at hand and transport to such work wasn't easy from the North Shore.²

By the 1971 Census, the effect of the development of Maori Affairs housing in the newly developed areas of Birkdale, Beach Haven and Northcote was becoming evident. There were now 770 Maori in Birkenhead Borough, mostly in Beach Haven and Birkdale, and they now equalled the total combined Maori population of East Coast Bays Borough, Takapuna City and Devonport Borough.³

By the 1991 Census, despite the massive population growth in the North Shore area, the recently created North Shore City Council area reported 8,454 who identified themselves as Maori, and 15 years later in 2006, there were 12,519 – twice as many who identified themselves as Pacifica. Again, the lack of work opportunities and the relatively expensive housing available limited the number of Maori.⁴

In 2006 North Shore Maori who chose to be on the East Coast Bays electoral roll made up just 4.6% of the total enrolled, with a large number identifying as Ngapuhi and a far smaller number as Ngati Porou, Ngai Tahu or Kai Tahu. There were similar figures for the North Shore electorate, but those who chose to be on the Northcote electoral roll (including Birkdale, Beach Haven and Northcote Central) made up 9% of the total enrolled. While Ngapuhi were the largest number, there were also numbers of Ngati Porou, Te Rarawa and Ngati Maniapoto. The bulk of Maori who chose to be on the Te Tai Tokerau electoral roll were Ngapuhi, with lesser numbers of Te Rarawa, Ngati Whatua and Ngati Porou.⁵

Currently, Ngati Whatua o Orakei include the North Shore area as one where they seek 'right of first refusal' to government assets, particularly Naval properties located there. Te Kawerau a Maki regard the area as one of 'wider shared ancestral interest', and Marutuahu and Ngai Tai view it as one with customary land interests.⁶

¹ David Verran, *The North Shore: An Illustrated History*, Auckland, 2010, p.17.

² Ibid, pp.28-9.

³ Ibid, p.29.

⁴ Ibid, p.282.

⁵ Ibid.

⁶ Ibid.

Pakeha settled Auckland from September 1840. On 18 September 1843, the government offered for auction land that included 70 newly surveyed lots for 'suburban farms on the North Shore of the Waitemata, County of Eden'.⁷ The size of the lots varied from around 10 acres to 33, with an upset price of £2 per acre. Only five were sold at that auction, making them the first Crown land sales on the North Shore. Purchase of land did not indicate residence on it, or even its lease to others for use, but the 1843 Police Census showed an increase in households.

Large parts of what is now Birkenhead Point and most of Northcote were collectively sold on credit of £2614.4.3 to William Smellie Grahame, the agent for the New Zealand Company. Grahame also bought for the Company £8,125 worth of land in the town of Auckland, and another £1,817.14.5 of suburban lands on the central isthmus. However, he complained that land was too expensive in Auckland, and suggested that the Thames area would be better for any Company settlement in the region.⁸ The New Zealand Company decided to concentrate on their settlements elsewhere in New Zealand, and the land reverted to government ownership in 1847. The individual lots were placed for auction again from 1850, with the Catholic Church being given a large number of them.

In the early days of European settlement at Birkenhead seamen from visiting sailing ships would row to Hellyer's Creek into a little bush-fringed inlet known as the 'Lagoon' to collect fresh water from a waterfall. A further attraction was Mr Hellyer's beer, which he sold for £4.10.0 a hogshead. He was the first settler in Birkenhead to set up his sawmill at the end of 1840. He was found dead at his home, 'The Retreat', in December 1841.⁹

The land sales of 1843 were mostly to speculators investing in land throughout the North Shore and around Auckland, and included the New Zealand Company. These purchasers did not intend to settle so far away from the business and government centre of the new colony.



Fig. 1. Property of Major Collings de Jersey Grut, in Birkenhead near Chelsea, to be sold at auction in 1866. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4133.

There were therefore very few European settlers in Birkenhead before 1870. Major Collings de Jersey Grut brought his wife and three children to Wawaroa (Chelsea) in 1856 with the intention of farming. They brought with them five servants, the latest farm machinery, two cows and three horses, as well as the furniture, silver, china and other necessities of upper-class life. The animals wandered off into the

⁷ *New Zealand Gazette*, 13 September 1843, pp. 233-34.

⁸ *New Zealand Company Reports*, 1844, pp. 206-13, and 1845 pp. 158-60.

⁹ Margaret McClure, *The Story of Birkenhead*, Auckland, 1987, p.17.

bush, the servants left to get married and the house cow died of tutu poisoning. In 1865 the struggle was too much and the house was shipped to land they had bought at Orewa.¹⁰

In contrast, Henry Hawkins was very successful. In 1849 he established an orchard at the top of the ridge near Birkenhead Avenue, and was one of the first Europeans to successfully grow fruit trees on clay soil. By 1860 he had developed a leading nursery in Auckland.¹¹ He was assisted by his sons Henry J Hawkins, who suffered from mental illness, and Benjamin Tapscott Hawkins, who continued the family business.¹² Alexander Wilson bought a neighbouring farm in 1867 and joined Hawkins in successfully growing fruit. The house he built, 'Betsland', was a local landmark.¹³ This was the beginning of the fruit growing activity for which Birkenhead later became famous.

In 1857 William Brassey bought land where Palmerston and Brassey Roads are now, and his granddaughters ran a small school in a tin shed behind their home.¹⁴ Other early names associated with the area were Hugh McCrum, John Creamer, Joseph Hill, James Fitzpatrick and William Bradney.

The Township of Birkenhead was one of many North Shore subdivisions surveyed by Charles Heapfy for villa lots and promoted in the early 1860s. Close by were the Allandale and Balmain subdivisions. The plans of these subdivisions show a layout of neat rectilinear blocks that have little regard to the landscape and natural features.

Birkenhead is likely to have been given its name in 1862-63, when it was surveyed. It is believed that the name came from the township across the water from Liverpool, just as Birkenhead is across the harbour from Auckland.¹⁵ On 23 June 1863 Samuel Cochrane, Land Agent, Broker and Auctioneer, registered this district as 'Birkenhead' in the office of auctioneers Ridings and Dowden of Auckland. One hundred and thirty villa sites were offered for auction the following Friday: 'One third cash, balance by promissory note at 10%' (refer Fig 2). This land, Allotments 58, 59 & 60, had been bought by Mr Wynyard in 1853 and is named on the poster as near Callan's Point.

The Birkenhead subdivision did not sell immediately. For almost another two decades the district around Birkenhead Point retained its rural character with little to provide a focus. Before 1870 it had no village centre, no church or school, no factory or public wharf. People with their own boat rowed to Auckland to sell wares and buy supplies. The bush track to Stokes Point was muddy and difficult; Birkenhead settlers walked or rode there to access its wharf, John Reid's ferry and Callan's hotel.¹⁶ Northcote's St John the Baptist church, built in 1860, was the only Anglican Church north of Devonport.

Early subdivisions were not always successful. Allotment 158 Balmain was advertised in November 1865 but did not sell completely (Fig. 3). A similar process occurred in other parts of Auckland. The suburban development of Auckland depended on the availability of land, affordable transport, opportunities for employment and the desire of the middle class to move out of the crowded inner city. The population of Auckland increased by around 25% from 1874 to 1881. Suburban subdivisions were proposed around Auckland city from the 1860s to 1880s in areas like Mt Eden and Grey Lynn, offering larger sites by contrast with the small allotments and crowded conditions in the inner city. Many of these subdivisions were not, however, intensively developed until the 1880s or later, when there were even greater population increases.

Another early settler family in Birkenhead, the Thompsons, bought land close to the Wilsons in 1871 and became famous for fruit trees, strawberries and eventually strawberry jam.¹⁷ By the 1880s Zion Hill was ringed by thirty orchards. By the 1890s small farms, market gardens and orchards had replaced the manuka.

¹⁰ McClure, pp. 23-26.

¹¹ Ibid, pp. 26-27.

¹² Ibid, pp. 28-29.

¹³ Ibid, p. 29.

¹⁴ Ibid.

¹⁵ Ibid, p.31.

¹⁶ Ibid, p.32.

¹⁷ Ibid, pp. 36-37.



Fig. 2. Subdivision plans for villa sites in Birkenhead, advertised in 1863. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4496-12.

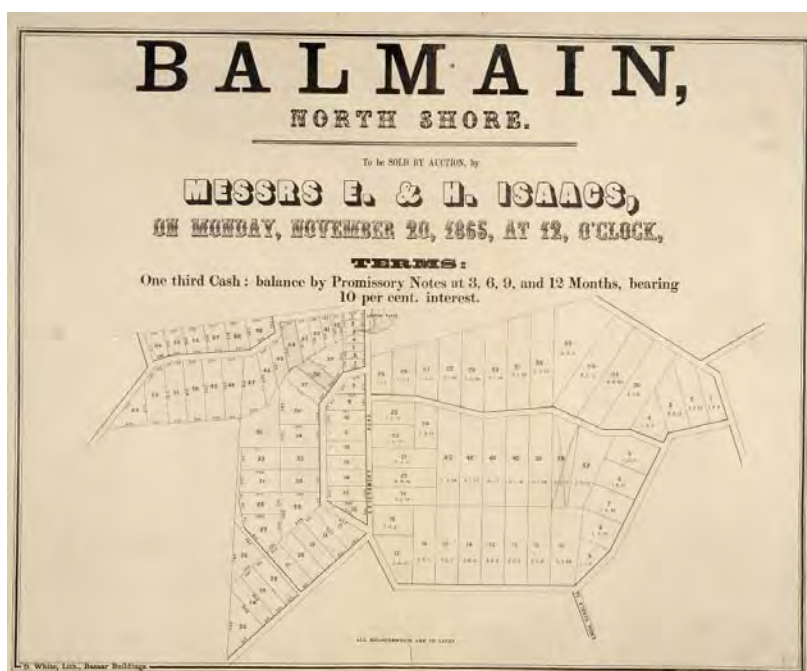


Fig. 3. The proposed Balmain subdivision advertised in 1865. Roads in this area remain just as shown on this plan. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 4496-19.

Developments in local government, bringing roads and infrastructure, and the establishment of the Colonial Sugar Refinery in the early 1880s all had a major effect on Birkenhead's growth. This period saw significant change from rural character to greater suburban development, with the sugar refinery being the major local industry requiring a local working population.

Birkenhead was the home of pioneer farmers and orchardists until the arrival of two wealthy city professional men: WF Hammond, surveyor and architect, in 1879, and Charles E Button, lawyer, in 1883. Like others who had come to Devonport, Cheltenham, or the Lake, they set up grand households on Birkenhead Point. Charles Button, a leading lawyer and later Member of the House of Representatives, brought his political initiative and later led the borough as its first Mayor.

William Francis Hammond's estate, 'Raven Hill', is drawn on his subdivision plan with sweeping driveways and plantings. Hammond played a significant role in the development of the Birkenhead area after he and his family shifted from Ponsonby to Birkenhead in 1879. He undertook the survey of the entire Northcote and Birkenhead area, drew up many subdivision plans, instigated the provision of roads, negotiated with the Board of Waste Lands for the provision of land for a park and cemetery, and with the Harbour Board for the construction of the Birkenhead Wharf. Hammond's planning soon made the district more attractive and accessible to the city.¹⁸

Despite the depression that affected the country during the 1880s, Birkenhead became more established as a community around this time. Within a few years it gained a school, a large church, a fruit growers' association, a blacksmith and store, a public wharf and cemetery.¹⁹ Even though it was gazetted as the Borough of Birkenhead in 1888, development of the area remained very much in a pioneering stage for some time. The population in Birkenhead increased gradually in the first half of the 20th century from 1266 in 1906 to 5644 in 1956, and with this increase came the need for more housing and a range of new civic and community facilities.

Birkenhead's non-Maori population was for a long time predominantly a European one. That said, Clement Wragge's Indian wife was a 'lady of considerable grace and charm, reputed to be an Indian Princess [who] looked most regal, dressed always in bright Indian apparel'. Louisa Wragge would read tea cups for those who wished, as part of their visit to the Waiata Tropical Gardens in Awanui Street.²⁰

Henry Hayward formed a singing group with his own family and the Italian Martinengo sisters, touring England for five years in the early 1900s. He married Domenica Martinengo and they hosted many events in the music room of their Hinemoa Street home, 'The Cliffs'. Hayward introduced moving pictures to Birkenhead in the 1920s.²¹

Places that represent this theme include:

Site No.918, Map 30	Pa headland, burial ground
Site No. 975, Map 30	Pits
Site 35, Map 29	Pa Kauri Point headland
8-12 and R14 Awanui Street	'Waiata', Wragge Tropical Gardens
25 Hinemoa Street	Henry Hayward's House

¹⁸ McClure, pp. 48-49.

¹⁹ Ibid, p. 57.

²⁰ Item No. 59, North Shore City Council Heritage Inventory.

²¹ McClure, p.127. Item No. 432, North Shore City Council Heritage Inventory.

Theme 2 Infrastructure

2.1 Transport

2.1.1 Water Transport

Under the 1908 Borough of Birkenhead Enabling Act work was jointly undertaken by the Auckland Harbour Board and Birkenhead Borough Council to provide a satisfactory ferry terminal at Birkenhead. The Auckland Harbour Board constructed the necessary retaining wall and built the new reinforced concrete wharf, which replaced an old timber jetty to the east. Relocation of the wharf site was to enable a better gradient for the road approach, and involved the reclamation of an area of land, which was subsequently leased to the Borough Council.²²

The Birkenhead Point Stone Embankment (seawall), adjacent to Birkenhead Wharf was constructed by the Auckland Harbour Board from 1907-09 with the Birkenhead Borough Council responsible for the reclamation in between. This was formed from spoil obtained by cutting down the adjacent cliff. Later the reclamation was properly formed and landscaped as a waterfront park, together with a bandstand and changing sheds. Officially opened on 23 December 1928, it was known as 'Hinemoa Park'. Following the opening of the Auckland Harbour Bridge, ferry services to Birkenhead ceased, but these have resumed in the last decade.



Fig. 4 A & B. View of the Birkenhead Wharf in 1904. Sir George Grey Special Collections, Auckland City Libraries, 1-W1127 and 1-W1128.

As part of the development of the Chelsea Sugar Refinery in 1883-84 two long wharves were built for coal supplies, sugar lighters and ferries.²³ The northern part of the jetty to the main sugar wharf was rebuilt in 1927 using steel girders and pairs of concrete piers. The remains of earlier timber piles associated with an 1880s wharf survive beneath its northern end. Concrete piers are visible above the high water mark marking the location of an enclosed sack carrier that transported sugar to the wharf. Remains of a boat slip are located at the east end, as are the remains of a passenger wharf and connecting footbridge.²⁴

The provision of the wharf was crucial to the development of Birkenhead and a major catalyst for residential expansion and commercial development after 1882. After the construction of the Auckland Harbour Bridge in 1959, however, land routes overtook water transport to central Auckland.

Places that represent this theme include:

Birkenhead Point Seawall
Little Shoal Bay wharf remains
Chelsea Sugar Refinery wharf remains

²² Auckland Harbour Board Memorandum, 20 October 1944. Auckland Harbour Board Files 119/7, Auckland Maritime Museum Library.

²³ NZHPT Registration Report for the Chelsea Sugar Refinery and Estate, 10 June 2009.

²⁴ Ibid.

2.1.3 Buses

The provision of bus services played an important role in the development of Birkenhead and was associated with residential expansion and commercial development. The first bus in the area was a six-passenger horse cart run by Thomas Horton between the wharf and Chelsea village. From 1910 the Oldham brothers and William Goodall were running buses in the area. Goodall took the run from the wharf to Highbury and then to Coronation Road, while the Oldhams went to Verran's Corner. They were later replaced by Millar and Dunn.

By 1915 Mayor Wallace favoured a Council run motor bus service, but the rest of the Council preferred not to use ratepayer's money for this, and instead the privately run Birkenhead Motor Bus and Transit Company started a service in October 1915.²⁵ This ran from the wharf to Verran's Corner in the west, and north to Glenfield Road. In 1922, this company became the Marine Suburbs Bus Company, running as far out as Verran's Corner from its service station at the top of Onewa Road and what is now Birkenhead Avenue. From 1927 it faced rivalry from Blue Star Motor Service Ltd, which also added an additional service to the Beach Haven wharf. Blue Star won the battle in early 1928, but not the financial war, and was bought out by Charles Inwards, who also bought out another three drivers who had formed Birkenhead Transport and who covered Highbury, Pupuke Road and the wharf. Inwards then formed a new Birkenhead Transport Company in 1933. Northcote also had a motorbus company from 1920.²⁶



Fig. 5. Birkenhead Transport Bus depot at Verran's Corner. Photo Matthews & Matthews Architects Ltd, 2010.

By 1936 there were five bus companies operating on the North Shore. Birkenhead Transport Ltd covered the routes between the Birkenhead and Beach Haven wharves from its depot at Verran's Corner in Birkdale. As the Birkenhead Borough Council only tar sealed the main road to Verran's Corner in 1947, with successive extensions further out to Beach Haven Wharf, this would have been a very rough ride for many years.

²⁵ Verran, p.193.

²⁶ Ibid.

In 1954 the Waitemata Bus and Transport Company was bought out by North Shore Transport, and arrangements made with Birkenhead Transport for them to take over the Northcote routes and expand out to the intersection of Wairau and Glenfield Roads. The North Shore Transport Company moved out of its Hall's Corner depot in 1963, in favour of the new depot in Diana Drive, off Wairau Road. In 1971 the Auckland Regional Authority bought out the North Shore Transport Company.

Currently North Star (bought from Stagecoach by Infratil), Ritchies and long serving Birkenhead Transport offer bus services on the North Shore.

Places that represent this theme include:

Birkenhead Transport Ltd depot Verran's Corner

2.2 Roads

From the 1840s to the 1880s Birkenhead's roads were muddy tracks, and as there was no wharf, transport for people and goods was by rowboat or ferry from Stoke's Point after a long uncomfortable horse ride or walk. A map dating from 1868 shows the few roads that were in place (at least on paper) by that time. These included those now known as Queen Street in Northcote, Onewa Road, Hinemoa Street, Mokoia Road, Rawene Road, and Colonial Road (Refer Fig. 1). All of Birkenhead however remained in large allotments, with no other roads formed, and no wharf at Birkenhead. Apart from the main arterial routes, other roads were generally planned and formed as part of proposed subdivisions.

About 1880 WF Hammond had a footbridge built over the creek in Little Shoal Bay, cutting a mile off the journey to Stoke's Point wharf. At the same time the new Lake Road from Northcote was built. Hammond surveyed the entire Birkenhead and Northcote district, producing a detailed map.²⁷

Further roads in Birkenhead followed as part of subdivisions, many between the 1880s and 1900. (See Figs. 10-13 below which show progressive subdivisions and associated roads.)

The first car in the Birkenhead borough was a Citroen housed in Balmain Road. Albert Hadfield bought the fifth car in Birkenhead in 1920, a model T Ford, which he and his family took to the outskirts of Birkdale to learn to drive. Right into the 1930s cars remained a rare sight on Birkenhead roads.²⁸ Increasing car ownership led to purpose built buildings such as garages and service stations as well as car showrooms.



Fig. 6 [left]. Sutcliffe's Garage in the background in a photograph by G Jasper of the unveiling ceremony for the Birkenhead War Memorial on April 24 1927. *Birkenhead Gazette* 2 May 1927, p. 3.

Fig. 7 [right]. Former Sutcliffe's Garage building at 200-202 Hinemoa Street. Photo Matthews & Matthews Architects Ltd, 2010.

The Auckland Harbour Bridge was opened on 30 May 1959. It had an enormous effect on the way of life on the North Shore, which changed rapidly from a semi-rural area to expanding suburbs with urban centres. The bridge was the catalyst for numerous changes; the population expanded and filled extensive areas of new housing, the ferries were no longer the primary means of transport; and bus services expanded along with increased car ownership.

²⁷ NZ Map 3728 dated 1902, Sir George Grey Special Collections, Auckland City Libraries.

²⁸ McClure, p.130.

In 1960, following the opening of the Auckland Harbour Bridge, ferry services to Birkenhead ceased. By 1962 the Birkenhead Transport Company's fleet of five buses had grown to 32 large buses. At peak times 30 buses would be in service.²⁹

Construction of the bridge also had an effect on transportation from Chelsea. Prior to the bridge 90% of Chelsea's output was transported by lighters across to King's Wharf. This mode was then replaced by road transport, with Chelsea's wharf used only for bulk cargo vessels delivering raw sugar.

Places that represent this theme include:

200-202 Hinemoa Street Former Sutcliffe's garage 1926

Auckland Harbour Bridge, including Memorial and Toll Plaza

2.3 Communication

The first postal service in Birkenhead operated from a house near the wharf in 1884, until Tom Smith became postmaster in 1890, operating the post office from his general store near the wharf. In 1908 a purpose-built post office and postmaster's residence was opened in Hinemoa Street, opposite Marama (now Maritime) Terrace and next door to S Roberts' grocery. This also offered Post Office Savings Bank facilities.³⁰

As the population increased the Borough Council urged the Postmaster General to build a new post office at Highbury. The borough's development continued to move westwards, and a small post office with banking facilities was opened at Highbury in 1935. However, the original Birkenhead South post office remained until 1988.³¹

The post office at Highbury was finally housed in its own building in 1964, when the Postmaster General opened the new building at 20-20A Mokoia Road on 6 November 1964. The architects were Mark Brown and Fairhead, and it was built by Campbell Construction Limited of Northcote.³² It is located on the same site as the earlier Highbury Branch Post Office.



Fig. 8 [left]. 1964 Post Office designed by Fairhead and Brown.

Fig. 9 [right]. Adjacent Telephone Exchange dating from 1952. Photos Matthews & Matthews Architects Ltd, 2010.

To assist with the growth of industry on the North Shore, an underwater telephone cable was laid across the harbour to May's Devonport Post Office, and overland cables erected to Lake Takapuna and Northcote. The new telephone service started on 15 May 1882, with two other underwater cables laid later. There was also the Kauri Point to Sydney telegraph line laid in 1912.³³

The telegraph cable for the Birkenhead area landed at what was originally Telephone Road, before it was renamed Rugby Road around 1913, and additional submarine cables were laid in 1929 to boost the availability of telephone lines. For some time Birkenhead was on the Ponsonby exchange. The Northcote telephone and telegraph exchange was combined in 1897, and then combined with the Birkenhead

²⁹ McClure, p.182.

³⁰ Item No. 437, North Shore City Council Heritage Inventory.

³¹ Ibid.

³² *North Shore Times*, 4 November 1964, p.12; 17 November 1981, p.5.

³³ Verran, p.152.

exchange in 1925. That manual exchange went automatic from 1930.³⁴ The telephone exchange adjacent to the Post Office in Mokoia Road dates from 1952.

Places that represent this theme include:

74 Hinemoa Street	Birkenhead Post Office
20a Mokoia Road	Highbury Post Office

2.4 Utilities

2.4.1 Water Supply

Early supply of water for residences in Birkenhead would have come from wells and rainwater tanks. One brick well has been located on a site in Hinemoa Street on the boundary behind the Stott's building.³⁵

From the 1890s, water for residents of Devonport and Birkenhead Boroughs was taken from Lake Pupuke, with Northcote and then Takapuna (using Devonport's pumping station) later joining the scheme. In 1912 the Council raised a £24,000 water loan to buy property at Lake Pupuke for construction of a pumping station there and waterworks near Verran's Corner. In 1913 the water for Birkenhead was turned on.³⁶

In 1934 Birkenhead became the first North Shore borough to be connected to Auckland city's Waitakere water supply.³⁷ In 1941 the Board of Health forced the other North Shore Boroughs into accepting Auckland City Council-supplied water via a new pipeline from the Waitakere Ranges into the Birkenhead reservoir. The North Shore boroughs' Water Board was abolished by Parliament, and bulk water supply vested in Auckland City, which was contracted to supply 365 million gallons a year. Lake Pupuke was to be kept in reserve, but due to a lack of local filtration there were renewed complaints about water quality on the occasions when it was used. The Lake Pupuke pump houses were eventually abandoned and machinery removed.³⁸

A further new connection across the harbour was up and running by December 1948. From the 1960s the provision of bulk fresh water became the responsibility of the Auckland Regional Authority, and was subsequently transferred in the late 1980s to Watercare.³⁹

Places that represent this theme include:

Any remaining evidence of the well located in the vicinity of 136-140 Hinemoa Street
Water reservoir near Verran's Corner

2.4.2 Drainage

Birkenhead Borough started to reticulate both stormwater and sewage in 1936 from the foreshore at the bottom of Brassey Road on Birkenhead Point. However, there were still parts of the Borough in the 1960s that were yet to be linked to the sewage system.⁴⁰

A separate North Shore Drainage Board was created in 1951, supported by all the North Shore boroughs, which resolved to develop a filter and oxidation pond based drainage system.⁴¹

The treatment plant located at Rosedale Road opened in September 1962, with effluent discharged offshore between Campbell's and Castor Bays. From 1989 responsibility for drainage on the North Shore

³⁴ Verran, p.152.

³⁵ Jane Matthews interview with Barbara Lewis, 28 January 2010 and information provided at the Heritage Workshop 15 September 2009. Lewis believes the well was behind the Stott's old shop, right on the boundary, with house adjacent, near a pohutukawa tree.

³⁶ McClure, pp. 107-8

³⁷ Verran, p.135.

³⁸ Ibid, pp.135, 136.

³⁹ Ibid, p.136.

⁴⁰ Ibid, p.137.

⁴¹ Ibid.

moved from the North Shore Drainage Board, in the stately brick building at the corner of Esmonde and Lake Roads, to the new North Shore City Council.⁴²

Places that represent this theme include:

None identified.

2.4.3 Power

The Birkenhead and Northcote Gas Company was formed in April 1902 and operated at Little Shoal Bay, servicing at first just Northcote, but also Birkenhead from 1906 and later, parts of Glenfield. In 1952 it was taken over the Auckland Gas Company, with all the North Shore's gas requirements supplied from Devonport and later Takapuna.⁴³

The Manager's House at the Colonial Sugar Refinery at Chelsea in Birkenhead was built in 1907 and wired for electricity in that year. The previous Manager's House had also been provided with electrical lighting. It is thought to be the earliest residence on the North Shore and potentially in the wider Auckland region to have been supplied with electricity from a special electrical generator on the Chelsea site.⁴⁴

The completion in the 1920s of the massive hydroelectric generation station at the Arapuni Rapids on the Waikato River offered an opportunity for the inhabitants of the North Shore. Electricity was consequently supplied to Birkenhead for the first time from December 1926 by the Auckland Electric Power Board. This supply was not without its problems for those living in the Highbury area, as initially some streetlights didn't switch on until midnight, and remained on during early daylight hours.⁴⁵

Places that represent this theme include:

Manager's House, Colonial Sugar Refinery at Chelsea

Birkenhead and Northcote Gas Company wharf remains at Little Shoal Bay

⁴² Verran, p.138.

⁴³ Ibid, pp.141, 142.

⁴⁴ Information supplied by Tania Mace from records at the Chelsea Archive at Birkenhead Library for the Manager's house. Refinery Manager's Letterbook June 1892 - February 1898, Box 145, Chelsea Archive, Birkenhead Public Library, 12 May 1896 and 20 May 1896.

⁴⁵ *Birkenhead Gazette*, 1 April 1927, p. 3 & 6.

Theme 3 Building the City

3.1 Subdivision of Land

A summary of the late 19th and early 20th century subdivision of land in the Northcote and Birkenhead area is shown on the following series of maps. Although some subdivisions were auctioned in the 1860s, much of Birkenhead Point was subdivided for residential sites after 1880, following the opening of the Chelsea Sugar refinery. The 1928 Survey Map (Fig. 13) shows that beyond Birkenhead Point large areas of land still remained in larger farm allotments. Many of these areas were not subdivided until after the opening of the Auckland Harbour Bridge.

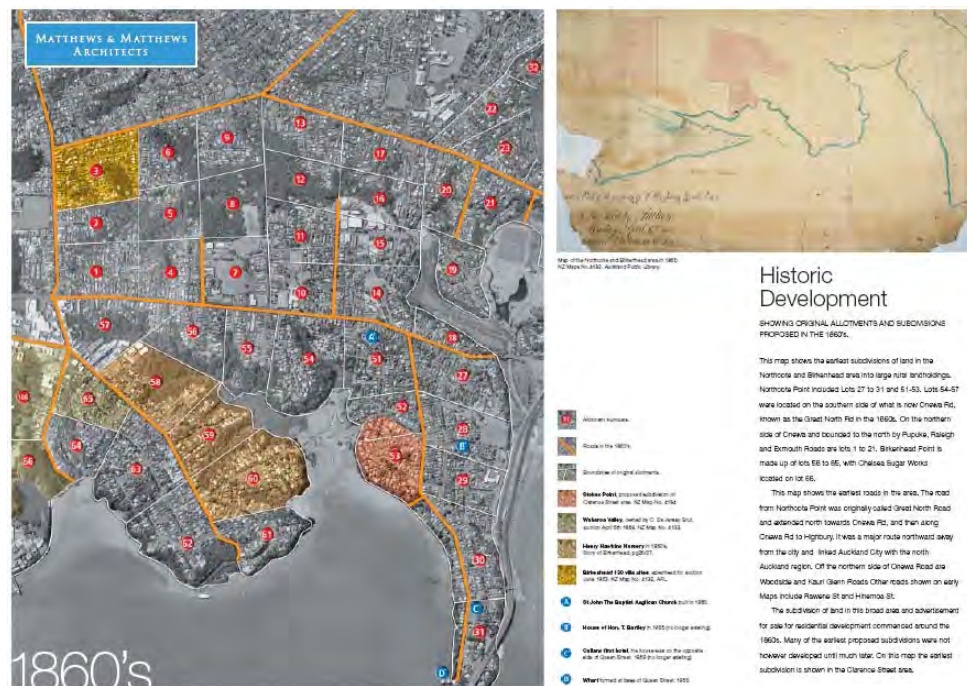


Fig. 10. Map showing subdivisions in Birkenhead in the 1860s. *Birkenhead Historic Residential Neighbourhood* report 2005, prepared by Matthews & Matthews Architects Ltd.

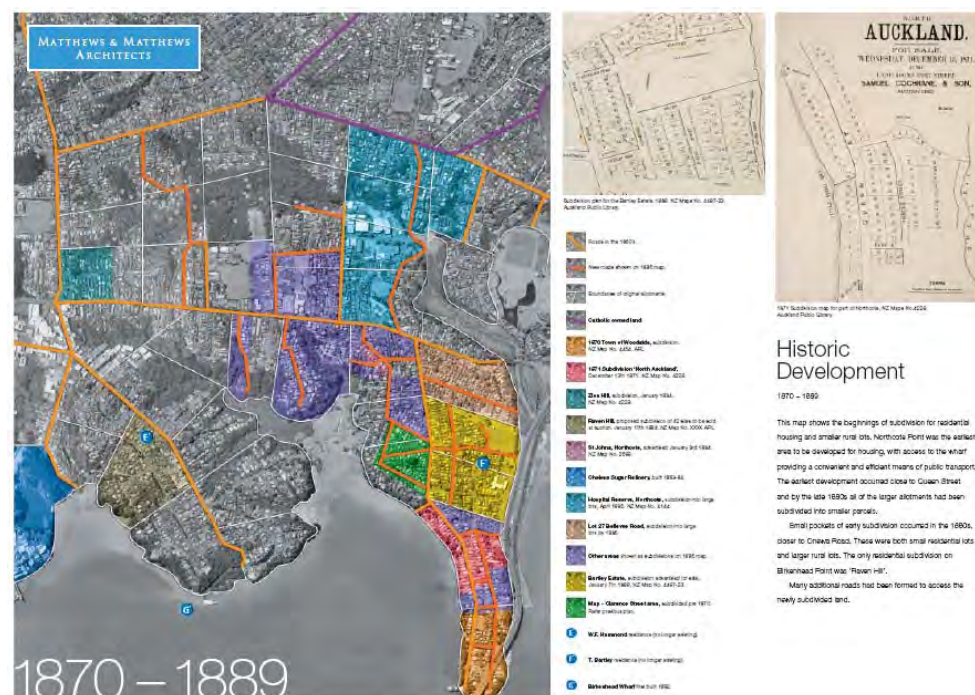


Fig. 11. Map showing subdivisions in Birkenhead in 1870-1889. *Birkenhead Historic Residential Neighbourhood* report 2005, prepared by Matthews & Matthews Architects Ltd.

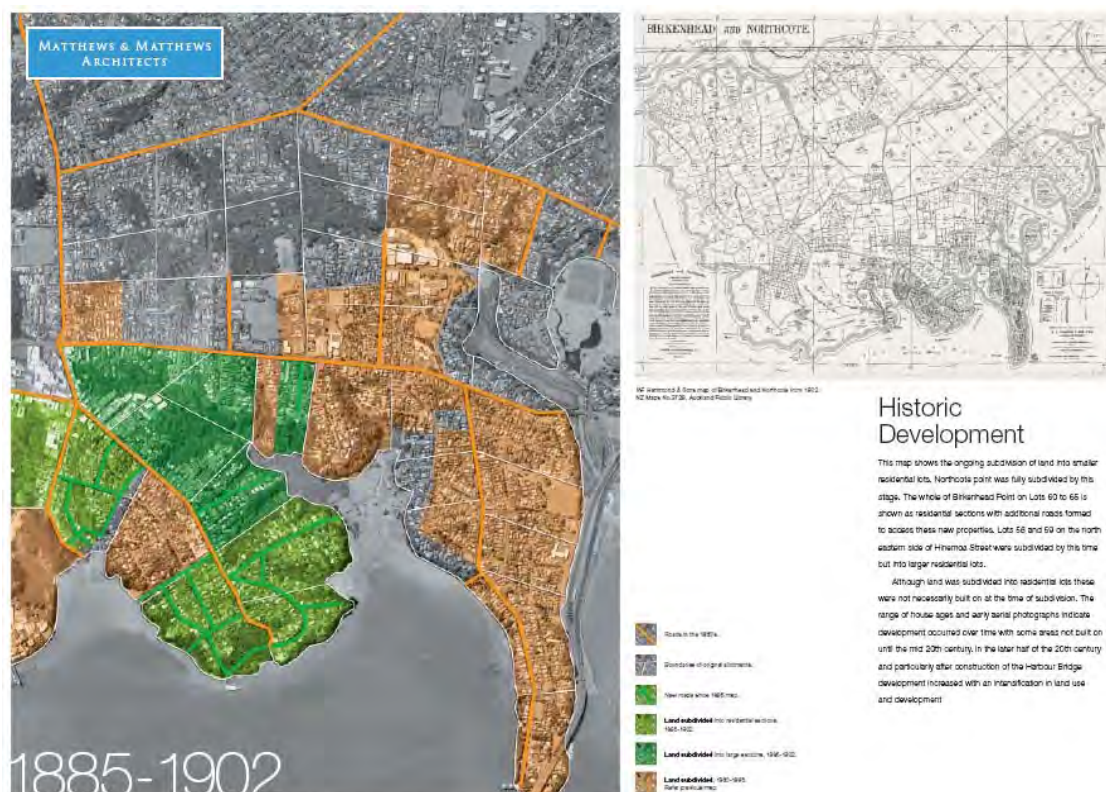


Fig. 12. Map showing subdivisions in Birkenhead in 1885-1902. *Birkenhead Historic Residential Neighbourhood* report 2005, prepared by Matthews & Matthews Architects Ltd.



Fig. 13. Map showing subdivisions in Birkenhead and surrounding areas in 1928. *Birkenhead Historic Residential Neighbourhood* report 2005, prepared by Matthews & Matthews Architects Ltd.

In Birkenhead, one of the largest and most expensive residential subdivisions following the opening of the Auckland Harbour Bridge was the Chatswood Estate. The area had been a large watershed located behind the sugar works, which was no longer needed once water was supplied from the Waitakere dams. In 1966 106.05 hectares was sold to the Tse Development Company, a Wellington based company with experience in developing steep hillsides. 1000 sections with bush or harbour views were created. Sites were sold on Mokoia Road for the new fire station, Birkenhead Trust Hotel and Foodtown, to help finance the first stage of work.⁴⁶



Fig. 14. Map showing the C.S.R Estate, Chelsea, shows the large land area south of Mokoia Road that was later developed as the Chatswood Estate after 1966. Album 4, NZ Sugar Company Ltd Photographic Archive, Chelsea.

Places that represent this theme include:

A large number of late 19th and early 20th century houses on Northcote Point and Birkenhead Points are scheduled in the district plan. In addition historic housing and the pattern of urban development related to this period has been identified through the Residential 3 zone.

3.2 Commercial Architecture

Tom Smith operated the first general store in Birkenhead on the hillside above the wharf in the 1890s.⁴⁷ Another two-storied timber store building, operated by S Roberts, General Provider, opened on Hinemoa Street near the junction of Harbour View road around 1904. It burnt down in 1922.⁴⁸ The most substantial building in lower Hinemoa Street was the R & W Hellaby Butchers' building, constructed in 1912. The architect was Fred Souster and the builders were Pattison & Brookes. Hellaby's operated a butcher's shop from the site from 1907 until 1911 when the old building was shifted to the rear. The building, today named the Marinovic Building, at 96-98 Hinemoa Street, was opened around Christmas 1912.⁴⁹

⁴⁶ McClure, pp.185-186.

⁴⁷ Kathy Haddon, *Birkenhead, the Way We Were*, North Shore City Council, 1993, p.56.

⁴⁸ Ibid, p.59.

⁴⁹ Item No. 52, North Shore City Council Heritage Inventory.



Fig. 15 [left]. Views down Hinemoa Street showing cluster of shops near the intersection of Maritime Terrace, with S. Roberts' first general store built in 1904. Sir George Grey Special Collections, Auckland City Libraries, 35-R99,
Fig. 16 [right]. View down Hinemoa Street c late 1910s, showing Hellaby's Building on the corner of Rugby Road. Sir George Grey Special Collections, Auckland City Libraries, 35 R227.

The site for the municipal chambers was purchased in 1902 and the Borough met for the first time in 1906 in the modest building near Highbury, facing Hinemoa Street.⁵⁰

Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

The earliest known surviving retail building in the Highbury area dates from about 1915, and is that built for the grocery business of Stephen F Roberts at what is now 243 Hinemoa Street.⁵¹ This was originally part of a property owned by Henry Medland Shepherd that was subdivided in late 1913.⁵² A billiard saloon run by Hawkins opened next door at 245 Hinemoa Street around 1920.



Fig. 17. Highbury corner around 1946. Shows proximity of houses to corner shops, Roberts' Store at left, near top of Hinemoa Street, the Borough Council Offices opposite, with Sutcliffe's Garage adjacent in Hinemoa Street. North Shore City Archives.

⁵⁰ Haddon, p.14.

⁵¹ McClure, p.101, refers to Roberts, 'near Highbury at the top of Hauraki Street', advertising in the 1913 publication *Beautiful Birkenhead, Auckland's Most Healthful Marine Suburb*. On page 118 of McClure, a photograph is featured (1918) showing a building matching that at 243 Hinemoa Street, with 'S. Roberts, General Provider' on the front. In 1914 William Charles Wallace of Birkenhead, a grocer, formally purchased the site, and owned it through to 1920 (NA 217/241). Perhaps Roberts leased the store for a time.

⁵² DP 8981, LINZ records.



Fig. 18. Former SF Roberts' grocery, Hinemoa Street.

The Highbury shopping centre developed predominantly during the 1920s and '30s with buildings such as:



Fig. 19. Morris's Block built in 1923 at 1-15 Birkenhead Ave⁵³



Fig. 20. Payne's Building at 1-5 Mokoia Road built in 1928⁵⁴



Fig. 21. G W Sutcliffe's garage, 200 Hinemoa Street 1926⁵⁵



Fig. 22. Highbury Buildings, 14-20 Mokoia Road, built in 1934

Apart from these developments, much of the rest of the shopping centre area was to remain residential until the 1950s. A new Post Office designed by Mark Fairhead Brown architects was built at Highbury in 1964.

⁵³ 'Obituary', *New Zealand Herald*, 18 September 1934, p. 12.

⁵⁴ *Birkenhead Gazette*, 1 May 1928, p. 1.

⁵⁵ *NZ Building Record*, 15 January 1926, p. 16.

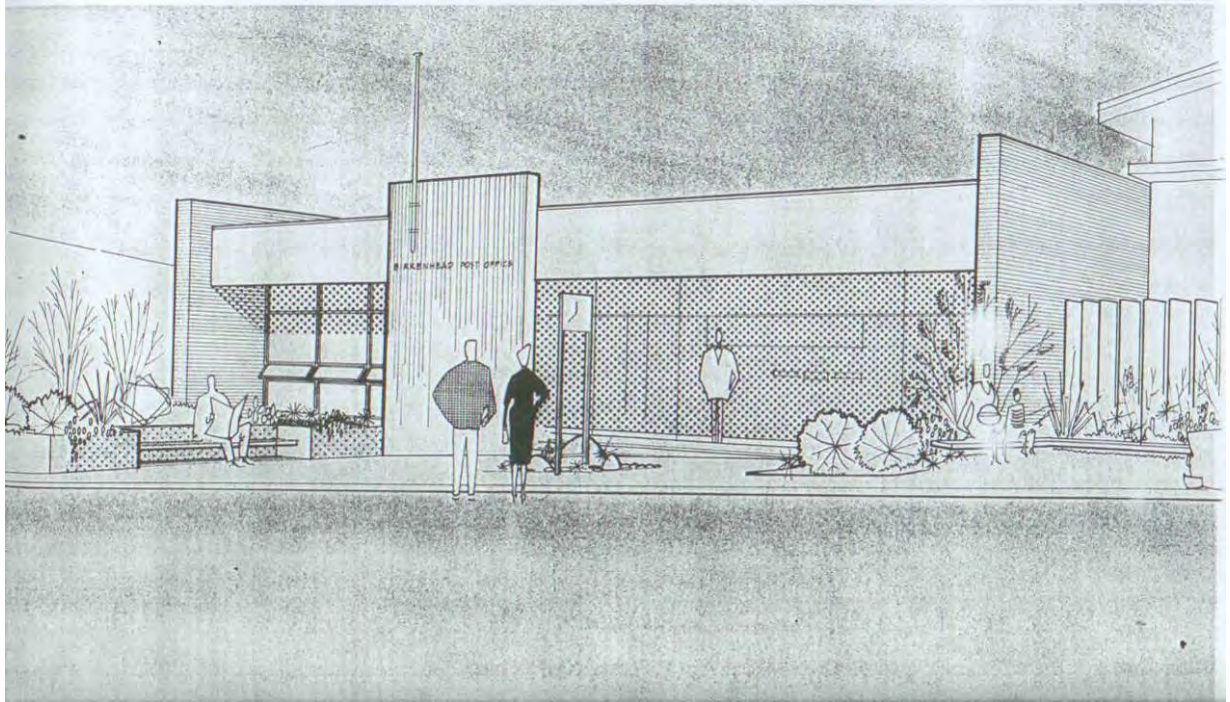


Fig. 23. Perspective drawing for the Highbury Post Office dated 1963 by Mark Brown Fairhead Architects. Copy held in Goode Couch Christie collection (who carried out work on the Highbury branch for NZ Post) now held at Matthews & Matthews Architects Ltd.

Other commercial buildings included the Bank of New Zealand built in 1964.⁵⁶ The Highbury shopping centre rapidly developed after the opening of the Auckland Harbour Bridge in 1959. Between 1959 and 1967 the population of Birkenhead grew from 6000 to over 12,000, and a number of commercial buildings were built in Hinemoa Street and Rawene Road.

Another significant period of development occurred between 1971-1981 with the development of the nearby Chatswood estate.⁵⁷ Through traffic was diverted by the construction of the Highbury Bypass in the 1970s, and the Highpoint (later Highbury) shopping complex was built in 1994-95.

The new Birkenhead Library and Area Office, opened in 2010, is a well-designed public building, which is today one of the most substantial buildings in Highbury.

The relationship of the historic commercial hubs of both Northcote and Birkenhead to the surrounding historic neighbourhoods is an important feature of these areas. The survival of early commercial and public buildings contributes to the diversity of the area and demonstrates how these local hubs served the everyday needs of nearby residents in the late 19th and early 20th centuries.

Places that represent this theme include:

96-98 Hinemoa Street	Marinovic Building
100 Hinemoa Street	Two storey commercial building
128-130 Hinemoa Street	Gumdiggers restaurant
74 Hinemoa Street	1908 Post Office
243 Hinemoa Street	Roberts Store
245 Hinemoa Street	Former Store
14-20 Mokoia Road	Highbury Buildings
1-5 Mokoia Road	Payne's Building

⁵⁶ *Wises Post Office Directories*, 1960-1, p.282; 1962-3, p.288; 1964-5, p.296.

⁵⁷ McClure, pp.185-186.

3.3 Residential Architecture



Fig. 24. View down Hinemoa Street toward Birkenhead Point in 1950s. North Shore City Archives.

The surviving built fabric in Birkenhead Point reflects the way in which it was subdivided and developed, as well as the practicalities of the more sloping and varied topography on the eastern side of Hinemoa Street and along the coastal edge. The area close to the Point contains some of the more substantial early villas, particularly those on the higher, south-western side of Hinemoa St as it heads down to the wharf.

The area between Tizard Road and Hinemoa Street contains a reasonable core of villas, transitional villas and bungalow type houses, giving a predominantly traditional built character, although more recent development is interspersed with the older housing stock.

Most sites around the coastal edge have all been more recently developed, and are much more varied in character. Post-1970 residential development tends to be more substantial, and two storeyed.

Numerous houses in Birkenhead were once lived in by workers at the Chelsea Sugar Refinery or built with loans from the company.⁵⁸ Some of the currently scheduled houses in Palmerston Road and Huka Road are associated with Chelsea workers. The Manager's House and co-joined workers' houses built on the estate are also scheduled in the North Shore District Plan. Other houses in Birkenhead have been lived in by refinery chemists, for example the house at 13 Bridgeview Road. Another manager lived in a villa at the top of Maritime Terrace.⁵⁹

Unlike other parts of Auckland, state housing came to the North Shore in small clusters, and until the early-1960s was located predominantly around Belmont, Northcote Central and Birkdale.⁶⁰ In

⁵⁸ Refer to photograph of map showing houses that were mortgaged by CSR to employees, ex-employees or those that had passed out of CSR ownership. Chelsea Estate Documents from the CSR records at the Noel Butlin Archives Centre, Australian National University. Report Part 3 prepared by Mike Saclier for North Shore City Council 2010.

⁵⁹ Jane Matthews interview with Barbara Lewis, 28 January 2010.

⁶⁰ Rachel Jackson, 'State housing in Auckland', University of Auckland Thesis, 1965.

Birkenhead small areas of state housing were built in Le Roy Terrace and Hammond Place, now largely taken over by the Birkenhead Shopping Centre complex.

The Chatswood Development required a high quality of housing. Plans had to be submitted for approval, and all services had to be underground. Langstone Place was developed as a 'Mediterranean Village' parade of show-homes, with houses in a range of styles such as Sicilian, Corsican, Moroccan, Persian, and Roman. The final of seven stages was carried out in 1987, with the extension of Onetaunga Road and the creation of Thalsa Place.⁶¹

Places that represent this theme include:

6 Awanui Street	Taylor residence
9 Awanui Street	Keyes residence (Mayor of Birkenhead)
10 Awanui Street	Clement Wragge house and gardens
12 Bridge View Road	Villa
18 Bridge View Road	Late Victorian – Edwardian villa
12 Colonial Road	Villa
9/60 Colonial Road	Colonial Sugar Refinery Manager's House
1-8/60 Colonial Road	Colonial Sugar Refinery Workers' Houses
3 Glade Place	'Eversleigh', Le Roy house
6 Glade Place	Villa
9 Hinemoa Street	'Gilderdale', Thompson Residence
24 Hinemoa Street	Former P.Hayward house
25 Hinemoa Street	Former Henry Hayward House
38a Hinemoa Street	Villa
43 Hinemoa Street	Villa
52 Hinemoa Street	Skeates' house? (Mayor of Birkenhead)
58 Hinemoa Street	'The Knoll', Souster residence
73 Hinemoa Street	Villa
77 Hinemoa Street	George Dickson residence
93 Hinemoa Street	Villa
110 Hinemoa Street	Former Birkenhead Policeman's house
120 Hinemoa Street	Hawkins' house
160 Hinemoa Street	Transitional villa
166 Hinemoa Street	Joseph Steel residence
251 Hinemoa Street	Hattersley house
22 Huka Road	George Goodall house
25 Huka Road	House
29 Huka Road	Aubrey Fitzgerald house
33 Huka Road	William Grant house
45 Huka Road	House
55 Huka Road	Charles James Stevens house
11 Maritime Terrace	Chambers house
24 Maritime Terrace	Jenkinson villa
114 Mokoia Road	Late Victorian or Edwardian villa
235 Onewa Road	Zion Hill Methodist Church parsonage
50 Palmerston Road	English Cottage style house
66 Palmerston Road	Villa
68 Palmerston Road	Villa
70 Palmerston Road	Villa
72 Palmerston Road	Frances residence
30 Rawene Road	Villa
38 Rawene Road	Edwardian villa
8 Rosebury Avenue	House
11 Tui Glen Road	Edwardian bay villa
146 Hinemoa Street	House
92 Hinemoa Street	Brick villa at rear of Dill's Funeral parlour
82 Hinemoa Street	House with shop attached

⁶¹ McClure, pp. 185-86.

115 Mokoia Road

Swindale farmhouse⁶²

Additional houses associated with the Colonial Sugar Refinery⁶³

Corner of Niagara Place and Hinemoa Street

Former Boarding house

Langstone Place, Chatswood Estate

'Parade of Homes'

Balmain Road houses



Fig. 25. House (Roger Walker architect?), 143 Porrit Ave. Photo Matthews & Matthews Architects Ltd, 2010.



Figs. 26 [left] & 27 [right]. Langstone Place in the Chatswood Estate. Photo Matthews & Matthews Architects Ltd, 2010.



Figs. 28 [left] & 29 [right]. Villas at 21 Balmain Road at left and 25 Balmain Road at right. Photo Matthews & Matthews Architects Ltd, 2010.

⁶² North Shore Heritage Review workshop, 15 September 2009.

⁶³ Refer to photograph of map showing houses that were mortgaged by CSR to employees, ex-employees or those that had passed out of CSR ownership. Chelsea Estate Documents from the CSR records at the Noel Butlin Archives Centre, Australian National University. Report Part 3 prepared by Mike Saclier for North Shore City Council 2010.

3.4 Public Spaces

Public parks and spaces in Birkenhead include:

- Birkenhead Domain (now Eskdale Park), which links reserve land with the Kaipatiki Creek, and was formed in 1881.
- Kauri Park dates from 1922.
- Centennial Park was established by the Crown as Takapuna Domain in 1884.
- Chelsea Estate Heritage Park established 2009 on part of the Chelsea Estate now owned by North Shore City Council.
- Le Roy's Bush Reserve.
- Little Shoal Bay Reserve.
- Osborne Memorial Park. Earnest Osborne was Mayor of Birkenhead for 17 years and was responsible for initiating Osborne Memorial Park, located on what was formerly farm land owned by Cliff Utting and John Court.
- Nell Fisher Reserve in Hinemoa Street was formed with the construction of the Council Chambers in 1906. It is named after Council's first paid librarian, Nell Fisher.⁶⁴
- Rangatira Reserve.
- Hinemoa Park. Close to the wharf, this park opened on 23 December 1928. It was formed on reclaimed land and landscaped as a waterfront park complete with a bandstand and changing sheds.

Places that represent this theme include:

See above.



Fig. 30. Base of band rotunda in Hinemoa Park. Photo Matthews & Matthews Architects Ltd 2010.

⁶⁴ Photograph reproduced in *Birkenhead The Way We Were*, p. 45.

Theme 4 Work

4.1 Farming

From the mid-1850s Major Collings de Jersey Grut and family attempted to farm in the Duck Creek area, near the Chelsea sugar works site, but the farm failed. In the same period Henry James Hawkins established a farm in the Highbury area, near where Zion Hill Methodist Church is situated. By 1860 he had demonstrated his horticultural ability to grow fruit trees on clay soil, and had one of the three leading nurseries in Auckland. William Brassey was also farming in the lower Birkenhead Point area from 1857. Brassey Road is named after him.

In the early 1900s fruit farms in Northcote, Birkenhead, Glenfield and Birkdale varied from five to 15 acres in size, while most in Albany were less than 25 acres. From Bayswater to Birkdale 200 acres were in strawberries, primarily in Birkenhead and Northcote.

Thompson's, later Thompson and Hill's, fruit canning factory, established the local ability to grow fruit in sufficient quantities to preserve for year-round consumption. At first based near Birkenhead wharf, Thompson's canned apples, plums, pears, peaches, quinces and tomatoes in Freemans Bay from 1897 to 1899 when the factory was moved to Nelson Street in Auckland. Thompson and Hills (Frank M Hills was the firm's accountant) was incorporated in 1911, and was eventually incorporated into Watties' Industries. In the 1920s the company specialised in preserving locally grown orange marmalade, strawberry jam and tomatoes.

In 1967 the Birkenhead Borough Council, which included the Birkdale area, noted there were now seven people running just six 'urban farms'.

Places that represent this theme include:

12 Colonial Road	Thomas Church's former home
9 Hinemoa Street	Thompson's former home
6 Glade Place	Wilson house
120 Hinemoa Street	Hawkins house
115 Mokoia Road	Swindale farmhouse



Fig. 31. Swindale farmhouse at 115 Mokoia Road. Photo Matthews & Matthews Architects Ltd, 2010.

4.2 Industry

4.2.2 Kauri Gum and Timber

Gum digging was carried out in Birkenhead as well as other parts of the North Shore as early as the 1860s.⁶⁵ When work was scarce in Auckland, men would come daily from the city to dig gum at Northcote, Birkenhead and Devonport; in 1887 up to 130 men were making the daily trip across the harbour.⁶⁶ Gumdiggers would sometimes create problems by trespassing on private land, extracting gum, and leaving holes to be fixed by local landowners.⁶⁷ The Chelsea Sugar Refinery considered employing a watchman in the early 20th century to stop people gum-digging on their property.⁶⁸ The gum-digging industry went into decline by around 1910 due to reducing demand although during the Great Depression some unemployed men resumed digging for gum on the North Shore.

Places that represent this theme include:

None identified.

4.2.3 Brickmaking

Early industries in Birkenhead included William Parker's brickworks dating from 1866, which was located in Chelsea Bay.⁶⁹ Bricks were also made on site at Chelsea for the construction of the sugar refinery buildings.⁷⁰

Places that represent this theme include:

None identified.

4.2.5 Sugar Works

The Chelsea Sugar Works remains the major industrial plant on the North Shore. In 1883, the New Zealand Sugar Company Ltd was registered in Auckland, with equal shares owned by the Colonial Sugar Refining Company (based in Sydney), the Victoria Sugar Company and a group of New Zealand investors. The company bought the land previously owned by Major de Jersey Grut, which with its deep water for ships and a large water catchment area, was ideal for refining sugar grown in Fiji.

The building of the sugar refinery during 1883-84 was a huge enterprise. One hundred and fifty men were employed to remove the high headland and level five acres for the factory buildings. One and half million bricks were moulded from the clay that had been moved in the excavations. Two long wharves were built for coal supplies, sugar lighters and ferries. The company also built its own village of 35 identical wooden cottages up a spur, at the bottom of Colonial Road. When manufacturing began in September 1884 there was a schoolroom, reading-room and store. The shop, run independently by Mr Hubble, became an asset to the district and was signalled as an advantage to buyers of nearby subdivisions. The first Anglican church, St. Peter's, was built at the top of the village in 1885.⁷¹

The opening of the refinery at Chelsea boosted the growth of Birkenhead. Not only had the refinery brought work and people to the area, property values throughout the district rose 100%. Local farms also benefited from the presence of the refinery. Some orchardists worked full-time at Chelsea; others worked unloading the sugar lighters when the opportunity came. The possibility of supplementary income kept many families from selling up in poor seasons and this relationship between fruit farms and industry had a positive effect on Birkenhead for many decades.⁷²

The company's workers' cottages at the bottom of Colonial Road were condemned by health authorities in 1905 and families had to be relocated, either to rental housing in nearby streets or they were helped by the Company to buy houses. The cottages were sold for £5 each, dismantled and shifted to sunnier

⁶⁵ A.H. Reed, *The Gumdiggers: The Story of Kauri Gum*, 3rd Ed., Auckland, 2006, p.42.

⁶⁶ Muriel Fisher and Wenman J. Hilder, *Birkenhead: The Kauri Suburb*, 1969, 15.

⁶⁷ McClure, p.13 and *Weekly News*, 3 September 1887, p.9.

⁶⁸ Sydney-Auckland Letterbook January 1905-December 1906, Box 151, Chelsea Archive, 2 August 1905.

⁶⁹ Information supplied by Brian Potter at the North Shore Heritage Workshop, 15 September 2009.

⁷⁰ *Chelsea Heritage Estate Conservation Plan 2010*, prepared for North Shore City Council.

⁷¹ McClure, p. 44.

⁷² Ibid. p. 46.

sites. In 1909 the four existing two storied brick semi-detached houses were built.⁷³ A substantial Manager's house built in 1907 also remains within the estate.⁷⁴



Fig. 32. Chelsea Sugar Refinery, Alexander Turnbull Library, Wellington, New Zealand Neg. No. 1/2-000291-G.

By 1956 the Chelsea workforce had grown to 430, and even after the introduction of bulk handling in 1961 the workforce was still around 350 in 1965 and 250 in 1970. In 1959 the present day New Zealand Sugar Company Ltd was set up as wholly owned subsidiary of the Colonial Sugar Refinery Company Ltd, and by 1965 it was producing around 500 tons of sugar a day.

In 2008 the Chelsea Estate Heritage Park was formed when 36.7 hectares to the west and north of the refinery was purchased for \$20 million. The purchase of the land was funded by North Shore City Council, Auckland Regional Council, Department of Conservation, Department of Internal Affairs and ASB Community Trust. This was the result of several years' effort from a community group, the Chelsea Park Trust, which sought to ensure continued public access to the land. North Shore City Council is responsible for the upkeep of the park and buildings.⁷⁵

Places that represent this theme include:

24 Huka Road Chelsea Sugar Refinery, Manager's House & Workers' houses



Figs. 33 [left] & 34 [right]. The Manager's House at Chelsea built in 1907 and one of the four semi-detached houses built in 1909. Photos Matthews & Matthews Architects Ltd, 2010.

⁷³ Chelsea Archives, Birkenhead Library, Box 5, Sydney Letterbooks No 35, December 1908-July 1909; 24 March 1909 (359), Acceptance of tender for construction of the houses.

⁷⁴ Chelsea Archives Birkenhead Library Box 24 Auckland Letterbooks January 1907-March 1908, 30 September 1907. Letter noting house practically complete.

⁷⁵ *New Zealand Herald*, 3 September 2008, Sec.1, p.3.

4.3 Commerce

The construction of the Birkenhead wharf in 1882 led to the first basic business centre formed close to the wharf at the bottom of Hinemoa Street.⁷⁶ The earliest general store in Birkenhead was located down near the wharf. In 1890 it was taken over by Tom Smith who expanded the business with a blacksmith's shop, wheelwright stables and a delivery service.

New businesses and shops further up Hinemoa Street began to open in the early 1900s. A two-storeyed timber store, operated by S Roberts, opened near the junction of Harbour View Road around 1904.⁷⁷ The Post Office opened nearby in 1908. Verran's carriers, Mr Ellis Chemist, and Clow's bakery were some of the other businesses to open in this vicinity.⁷⁸ The most substantial building in lower Hinemoa Street was Hellaby's butchery, constructed in 1912.⁷⁹ On the opposite side of Rugby Road the two-storeyed plastered brick building at 100 Hinemoa Street was built around 1910.

What is now the Gum Diggers Restaurant at 128-130 Hinemoa Street is likely to have been built around the 1890s and was once a draper's store. It was later used as a leather goods shop before becoming a restaurant in 1977.⁸⁰

The Birkenhead housewife was also called upon by vendors of foods and goods. A Chinese peddler brought vegetables over on the ferry and walked the district with two baskets on a pole over his shoulder. Mr Jeffries walked around with a tray of iced buns to sell door to door. Large families mail-ordered for bulk goods such as tea and soap from Farmers, and children collected the goods from the wharf in their trolleys.⁸¹

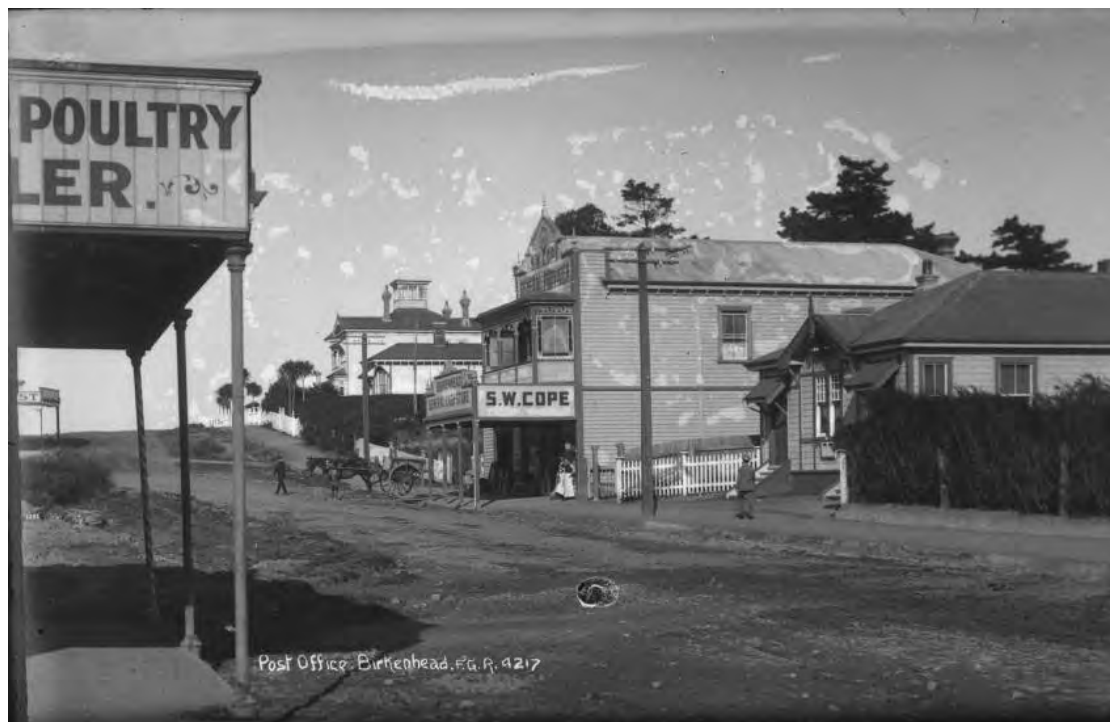


Fig. 35. View down Hinemoa Street showing cluster of shops near the intersection of Maritime Terrace, with S Roberts first general store built in 1904. Sir George Grey Special Collections, Auckland City Libraries, 35-R99.

⁷⁶ McClure, p. 49.

⁷⁷ Haddon, p.59.

⁷⁸ Ibid, p.60.

⁷⁹ Item No. 52 North Shore City Council Heritage Inventory.

⁸⁰ Item No. 441, North Shore City Council Heritage Inventory.

⁸¹ McClure, p.103.



Fig. 36. View down Hinemoa Street c late 1910s, showing Hellaby's Building on the corner of Rugby Road. Sir George Grey Special Collections, Auckland City Libraries, 35 R227.

Stott's Butchers were one Birkenhead business that made deliveries, initially by horse and cart and later by van. The Stott's first small timber shop was located at 136 Hinemoa Street. It was later replaced by the existing premises, incorporating the butcher's and another shop adjacent.⁸²

Robert E Stott came to New Zealand in 1902. He got a job initially with Hellaby's in Devonport, shifting in 1905 to the company's shop in Birkenhead. This had been an old bake house at what was to become Birkenhead South, and was used by Hellaby's before the firm built their own building at the corner with Rugby Road in 1913. After this, Stott worked at the Hellaby's branch in Karangahape Road, before another shift to Northcote, and a final one to Birkenhead again.⁸³ He ran his own business from a shop built by his brother at Birkenhead South, but opened a branch at Highbury Corner in Morris' new buildings, at 15 Glenfield Road/Birkenhead Avenue. This branch was to be run by his son Hector.⁸⁴ The shop survives as Ashore Fine Foods, isolated from the remainder of the original block after a two-storey development was undertaken at some point.



Fig. 37 [left] & Fig. 38 [right]. Stott's delivery cart and later delivery van. Photos held by Barbara Lewis (nee Stott)

⁸² Information supplied by Barbara Lewis in interview with Jane Matthews, February 2010.

⁸³ Hector Stott, *Back Then*, Vol. 1, pp. 83-96.

⁸⁴ Stott, pp. 83-96.



Fig. 39 [left]. R. E. Stott's first small butcher's shop at 136 Hinemoa Street.

Fig. 40 [right]. Interior view of the shop. Photos courtesy of Barbara Lewis (nee Stott).



Fig. 41. View down Hinemoa Street, with house and shop at 146 Hinemoa Street at right, and other commercial buildings near the centre, including Stott's first modest butchers' shop. Birkenhead Library.



Fig. 42. View of early shops in Hinemoa Street. Newspaper clipping courtesy of Barbara Lewis (nee Stott).

Until the 1920s Birkenhead remained a quiet end of the North Shore; it had twelve stores while Devonport boasted 42. Highbury corner was still a stretch of fields with the small Borough Council Chambers on the lower corner.

S Robert's second General Providers' Store at the top of Hinemoa Street opened in 1913. Business moved further north, to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transport began from the wharf leading up to Birkdale and Zion Hill.

In January 1924, local builder Frederick Morris subdivided his property fronting onto Glenfield Road (Birkenhead Avenue) into eight lots, and built the first block of businesses at Highbury Corner, 1-15 Birkenhead Avenue.⁸⁵ This development was followed in 1926 by GW Sutcliffe's garage at 200 Hinemoa Street alongside the council reserve, and in 1928 by Payne's Building at 1-5 Mokoia Road.⁸⁶

Apart from these developments, much of the rest of the shopping centre area was to remain residential until the 1950s. By about 1955, Green's and Noad's buildings had appeared at 257 Hinemoa Street and 261 Hinemoa Street respectively.⁸⁷ In November 1964, Highbury's first purpose-built post office was opened at 20-20A Mokoia Road.⁸⁸ In 1963, Payne's Buildings were added to with shops fronting Mokoia Road, and the Bank of New Zealand building was constructed at 8-10 Birkenhead Avenue in 1964.⁸⁹

Highbury shopping centre rapidly developed after the opening of the Auckland Harbour Bridge in 1959. Between 1959 and 1967 the population of Birkenhead grew from 6000 to over 12,000. Another significant period of development occurred between 1971-1981 with the development of the nearby Chatswood estate.⁹⁰ Through traffic was diverted by the construction of the Highbury Bypass in the 1970s, and the Highpoint (later Highbury) shopping complex was built in 1994-1995.

Places that represent this theme include:



Fig. 43 [left]. 96-98 Hinemoa Street. Matthews and Matthews Architects Ltd, 2010.



Fig. 44 [right]. 100 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 45 [left]. 128-130 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 46 [right]. 74 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.

⁸⁵ DP 17099, LINZ records. 'Obituary', *New Zealand Herald*, 18 September 1934, p. 12.

⁸⁶ *NZ Building Record*, 15 January 1926, p. 16. *Birkenhead Gazette*, 1 May 1928, p. 1.

⁸⁷ Wises Directories.

⁸⁸ *North Shore Times*, 4 November 1964.

⁸⁹ Wises Directories.

⁹⁰ McClure, pp.185-186.



Fig. 47. 144a-146 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 51. 130 Hinemoa Street. Photo Matthews and Matthews Architects Ltd 2010.



Fig. 48. 142a Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 52. 124 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 49. 136-140 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 53. 104 Hinemoa Street, Fishers Building. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 50. 134 Hinemoa Street. Photo Matthews and Matthews Architects Ltd 2010.



Fig. 54. 100 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 55. 92-94 Hinemoa Street. Dills Funeral Parlour. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 56. 92 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 57. McGovern's Store on Mokoia Road. Photo Matthews and Matthews Architects Ltd, 2010.

4.4 Tourism

During the late 19th century Birkenhead and Northcote became popular destinations for visitors during the strawberry season. Arriving by ferry, visitors could walk to strawberry farms and be served with strawberries, scones, cake and tea, take walks on the beach or dance in the local hall, which also provided other entertainments.⁹¹

One of Birkenhead's early tourist attractions from 1910 to the early 1920s was Clement Wragge's Institute and Museum, Observatory and Waiata Tropical Gardens in Awanui Street. Visitors could explore the gardens, which featured different types of palms, as well as a variety of exotic edible plants including bananas and ginger. Visitors were hosted by Wragge dressed in a turban assisted by his wife who would tell fortunes for tourists. Wragge, a meteorologist, also provided lectures and lantern slide shows on a wide range of subjects. The home and gardens were kept open to visitors by Wragge's son Kismet after Wragge senior's death in 1922.⁹²

The Zion Hill Methodist church was a leader in the Temperance movement and played a significant role in keeping hotels out of Birkenhead. Birkenhead didn't have a liquor outlet until 1970 when the Birkenhead Licensing Trust opened a hotel in Mokoia Road near the new Chatswood suburb. The idea of a hotel was first put forward in 1964, and a local trust licence was granted in 1966, and in 1967 architect Ivan Mercep of Jasmad prepared a design to be approved by the Licensing Control Commission. The Mokoia Road hotel wasn't a success, however, and the Trust instead opened a more modest tavern.⁹³

A restaurant has been operating from the Gum Diggers building at 128-130 Hinemoa Street since 1977, and in 2006 a villa at 82 Hinemoa Street was altered for re-use as '8.2' restaurant.

⁹¹ McClure, p.74.

⁹² Ibid, p.134.

⁹³ Ibid, pp.187-188.

Some of Birkenhead's historic houses have more recently been adapted for visitor accommodation. An example is Stafford Villa, the former Hayman home at 2 Awanui Street.

Places that represent this theme include:

8-12 and R 14 Awanui Street	Clement Wragge's Waiata Tropical Gardens
128-130 Hinemoa Street	The Gum Diggers Restaurant building,
2 Awanui Street	Stafford Villa
162 Mokoia Road	Former Birkenhead Licensed Trust Hotel

Theme 5 Government

5.1 Local Government

The boundaries of the Hundred of Pupuke established in 1848 took in all the North Shore south of a line from Hellyer's Creek to Taiotahi Creek, in what is now Murray's Bay. From 1856 to 1866, the Auckland Provincial Government administered the roads, and the Northern Division, which included the North Shore area, had initially four out of the 24 representatives on the Provincial Council.⁹⁴ Following this, the 1866 North Shore Highway District Board formally commenced work in 1868, and covered the area now known as Northcote, Birkenhead, most of Glenfield and Albany.

The 1876 Counties Act provided for four Auckland area counties: Eden, Rodney, Waitemata and Manukau. At a meeting on 27 July 1877 both the North Shore and Lake Highway Boards urged the County to provide assistance for road improvements, for the cutting leading to the Stokes' Point wharf and for the main road to the north from the Lake area. However, problems remained in trying to get the non-North Shore County representatives to fund North Shore roads and bridges.⁹⁵

In 1882 Birkenhead was included in the Northcote and Greenhithe Roads Board, but by 1884 Northcote had become a separate Board. In 1886 the Birkenhead Roads Board boundaries were nearly the same boundaries as the later borough.⁹⁶ The area was gazetted as the Borough of Birkenhead in 1888, and the first Mayor, Charles Button, served from 1888 to 1901. He was a leading Auckland lawyer and later a Member of the House of Representatives.

The first meetings of the Birkenhead Borough Council were held in the original octagonal Zion Hill church. The site for the municipal chambers was purchased in 1902 and the Borough met for the first time in 1906, in the modest building near Highbury, facing Hinemoa Street.⁹⁷ (Refer Fig. 6, which shows the Borough Council Chambers on the right.)

Birkenhead was more open than other Boroughs to the concept of amalgamation, particularly with Northcote Borough, but continued to be unsuccessful in this area. Ernest (Ernie) Osborne served through some difficult years from 1936 to 1953, but it was probably local manufacturer A Cyril Crocombe who most developed the roads and facilities of the Borough, following his election in 1959. Crocombe was elected with the support of new residents in the Birkdale and Beach Haven areas who felt they were not getting the facilities they were paying for in their rates.⁹⁸

In 1978, with a population of 20,000, Birkenhead was officially pronounced a city, with Graham Stott the first Mayor. Birkenhead Borough became part of North Shore City Council in 1989 following local government amalgamation. The Birkenhead Civic Centre is now located in a new building together with the Birkenhead library, which opened in December 2009 on the same site as the first Borough Council chambers, adjacent to Nell Fisher reserve.



Fig. 58. The Birkenhead Civic Centre and Birkenhead Library opened in December 2009. Photo Matthews and Matthews Architects Ltd, 2010.

⁹⁴ Verran, p.115.

⁹⁵ Ibid, p.120.

⁹⁶ Ibid, p.125.

⁹⁷ Haddon, p.14.

⁹⁸ Verran, p.125.

Places that represent this theme include:

6 Awanui Street	Former home of Robert Taylor, member of Birkenhead Borough Council
73 Hinemoa Street	House of Charles Edward Button, first Mayor of Birkenhead
52 Hinemoa Street	Former Skeates' House, a Mayor of Birkenhead
237 Onewa Road	Zion Hill Church and Sunday School Hall

5.2 Defence

The broad headland to the west of Kauri Point in Birkenhead is used for the NZ Navy armament depot and was developed between 1935 and 1937.⁹⁹ The depot employed a large number of technical, trades, trades apprentices, stores and clerical staff, including shipwrights, fitters and sheet metal workers. The extensive base included 23 buildings and a 95-foot concrete wharf. In 1941 21 additional magazines were built for American forces stationed in New Zealand during the war.¹⁰⁰

During World War II dug-out air raid shelters were made in back gardens and in paddocks in what is now Le Roy Terrace.¹⁰¹ Air raid shelters were also cut into the cliff at Birkenhead Point above Hinemoa Terrace.¹⁰²

Places that represent this theme include:

Kauri Point

5.3 Justice

The North Shore was policed from Auckland until 1869 when the first local policeman was appointed by the Flagstaff Highway Board.¹⁰³ In 1873 a special constable was appointed at Devonport and took over some of the duties of the existing policeman, including keeping the local pound and dealing with the rabbit nuisance on Mt Victoria.¹⁰⁴

A police station was opened at 11 Clarence Street, Northcote, at the turn of the century and this was followed by one at 110 Hinemoa Street, Birkenhead, in 1905-6.¹⁰⁵ Birkenhead Borough's first constable was Mr McGilp, and the Birkenhead Police Station was located in Hinemoa Street roughly opposite Glade Place, with 'lock-ups' at the rear.¹⁰⁶



Fig. 59. Former Birkenhead Policeman's House, 110 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.

⁹⁹ Verran, p.104.

¹⁰⁰ McClure, p.163.

¹⁰¹ Jane Matthews interview with Barbara Lewis, 28 January 2010.

¹⁰² Information supplied at the North Shore Heritage Workshop, 15 September 2009.

¹⁰³ *North Shore Times Advertiser*, 28 January 1975, p.17.

¹⁰⁴ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 62nd Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.12.

¹⁰⁵ *Appendices to the Journals of the House of Representatives*, 1900, H-16, p.1 and 1906, H-16, p.8.

¹⁰⁶ McClure, p.103.

During the late-1960s a national survey of the police department was carried out that resulted in restructuring of the organisation. In an effort to improve efficiency, many smaller stations were closed.¹⁰⁷ Glenfield and Birkenhead police stations were closed and replaced with patrol bases, which provided a daytime service only.¹⁰⁸ In 1969 the Northcote police station was closed and responsibility for the area was given to the Birkenhead mobile patrol, with afterhours cover provided by Takapuna.¹⁰⁹

Places that represent this theme include:

110 Hinemoa Street Former Police station

5.4 Healthcare

Formerly known as 'The Gables', the large house at 32 Hinemoa Street was built at the turn of the 20th century. It was owned by the Campbell family for over thirty years before being bought and used as a maternity hospital in the 1940s and 50s. Later it was used as children's hospital and then as a rest home.¹¹⁰ Additions were designed by MK Draffin.¹¹¹ The house is surrounded by mature trees and palms.

Miss McKenzie's nursing home, located near the corner of Mokoia and Rawene Roads, no longer remains. It catered for births and for children with tuberculosis.¹¹²

Places that represent this theme include:

32 Hinemoa Street 'The Gables'

¹⁰⁷ McClure, p.137.

¹⁰⁸ Ibid.

¹⁰⁹ *North Shore Times Advertiser*, 3 July 1969, p.3.

¹¹⁰ Haddon, p. 111.

¹¹¹ Drawings held at Auckland Architecture Archive, id. 1553.

¹¹² Jane Matthews interview with Barbara Lewis, 28 January 2010.

Theme 6 Ways of Life

6.1 Religion

6.1.1 Anglican Church

Anglicans in Birkenhead were initially served by St John the Baptist Church in Northcote, which opened in 1860. A cemetery at the top of Pupuke Road and Birkenhead Avenue was established in 1881.¹¹³ With the opening of the Chelsea Sugar works in 1884 the population base began to shift however, and St. Peter's, the first Anglican Church in Birkenhead, was built at the top of the Chelsea village in 1885. In June 1885 St Peter's Mission Hall was added to the building. The chapel was later moved to Birkdale Road and re-dedicated on 29 December 1907. In 1958 the Chapel was moved slightly to allow for the construction of a Sunday school hall, and on 3 November 2000 it was physically moved again to Tramway Road in Beach Haven.¹¹⁴

In 1908 Birkenhead Anglican services commenced at Highbury in a wooden building known as the Foresters' Hall (built 1906). The hall was purchased by the church in 1911 and enlarged. In 1923 All Saints Church was relocated to its current site on the opposite side of Hinemoa Street and altered.¹¹⁵



Fig. 60. All Saints Church 187 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.

6.1.2 Catholic Church

Until 1894, St Patrick's Cathedral in the centre of Auckland served North Shore Catholics, but in 1902-1903, a Devonport priest, Father Joseph Loughlin Ahern, included the Northcote area in his parish. From 1923 to 1928, Father Eugene O'Connor was the Takapuna assistant priest who included the Birkenhead and Northcote area in his parish.¹¹⁶ From about 1905, local Catholics attended services at the Gladstone Hall in Northcote, which they rented. In 1916, they finally bought it and the surrounding 4.5 acres for £500. In the 1930s the presbytery was a rented house in nearby Fairfax Avenue, and the priests covered a vast area including Puhoi.

The other important Catholic institution on Onewa Road originated in December 1933 when Dominican nuns established their parish school. Through all this period, the former Gladstone Hall was still being used as the local Catholic Church, but by the early 1960's the increasing population of the Birkenhead, Glenfield and Northcote area required the building of a new Catholic church.¹¹⁷

A six-sided 85-feet diameter building was decided upon, with the 500 seats arranged in a semicircle to encourage a closer relationship with the priest. 16 mosaic panels were designed by Auckland artist James Turkington and made in Japan. These have since been removed. The old hall was shifted back to become a parish hall. The church, formally blessed by Archbishop Liston on 11 July 1962, was designed by Thorpe Cutter Pickmere Douglas & Partners, registered engineers and architects. As well as serving

¹¹³ Verran, p.230.

¹¹⁴ Ibid.

¹¹⁵ Item No. 54, North Shore City Council Heritage Inventory.

¹¹⁶ Verran, pp.233-34.

¹¹⁷ Ibid.

Birkenhead, Northcote and Glenfield, it also became for a time the 'mother church' for Beach Haven, Albany and Hato Petera.



Figs. 61 [left] & 62 [right]. Exterior and interior views of St Mary's Catholic Church at 115 Onewa Road. Photo Matthews and Matthews Architects Ltd, 2010.

6.1.3 Methodist Church

The first Methodist services were held at Shoal Bay and North Head and from 1855 were organised from the Pitt Street Church in Auckland. Some local Maori were Wesleyan as a result of the active work of missionaries in various parts of New Zealand. Reverend George WJ Spence (1852–1917) arrived in Devonport to serve the Methodist church there in 1882. Spence also ministered to the new North Shore Circuit of Northcote, Birkenhead and Takapuna, from the Devonport Church.



Fig. 63. The 1885 Zion Hill Methodist Church. Photo Matthews and Matthews Architects Ltd, 2010.

The first octagonal Zion Hill Birkenhead Wesleyan Church, designed by WF Hammond, opened in 1881. The 1881 Church was later moved to the rear of the site and the present Gothic style church was opened on 29 March 1885. The architect was Edward Bartley. The Birkenhead Borough Council and other public groups used the old Church schoolroom for meetings. The present Sunday School/Hall behind the Church was officially opened on 17 November 1901, and was built by Fred Souster.

An abundance of committees devoted to the purposes of the church kept members busy. Zion Hill Sunday School had 150 members and 15 teachers. Out-stations operated at Northcote under John Court's leadership, at Birkdale under James Levesque, and also ran at Albany and Mayfield (Glenfield). The Sunday School Anniversary held in the hall on three successive Sundays in November was the biggest musical show on the North Shore.¹¹⁸

¹¹⁸ McClure, p. 96.

6.1.4 Presbyterian Church

As with many other denominations, the first Presbyterian services were held in private homes before Reverend John Wallace was appointed to the North Shore on 18 March 1866. A church was built in Church Street, Devonport in 1867, and the second in 1890.¹¹⁹

Anglicans, Methodists and Presbyterians in the area north of Devonport all at different times used Menary's combined protestant church and school building on Northcote Road. There were regular services from 1892, with the Takapuna area served from Devonport.

Birkenhead became a separate parish with the opening of St Andrew's Church in Mariposa Crescent on 13 December 1914. Before this, the Northcote Parish had included Birkenhead, Birkdale, Glenfield, Albany, Greenhithe, and reached as far north as Dairy Flat. The Church was moved to its present site at 172 Hinemoa St in December 1928. Additions were designed by architects Owen McKenzie & Foote in 1964.¹²⁰



Fig. 64. St Andrew's Presbyterian Church, 172 Hinemoa Street. Photo Matthews and Matthews Architects Ltd, 2010.

6.1.5 Other denominations

The Birkenhead Gospel Hall opened in what is now lower Hinemoa Street in October 1929.¹²¹

Places that represent this theme include:

181 Hinemoa Street	All Saints Church	No. 054, Category A
237 Onewa Road	Zion Hill Church and Sunday School Hall	No. 055, Category A
235 Onewa Road	Parsonage for Zion Hill Methodist Church	No.123, Category B
172 Hinemoa Street	St Andrews Presbyterian Church	
115 Onewa Road	St Mary's Catholic Church	

6.2 Education

The parsonage at St John the Baptist church in Northcote was used as an early school for Birkenhead pupils. It wasn't until 1918 that there was a separate school at Birkenhead, although local residents had been petitioning for this facility since at least 1903, noting the fact that there were more people in the Birkenhead area than in Northcote. It followed the pattern with the local Anglican Church also being administered from Northcote, and Birkenhead eventually getting separate status. Northcote School didn't want to lose pupils, and the appropriate grants.¹²²

¹¹⁹ Verran, p.238.

¹²⁰ NZTG 1/3/66, *Star* 12/12/64, NZ Index Cards, Sheppard Collection Architecture Library, University of Auckland.

¹²¹ Refer photo showing the Gospel Hall in McClure, p. 142.

¹²² Verran, pp.80, 81.

In 1912 the Birkenhead Borough Council was finally successful in winning a separate school. From 1913 a 'side school' ran from the Foresters' Hall on the east side of what is now Hinemoa Street, catering for the primer classes and Standards One and Two. The latter were later housed at the Zion Hill Methodist Hall, with Standard Three and Four at the Northcote School.

Land for a separate school at Birkenhead was bought in Mokoia Road, and a new building constructed in 1918. Birkenhead Primary School opened in 1919 with 174 pupils on the roll. Initially the new school buildings at Lake and Mokoia Roads were used as 'side schools' to the old Onewa Road School, but Birkenhead's claim for a separate 'Main School' was successful, and in April 1925 another building was built at Birkenhead. The new Main School boasted 275 children on its roll.¹²³ Site drawings for Birkenhead School prepared by architect MK Draffin are held at the Auckland Architecture Archive.¹²⁴

By 1949, the school roll was 335, and in 1956 a new infants' block was opened. Birkenhead Primary School is still on Mokoia Road, while Chelsea Primary School at the corner of Balmain and Onetaunga Roads draws pupils from the Chatswood area.¹²⁵ Birkenhead Kindergarten is located close to Birkenhead Primary School at 97a Mokoia Road.

Places that represent this theme include:

237 Onewa Road	Zion Hill Church and Sunday School Hall
43 Church Street	The Parsonage at St John the Baptist church
Mokoia Road	Birkenhead Primary School
97A Mokoia Road	Birkenhead Kindergarten

6.3 The Arts

Rawene Road in Birkenhead is the location of a number of publishing houses including David Ling Publishing, Reed Publishing (NZ) Ltd and McLaren Brown Publishing. Sculptor James Dubignon designed his own modernist house in the suburb in 1971.

Places that represent this theme include:

25 Hinemoa Street	Henry Hayward and family residence 1890-1905
132 Hinemoa Street	Art gallery
126 Park Hill Road	Dubignon House, 1971



Fig. 65. Dubignon House, 126 Park Hill Road. *Weekend Herald Homes*, 21 November 2009, p. F4.

¹²³ Verran.

¹²⁴ Auckland Architecture Archive Id. No. 1559, not dated.

¹²⁵ Verran, p.81.

6.4 Cinemas and Halls

At one time, dances and cinema going were prime ways of social interaction. Today, organised entertainment through clubs and societies has largely taken over these social functions.¹²⁶

The Martinengo Sisters from Italy joined with the Hayward Brothers to form a travelling musical troupe called the Brescians, who travelled around Britain for 15 years performing opera and theatre. In 1905 they travelled to Australia and New Zealand. Henry Hayward decided to stay in New Zealand, settling at Birkenhead. Here, he and his wife Dominica hosted musical evenings at their home, 'The Cliffs'. Hayward started cinema shows of his own in Birkenhead and Northcote in 1908, and developed a chain of 68 picture theatres throughout New Zealand. In 1929 the Fullers Hayward Company went bankrupt. Hayward thereafter started another business known as Auckland Cinemas Ltd.¹²⁷

In Birkenhead, the local members of the Birkenhead Court of the Ancient Order of Foresters opened a new hall on 12 July 1911. The first hall had been on the west side of what is now Hinemoa Street, and had been sold to the Anglican Church. Films were shown at the new hall on the eastern side of Hinemoa Street from 1912. The hall also had an additional community function, as Birkenhead Primary School ran classes there from 1913 to 1918. The Foresters' Hall operated together with Hayward's Picture Theatre, although from early 1940 the cinema was renamed the 'Kiwi', and was run by Auckland Cinemas Ltd. From March 1960, it was the 'New Kiwi', and then on Christmas 1963 renamed 'Highbury'. From January 1964, it was the 'Birkenhead Theatre' and linked with the 'Bridgeway' in Northcote. However, the rise of television as a rival for family entertainment spelled its demise on 31 October 1964. The hall then became a second hand shop and was later demolished.¹²⁸

Places that represent this theme include:

25 Hinemoa Street Hayward residence

6.6 Sport

Osborne Memorial Park and Recreation Drive in Birkenhead are where numerous sporting clubs are based. Osborne Memorial Swimming Pool was designed by Lewis, Walker, Glossop & Co. Northcote Birkenhead Rugby Union & Sports Club is located in Recreation Drive.¹²⁹

Places that represent this theme include:

None identified.

6.7 Community Organisations and Facilities

Zion Methodist Church and Hall have played an important role as a community facility over time. The Foresters' Hall in Birkenhead was also a significant venue for movies, dances and family Saturday night socials throughout the 1920s, together with halls at All Saints' Church in Hinemoa Street and Victoria Hall (also known as the Buffalo Hall) in Mariposa Crescent. The former Victoria Hall is now used as a crèche, while All Saints' Church incorporates part of the first Foresters' Hall.

A number of Birkenhead's community facilities are grouped in Recreation Drive, including the Northcote Club, All Saints' Scout Hall, the Birkenhead Returned Servicemen's Association (RSA), North Shore Model Railway Club Clubrooms (NSMRC), North Shore Music Trust, and Theatre Works.

¹²⁶ Verran, p.268.

¹²⁷ Haddon, p.49.

¹²⁸ Verran, p.268.

¹²⁹ NZTG, 2/10/68, NZ Index cards, Sheppard Collection, Architecture Library, University of Auckland.



Fig. 66. Former Victoria Hall at 17 Mariposa Cres. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 67 [left]. All Saints' Scout Hall, Recreation Drive.



Fig. 68 [right]. Northcote Club, Recreation Drive. Photos Matthews and Matthews Architects Ltd, 2010.



Fig. 69 [left]. NSMRC Clubrooms, Recreation Drive.



Fig. 70 [right]. North Shore Music Trust, Recreation Drive. Photos Matthews and Matthews Architects Ltd, 2010.



Fig. 71 [left]. Theatre Works, Recreation Drive



Fig. 72 [right]. Birkenhead RSA, Recreation Drive. Photos Matthews and Matthews Architects Ltd, 2010.

The fire station in Birkenhead was erected in 1931 for the Birkenhead Fire Board on a site in Mokoia Road, approximately where Highpoint shopping centre is now.¹³⁰ A new fire station was designed by SE Alleman in 1961, with the site at 154 Mokoia Road sold by the Chatswood Development Company to help fund the first stage of the Chatswood development.¹³¹



Fig. 73. Birkenhead Fire Station. Photo Matthews and Matthews Architects Ltd, 2010.

Between 1879 and 1919, public libraries could register under the Public Libraries Powers Act of 1875 to receive financial assistance from the Education Department. Three libraries were registered on the North Shore: Takapuna, Northcote and Albany. Devonport's first library dates from 1930, while Glenfield had to wait until 1974, when it was incorporated into Takapuna City. Waitemata County ran no library service for North Shore residents, only for Titirangi and Te Atatu North and South.¹³²

In 1989, all the various public libraries in the area became part of North Shore Libraries. Takapuna, Albany and Glenfield had been operating as one system from 1974, following Waitemata County ceased to operate on the North Shore.

An early library at Birkenhead was run by the Zion Hill Methodist Church. Founded in 1949, the first Birkenhead Public Library was located in a small room beneath the old council chambers. Nell Fisher was the Council's first paid librarian. A new library opened in 1968 on the site of the old council chambers.¹³³ It has recently been demolished and replaced by a new library and civic centre that opened on 17 December 2009.

¹³⁰ North Shore City Heritage Workshop. Haddon, pp. 64-65.

¹³¹ NZ Building Register, Index Cards, Sheppard Collection, Architecture Library, University of Auckland. McClure, p.185.

¹³² Verran, pp.143, 144, 145.

¹³³ Refer photograph in Haddon, p. 45.



Fig. 74 A & 74B. Birkenhead Library opened December 2009. Photo Matthews and Matthews Architects Ltd, 2010.

Libraries are significant community facilities, a specialised building type, typically prestigious architectural commissions and located in central positions within town centres. The new Birkenhead Library is likely to be a part of Birkenhead's future heritage. Librarian Nell Fisher is commemorated by a reserve in her name adjacent to the library.

Places that represent this theme include:

181 Hinemoa Street	All Saints' Church
237 Onewa Road	Zion Hill Church and Sunday School Hall
Nell Fisher Reserve	Birkenhead Library
17 Mariposa Cres	Victoria Hall

6.8 Remembering the Past and Preserving it for the Future

The Birkenhead War Memorial was proposed in 1919 and unveiled on 27 April 1927. It was designed by Borough Engineer Frank Finch and made by McNab and Mason, with cast bronze work by Millar Patterson and Lees. The Nell Fisher Reserve and landscaping was implemented at the same time and this cultural landscape reinforces the significance of the War Memorial. The memorial itself is significant for its design and use of polished red granite columns and bronze panels, making it distinctive amongst other regional war memorials.



Fig. 75. Birkenhead War Memorial, Photo Matthews and Matthews Architects Ltd, 2010.

At the annual meeting of Stoke's Point Ratepayers held in 1880, a resolution was passed authorising the Chairman of the Road Board, WF Hammond, to make an application to the Commissioners of Waste Lands for an allotment of 122 acres for a Public Cemetery and Park.

Hammond announced at a public meeting held on 23 August 1880 that the Government Commissioners of the Board of Waste Lands had readily 'complied with the wishes of the residents to set aside a valuable site for a cemetery of ten acres and the remainder for recreation purposes.'¹³⁴ A committee was to be established to oversee the development of the park and cemetery, and a vote was held determining the location of the cemetery in the southern corner of the site. A Cemetery Committee and Trustees were elected at the same meeting, including Messrs Buddle, Hilditch, Wilson, Johnson and Hammond. A separate committee was elected to organise development of the park. Hammond described the importance of public reserves, giving examples from ancient Greece and America as well as the parks around London.

In 1894 the Birkenhead Borough Council were appointed as the Domain Board to administer the park under the Public Domains Act 1881. The inaugural meeting of the Birkenhead Domain Board was held on 6 September 1900. At this time the Birkenhead Borough was a riding of the Waitemata County Council.¹³⁵ Around this time the Board also advertised the possible granting of gum-digging rights in the Domain.

In 1920 control of the cemetery was vested in the Birkenhead Borough Council. During the Depression years extensive milling occurred in the Birkenhead Domain, following which portions were leased for grazing, market gardening and bulb growing.¹³⁶ The cemetery is now managed by North Shore City Council as part of the Eskdale Reserve Network. The cemetery continued to supply plots until 1974 when the Schnapper Rock Cemetery was opened. Burials are still carried out occasionally in pre-purchased plots.

The Roman Catholic Cemetery in Birkenhead, located in Birkenhead Avenue opposite Pupuke Road, is one of the oldest Catholic Cemeteries in Auckland. Ownership of the three-acre plot was transferred in 1861 from Phillip Callan to the first Roman Catholic Bishop of Auckland, Bishop Pompallier, for a token amount of 10 shillings sterling.

Phillip Callan had received a crown grant for 67 acres of land in Birkenhead in 1853 comprising Allotment No.152. Callan was greatly involved in the establishment of St Patrick's Roman Catholic Church in Auckland, and was well known as a prominent benefactor of the early Catholic Church in Auckland. No records of burials can be found until the death of John O'Neil on 18 August 1898 in what from that time was to become Birkenhead Catholic Cemetery.

In 1987 the Cemetery was gifted by Bishop Dennis Browne to the Birkenhead City Council with the unused portion of the land to be developed as a reserve named after Bishop Pompallier. Members of St Mary's Parish led a group called Friends of the Cemetery, and were instrumental in organising the handing over.¹³⁷

In 1996 an area of Maori grave sites located within the original graveyard were rediscovered following maintenance by the Council and Friends of the Cemetery. A special ceremony was held at the site to unveil a memorial plaque, which was blessed by Father Peter Ryan of Hato Petera College.¹³⁸

Places that represent this theme include:

R 204 Hinemoa Street	Birkenhead War Memorial	1927
? Glenfield Road	Glenfield Road cemetery	1881
4 Glenfield Road	Northcote Protestant (Anglican) Cemetery	1865
R2 Glenfield Road	Birkenhead Catholic Cemetery (Pompallier Reserve)	1861

¹³⁴ Newspaper article contained in Birkenhead Domain Cemetery Minute Book, NSCC Archives BCC562/1 G7.

¹³⁵ *Draft Management Plan for the Eskdale Reserve Network*, May 1999, p.15.

¹³⁶ *Ibid*, p.16.

¹³⁷ *The New Zealand Tablet*, 25 October 1989, p.9.

¹³⁸ *North Shore Times Advertiser*, 25 June 1996, p.5.

Birkdale – Beach Haven

Theme 1 Land and People

1.1 Geology

Refer to discussion in thematic review document and Northcote chapter.

Places that represent this theme include:

None identified.

1.2 The People of the North Shore

Before the 1820s, there were a number of kainga and protective pa in the Greenhithe and Paremuremo areas. As with the rest of the North Shore, the Ngapuhi invasion in 1821 led to the area being abandoned. In the 1830s some Maori did return, and prior to the Treaty of Waitangi there were some land sales, mainly by Ngati Whatua, in the Okura, Paremuremo, Lucas and Oruamo/Hellyer's Creek areas. Some of these old land claims were disallowed, and that land then included in the Crown's Mahurangi Purchase. On 16 April 1860, a Crown Grant for Lot 173 was issued to Pero Tuwerowero for 126 acres in the area that is now part of the suburb of Witherford Heights, at the upper reaches of Hellyer's Creek. On Tuwerowero's death, there followed a succession dispute in 1884 and a confirmation in 1890 that the then owner, Matui Miru, had recently sold the land to Thomas Campbell. Little is known how many Maori actually lived on this site, as it was ignored at the 1878 Census of Maori.¹

The Mahurangi Purchase provided the means for Pakeha purchase of the land. This land purchase by the Crown, which included the North Shore, was in fact a series of purchases from 1841 to 1854. This was due to the number of interested parties involved. On 13 April 1841, 22 Maori signed on behalf of the Marutuahu or Hauraki Confederacy. This included Ngati Tamatera, Ngati Whanaunga, Ngati Maru and Ngati Paoa. On 31 May 1841 Patuone of Ngapuhi, whose wife was of Ngati Paoa, signed a separate settlement, while on 29 June 1841 Na Tautari and five others began the settlement of Ngati Whatua interests in the area. On 3 January 1842 four other Ngati Whatua chiefs settled. There were further settlements into the early 1850's for particular parcels of land north of the North Shore, and included Te Kawerau, Ngati Whatua, Ngati Paoa and Ngai Tai (specifically Rangitoto).²

Birkdale and Beach Haven were rural areas with a small population in the late 19th century. In 1886 settlers petitioned the Auckland Harbour Board for provision of a wharf at Hellyer's Creek, and in 1888 Hellyer's Creek wharf, known later as the Birkdale and then Beach Haven wharf, was built to serve a growing number of settlers in the area. Water transport was then the easiest means of travel. Launches and steamers served the Upper Harbour route, transporting passengers and goods from the growing number of local industries, which included kauri gum, paper, timber, pottery and, above all, fruit-growing.

The Birkdale/Beach Haven area was first named 'Parkview' by early European settlers, and the name was adopted for the area which extended from Balmain Road to Hellyer's Creek. On 8 August 1889 the Birkenhead Borough Council resolved to call that part of the Borough from Rendall's Creek to Hellyer's Creek 'Birkdale', with the Hellyer's Creek wharf then to be known as 'Birkdale'. By this time, the area supported a significant strawberry and fruit-growing industry. The Birkenhead Historical Society publication *Life, Laughter & Love in the Early Years. Remembering Earlier Times in Birkenhead & Birkdale* notes that:

Transport was a major problem until well after the turn of the century. A lot of orchards were developed with a water frontage and most had their own jetty. The old Birkdale wharf was a lot bigger than today with a large goods shed, waiting room and crane. The horses and carts used to drive right down and onto the wharf. Bradney and Binns had a regular steamer service and when the tide was right, used to run right up to Riverhead. Hunter Bros. from Greenhithe later started a more reliable launch service (not being so dependent upon the tide) and proved very popular with the

¹ David Verran, *The North Shore: An Illustrated History*, Auckland, 2010, p.19.

² Ibid, p.17.

strawberry growers, enabling them to catch the morning market. Apart from fruit, a lot of other freight was carried as well as quite a number of passengers.³

Not long after the construction of the wharf, Birkdale Primary School opened in 1894.⁴ There was no central school at Birkenhead at the time. Birkenhead pupils had to choose between Birkdale Primary and Northcote Primary. The original 1894 school building was removed in 1967 to allow for new school buildings.

In 1923 the Birkdale Land Company advertised the Beach Haven subdivision for sale. Roads, including Pohutukawa, Puriri and Kauri Avenues were formed by horse teams. Until that time a small number of baches that provided a weekend retreat for Auckland yachtsmen were among the few buildings located in this area. Land agents chartered launches to take prospective buyers over to view the sections at weekends. The sections cost between £40-200 and sold quickly. Construction of houses, typically in the bungalow style, followed more slowly.⁵

In 1924 the Hilders arrived in Beach Haven and opened a store, which became a community meeting place.⁶ The family's return bay villa had been built at the corner of Beach Haven and Rangatira Roads in 1910. It was occupied by the Hilder family from 1924 until 1947. In 1925 the shop was opened in the house, which also functioned as the Post Office until after the end of WWII. The house was relocated to its current site in Rangatira Road in 1994. Alterations have been made to the shop windows and doorway, which were later replaced in 2007.⁷

Growth in the local population was the catalyst for the construction of the Birkdale Community Hall in 1925. It was an important community facility used for dances, films, meetings of the Birkdale Literary Society, the Women's Institute, religious worship, annual shows and Rowland Bentley's YMCA gymnastic displays.⁸

In the 20th century Birkdale and Beach Haven were predominantly fruit growing areas and remained so until after the opening of the harbour bridge.⁹ Along with Hilder's Store, early local shops built in the 1920s included Bright's store at Verran's Corner. A limited number of houses dating from the early 20th century have been identified for protection in the North Shore District Plan.

By the 1951 Census, there were still just 244 Maori living in Northcote, Takapuna and Devonport Boroughs combined, but Birkenhead Borough reported no Maori at all. By the 1971 Census, the presence of Maori Affairs housing in the newly developed areas of Birkdale, Beach Haven and Northcote was becoming evident, with 770 Maori reported in Birkenhead Borough, most residing in Beach Haven and Birkdale.¹⁰

After the opening of the Auckland Harbour Bridge the area changed dramatically as numerous orchards were subdivided for residential development. Between 1936 and 1946 Birkenhead's population grew by only 400, but the population more than doubled from 6000 in 1961 to 13,000 in 1967. The range of new subdivisions brought diversity to the area and was the catalyst for new schools, commercial development and community facilities.¹¹

Places that represent this theme include:

In the Birkdale-Beach Haven area the following sites are included in Appendix 11B of the District Plan, providing evidence of Maori settlement:

³ No. 56, North Shore City Council Heritage Inventory.

⁴ No. 99, North Shore City Council Heritage Inventory.

⁵ Margaret McClure, *The Story of Birkenhead*, Auckland, 1987, p.137.

⁶ Ibid.

⁷ No. 90, North Shore City Council Heritage Inventory.

⁸ McClure, pp. 136-7.

⁹ Comments by Mr Glad Durham, North Shore Heritage Workshop, 15 September 2009.

¹⁰ Verran, pp.28, 29.

¹¹ McClure, p.184.

Map 23

Site 37	Pa, Island
Site 48	Midden, settlement, headland
Site 50	settlement, headland
Site 285	Clifftop pa
Site 287	Clifftop pa
Site 919	Midden, mound depression
Site 920	Midden
Site 921	Midden
Site 926	Midden
Site 974	Midden
Site 976	Midden
Site 978	Midden
Site 979	Midden
Site 980	Midden
Site 1257	Ditches

Map 28

Site 52	Headland pa
Site 925	Midden
Site 977	Midden

Theme 2 Infrastructure

2.1 Transport

2.1.1 Water Transport

Larger orchardists in Birkdale such as John Kay and the Gummer Brothers built small jetties on Hellyer's Creek below their orchards, and transported their own fruit in rowboats. Although the Birkdale Wharf was built in 1888, until Bradney & Binns' steamers began a regular service from Riverhead to transport strawberries to town, most Birkdale farmers had to transport strawberries to the Birkenhead wharf, usually by wheelbarrow.¹²



Fig. 1. Part of the 1887 Hammond & Sons map of Northcote and Birkenhead, which shows a jetty at Hellyer's Creek at far left. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 3728.

Given the state of local roads, water transport was then the easiest means of travel, with launches and steamers along the Upper Harbour route transporting passengers and locally produced goods. Following a fire on 26 December 1937 the Birkdale wharf was rebuilt as a launch landing only on the line of the original wharf by the Auckland Harbour Board. In 2000 the wharf was completely rebuilt by North Shore City Council with construction replicating as far as possible the former structure.¹³

Another wharf was located at Island Bay but the original structure is no longer there; it was run over by a vessel during WWII, when the structure was not lit. It was later replaced with one of half the size, which was opened by George Wood.¹⁴

Places that represent this theme include:

Hilder's Reserve Beach Haven (Hellyer's Creek) Wharf

¹² McClure, p.70.

¹³ Item No. 56, North Shore City Council Heritage Inventory.

¹⁴ Information supplied at the North Shore Heritage Workshop, 15 September 2009.



Fig. 2. Island Bay Wharf. Photo Matthews & Matthews Architects Ltd, 2010.

2.1.2 Trams

There is a Tramway Road in Beach Haven, where the River Plate Company constructed a mill and bush tramway as part of its kauri logging operation. Passengers were not provided for. The Takapuna Tramways and Ferry Company later discussed running trams to Birkenhead from Takapuna, but this was not pursued.¹⁵

Places that represent this theme include:

None identified.

2.1.3 Buses

The first bus in the Birkenhead area was Thomas Horton's horse and 6-passenger cart, which ran between Birkenhead wharf and Chelsea village. From 1910 the Oldham brothers ran a bus service from the wharf to Verran's Corner, while William Goodall took the route to Highbury and then to Coronation Road. They were later replaced by Millar and Dunn.

By 1915 Mayor Wallace favoured a Council run motor bus service but the rest of the Council preferred not to use ratepayer's money for this.¹⁶ Instead the privately run Birkenhead Motor Bus and Transit Company started a service from October 1915. This ran from the wharf to Verran's Corner in the west and Glenfield Road to the north. In 1922, the company changed its name to the Marine Suburbs Bus Company, and operated from its own service station at the top of Onewa Road (now Birkenhead Avenue), to Verran's Corner.¹⁷

From 1927, Marine Suburbs faced rivalry from Blue Star Motor Service Ltd, which also added an additional service to the Beach Haven wharf. Blue Star won the battle in early 1928, but not the financial war, and was bought out by Charles Inwards, who also bought out another three drivers who had formed Birkenhead Transport, serving Highbury, Pupuke Road and the wharf. Inwards then formed a new Birkenhead Transport Company in 1933.¹⁸ The roads would often have been in a very poor state, as the Birkenhead Borough Council only tar sealed the main road to Verran's Corner in 1947, with successive extensions further out to Beach Haven Wharf.¹⁹

¹⁵ Verran, p.193.

¹⁶ Ibid, p.192.

¹⁷ Ibid, p.195.

¹⁸ Ibid.

¹⁹ Ibid, p.196.



Fig. 3. Birkenhead Transport Bus depot at Verran's Corner. Photo Matthews & Matthews Architects Ltd, 2010.

There were also separate Albany and Stanley Bay bus companies. The Albany bus company had its depot off Rugby Road in Birkenhead and ran from the wharf via Glenfield Road to Albany, doing mail and general deliveries along the way.²⁰

In 1954 the Northcote-based Waitemata Bus and Transport Company was bought out by the Devonport/Takapuna-based North Shore Transport, and arrangements made with Birkenhead Transport for their takeover of the Northcote routes, which also expanded out to the intersection of Wairau and Glenfield Roads. The North Shore Transport Company moved out of its Hall's Corner depot in 1963 in favour of the new depot in Diana Drive off Wairau Road. Eventually the Auckland Regional Authority bought out the North Shore Transport Company in 1971.²¹

Places that represent this theme include:

Verran's Corner Birkenhead Transport Ltd depot

2.2 Roads

By the 1880s settlement extended sparsely to Hellyer's Creek where cheap land had been bought by the Shepherds, F Hayman, James Levesque, the Gummer Brothers, the Hayfields and John G Kay. At a council meeting in 1889 John Kay resolved that 'the portion of the Borough between Rendell's Hill and Hellyer's Creek be called Birkdale and that the roads be named as follows - From Lot 132 to the wharf 'Pine Avenue', from the eastern corner of Bagot's Lot 138 to Hellyer's Creek 'Tramway' and from the Tramway Road to Kaipatiki, 'Birkdale'.²² Maps such as the Hammond & Sons' map of 1887 show the limited number of roads in the area at that time.²³

During the 1920s the quietness of Birkdale Road made it popular for those learning to drive cars. In the early decades of the 20th century the Birkdale and Beach Haven areas had poor clay roads, which became almost impassable in winter. The Birkenhead Borough Council tar sealed the main road to Verran's Corner in 1947, with successive extensions further out to Beach Haven Wharf. Roads were formed as part of the numerous subdivisions that were created in Birkdale and Beach Haven in the 1960s and 1970s. In 1962 Council was granted a loan of £280,000 from the Local Authority Loans Board to upgrade the main roads that led to the new subdivisions in Birkdale and Beach Haven.²⁴

The Auckland Harbour Bridge opened on 30 May 1959, and to an even greater degree than elsewhere on the North Shore, this event had an enormous effect on the way of life in Birkdale and Beach Haven.

²⁰ Verran, p.196.

²¹ Ibid, p.198.

²² Quoted in McClure, p. 70.

²³ NZ Map 3728, Sir George Grey Special Collections, Auckland City Libraries.

²⁴ McClure, p. 185.

These rural suburbs changed rapidly from an area of predominantly orchards to residential suburbs with local shops and schools.

The first car in the Birkenhead borough was a Citroen in Balmain Road. Albert Hadfield bought the fifth car in Birkenhead in 1920, a model T Ford, which he and his family took to the outskirts of Birkdale to learn to drive. Right into the 1930s cars remained a rare sight on Birkenhead roads.²⁵ Increasing car ownership has led to purpose built buildings such as garages and service stations as well as car showrooms.

Places that represent this theme include:

None identified.

2.3 Communication

To assist with the growth of industry on the North Shore, an underwater telephone cable was laid across the harbour to May's Devonport Post Office, and overland cables erected to Lake Takapuna and Northcote. The new telephone service commenced on 15 May 1882, with two more underwater cables laid later. There was also a Kauri Point to Sydney telegraph line laid in 1912.²⁶

The telegraph cable for the Birkenhead area landed at what was originally Telephone Road, before it was renamed Rugby Road in around 1913. Additional submarine cables were laid from 1929 to boost the availability of telephone lines. For some time Birkenhead was on the Ponsonby exchange. The Northcote telephone and telegraph exchange was combined in 1897 and combined with the Birkenhead exchange in 1925. That manual exchange went automatic from 1930. Albany received a telephone service from 1924.²⁷

A postal service started in Birkenhead on 15 February 1884, in Albany on 1 December 1890 and in Birkdale on 1 December 1894.²⁸ Hilder's Store in Birkdale also served as the local Post Office from 1925 until shortly after WWII.²⁹

Places that represent this theme include:

Rangatira Road Hilder's Cottage

2.4 Utilities

2.4.1 Water Supply

Early supply of water for residences in Birkdale and Beach Haven would have come from wells and rainwater collected in tanks. From the 1890s, water for residents of Devonport and Birkenhead Boroughs was taken from Lake Pupuke, with Northcote and then Takapuna (using Devonport's pumping station) later joining the scheme.³⁰

In 1912 the Birkenhead Borough Council raised a £24,000 loan to buy property at Lake Pupuke and build a pumping station there and waterworks by Verran's Corner. In 1913 the water for Birkenhead was first turned on.³¹ In 1934 Birkenhead became the first North Shore borough to be connected to Auckland city's Waitakere water supply.³²

In 1941 the Board of Health forced the other North Shore boroughs into accepting Auckland City Council water directly via a new pipeline from the Waitakere Ranges into the Birkenhead reservoir. The North Shore Boroughs Water Board was abolished by Parliament and bulk water supply vested in

²⁵ McClure, p. 130.

²⁶ Verran, pp.151-3.

²⁷ Ibid, p.151.

²⁸ Ibid.

²⁹ No. 90, North Shore City Council Heritage Inventory.

³⁰ Verran, p.132.

³¹ McClure, pp. 107-8

³² Verran, p.135.

Auckland City, who were contracted to supply 365 million gallons a year. Lake Pupuke was to be kept in reserve, but due to a lack of local filtration complaints about water quality returned on the occasions when it was used. The Lake Pupuke pump houses were eventually abandoned and the machinery removed.³³

A further new connection across the harbour was up and running by December 1948. From the 1960s the provision of bulk fresh water became the responsibility of the Auckland Regional Authority, and then from the late 1980s of Watercare. In September 2009 Birkenhead's largest water treatment reservoir at Verran's Corner was cleaned by divers, using vacuum hoses to suck sediment from the reservoir floor.³⁴



Fig. 4. Water reservoir near Verran's Corner. Photo Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

Water reservoir Verran's Corner

2.4.2 Drainage

A separate North Shore Drainage Board was created in 1951, supported by all the North Shore boroughs, which resolved to develop a filter and oxidation pond based drainage system. The treatment plant was located at Rosedale Road and opened in September 1962, with effluent discharged offshore between Campbell's and Castor Bays.³⁵ From 1989 responsibility for drainage on the North Shore moved from the North Shore Drainage Board to the new North Shore City Council.³⁶ Sewage reticulation was provided to Birkdale and Beach Haven in 1963.³⁷

Places that represent this theme include:

None identified.

2.4.3 Power

The completion in the 1920s of the massive Arapuni hydroelectric generation station on the Waikato River benefitted the inhabitants of the North Shore. Electricity was supplied to Birkenhead for the first time in December 1926 by the Auckland Electric Power Board.³⁸ Birkdale and Beach Haven both shared in the provision of service to Birkenhead.

Places that represent this theme include:

None identified.

³³ Verran, pp.135-36.

³⁴ *North Shore Times*, 17 September 2009, p.2

³⁵ Verran, p.137.

³⁶ Ibid, p.129.

³⁷ McClure, p. 185.

³⁸ *Birkenhead Gazette*, 1 April 1927, p. 3.

Theme 3 Building the City

3.1 Subdivision of Land



Fig. 5. This 1928 survey map shows the contrast between the patterns of residential subdivision on Birkenhead Point with the larger allotments in Birkdale, where agricultural and horticultural uses continued. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 75.

In 1923 the Birkdale Land Company offered the Beach Haven Estate Subdivision for sale. Pohutukawa, Kauri and Puriri Avenues were formed and an area of modest bungalows built. Up until then the main development had been a few small baches used as a weekend retreat for Auckland yachtsmen. Real estate agents attracted potential city-living buyers by chartering launches at weekends to view the sections. While the sections sold quickly, houses on them developed more slowly.³⁹

The *Herald* in 1956 described the area between Birkenhead and Beach Haven as 'an area of farmlets, some 2000 acres carrying only 500 people' and predicted the enormous changes to come with new subdivisions for housing.⁴⁰

³⁹ McClure, p.137.

⁴⁰ *Ibid*, p.182.

Post-Harbour Bridge, residential subdivisions steadily replaced the area's strawberry farms. In 1960 the Birkenhead Council and the Housing Corporation of New Zealand promoted a 'parade of homes' to showcase low-cost modern housing. Land was allocated by the Minister of Housing in Levesque Street and Chippendale Crescent in Birkdale. The Mayor, Mr Crocombe, headed a committee to organise the display of model houses by a variety of builders, which could be built for less than £3000.⁴¹ The Jacaranda Estate (between Jacaranda Avenue and Hadfield Street) was developed at a similar time on what had been Ernie Anderson's strawberry gardens.⁴² Land in the area from Levesque Street to Kaipatiki Creek was developed by Universal Homes, who also developed land between Rangatira Road and Tramway Road, on former strawberry farms.⁴³ The former peach, apple and pear orchards of early settler John G Kay and the Lancaster family became Lancaster Court and Melba and Frizell Streets.⁴⁴

Council was granted a loan of £280,000 from the Local Authority Loans Board in 1962 to improve the condition of the main roads leading out to the new subdivisions and in 1963 sewerage reticulation was provided for Birkdale and Beach Haven.⁴⁵ In the 1970s the steeper ground above Island Bay were developed.

Places that represent this theme include:

Parade of Homes Levesque Street subdivision

3.2 Commercial Architecture

Hilder's Store became one of the first community meeting places in Beach Haven. Growth of the surrounding area was the catalyst for the construction of the Birkdale Hall in 1925.⁴⁶ It was the local venue for dances, films, meetings of the Women's Institute and Birkdale Literary Society, worship annual shows and Rowland Bentley's YMCA gymnastic displays.⁴⁷



Fig. 6. Bright's Store at Verran's Corner. Photo Matthews & Matthews Architects Ltd, 2010.

The Verran's Corner shops were established in the 1920s. Bright's Store was built in 1926 by John Bright. The Presland-Tack shops at Verran's Corner, at the bend of Mokoia Road and Waipa Street, were also built in the 1920s. Brighton Hall was located on the north side of the road at Verran's Corner, built by John Bright in c.1926.⁴⁸ The Beach Haven shops appear to have been developed in the 1960s.

⁴¹ McClure, p. 184 and information supplied by Glad Durham, 15 September 2009.

⁴² Information supplied by Glad Durham, 15 September 2009.

⁴³ McClure, p.184.

⁴⁴ Ibid.

⁴⁵ Ibid, p. 185.

⁴⁶ Ibid p.137.

⁴⁷ Ibid.

⁴⁸ Information supplied at North Shore Heritage Workshop, 15 September 2009.

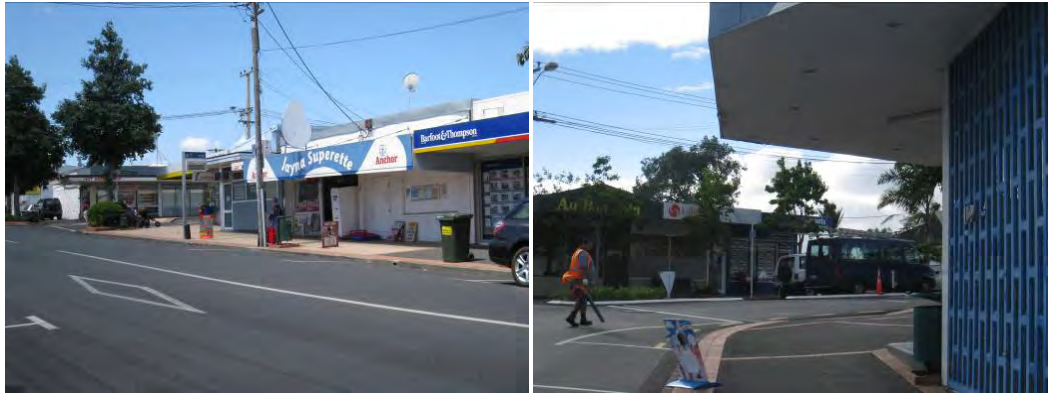


Fig. 7 [left] & Fig. 8 [right]. Beach Haven Shops. Photos Matthews & Matthews Architects Ltd, 2010.

Places that represent this theme include:

Rangatira Road Hilder's Cottage
Verran's Corner Bright's Store

3.3 Residential Architecture

A small number of early farmhouses remain in Birkdale and Beach Haven. Charlie Levesque's house at 205 Birkdale Road is a relatively early survivor, and it has associations with the Levesque family who were significant local horticulturalists. The Levesques grew strawberries as well as other fruit.⁴⁹ They had a cannery and in Levesque Street there was a homestead, farmhouse and sawmill, though today nothing remains of the latter.⁵⁰

Bungalows built in Beach Haven in the 1920s were typically modest four-roomed houses, with small verandas and little decoration.⁵¹

During the 1960s orchard land from Levesque Street to Kaipatiki Creek was developed by Universal Homes, as was the area between Rangatira and Tramway Roads. Particularly in the 1960s and 1970s, large-scale residential building firms focussed on particular sectors of the growth areas of greater Auckland. For example, Reidbuilt Homes started off in a small way building houses in their yard in Beach Haven and then transporting them across Auckland, sometimes by barge. They later moved to Wairau Road. Sunline Homes concentrated on the Milford area, Paramount Homes, WG Archer and Dempsey Morton built all over the North Shore, and Universal Homes and John Senior, focused on Beach Haven.⁵² Amongst other builders were Franchi and Iron, Keith Hay, Neil and Beazley Homes.⁵³

The Levesque Street Parade of Homes was created in 1961 to display low-cost modern housing that could be built for less than £3000.⁵⁴ Unlike other parts of Auckland, state housing came to the North Shore in small clusters, and until the early 1960s it was located predominantly around Belmont, Northcote Central and Birkdale. Comparatively large numbers of Maori Affairs state housing in the Beach Haven and Northcote areas were built from the 1960s.⁵⁵

After the opening of the Auckland Harbour Bridge, an area around Beach Haven Road was one of the first to be cleared for a state housing development in Doris Street. A small pocket of state housing was also built in Hammond Place.⁵⁶ In Birkdale state houses were built in Rangatira Road and its neighbouring streets, including Hayman Place and Lysander Crescent.⁵⁷

⁴⁹ McClure, pp. 70-75.

⁵⁰ Ibid, p.76. Information supplied by Glad Durham, 15 September 2009.

⁵¹ McClure, p. 137.

⁵² Ibid, p. 184.

⁵³ Verran, pp.277-78.

⁵⁴ McClure, p.184.

⁵⁵ Rachel Jackson, 'State housing in Auckland', University of Auckland thesis, 1965.

⁵⁶ McClure p.184

⁵⁷ Information supplied by Glad Durham, 15 September 2009.

One of the most unusual houses on the North Shore is located in Birkdale. Lymington Castle was built in Verben Road by Esme Castleton and her husband Ron Reid on land owned and farmed by Esme's parents.⁵⁸ It replaced an earlier timber homestead. The castle was built by Ron on weekends over a 15-year period.



Fig. 9. Charlie Levesque's house at 205 Birkdale Road. Photo Matthews & Matthews Architects Ltd 2010

Places that represent this theme include:

39 Birkdale Road	Villa
53 Birkdale Road	Late Victorian villa
134 Birkdale Road	Villa
191a Birkdale Road	Victorian villa
8 Fordham Street	Fordham cottage
Rangatira Road	Hilder's cottage
47 Verben Road	Lymington Castle
48 Eskdale Road	Villa
54 Eskdale Road	House
3 Rangatira Road	Cottage
Levesque Street	1961 Parade of Homes
205 Birkdale Road	Former home of Charlie Levesque

A number of houses were designed by Group Architects in Birkdale but their existence and exact location would need to be confirmed through further research.⁵⁹



Fig. 10. House at 48 Eskdale Road, a centre gutter villa. Photo Matthews & Matthews Architects Ltd, 2010

⁵⁸ Refer photograph of Lymington Castle during construction, included in *Birkenhead The Way We Were*, p. 113.

⁵⁹ Drawings at the Auckland Architecture Archive.



Fig. 11. House at 54 Eskdale Road. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 12. Cottage at 3 Rangatira Road near Verran's Corner. Photo Matthews & Matthews Architects Ltd, 2010.



Fig. 13. Houses in Levesque Street. Photo Matthews & Matthews Architects Ltd, 2010.

3.4 Public Spaces

Public Parks in Birkdale and Beach Haven include Osborne Park, which was built with Relief Scheme labour, Tui Park, at the end of Rambler Crescent, Rangatira Reserve, Hilders Reserve, Birkenhead Domain, John G Kay Park and Gretel Scenic Reserve.⁶⁰ Tui Park was donated as part of the planned Witherford estate.⁶¹

Places that represent this theme include:

See above.

⁶⁰ Information supplied at North Shore Heritage Workshop, 15 September 2009.

⁶¹ Ibid.

Theme 4 Work

4.1 Farming

Wheat, maize corn and barley were grown from at least 1844, in part as fodder for horses and cattle. Local farmers also milled grains for their own flour. As well as sheep and cattle grazing, fruit trees soon became a vital part of agriculture on the North Shore, with commercial horticulture in various parts of the North Shore evident from the 1860s. Plum, apple and peach trees were particularly noticeable, as well as floriculture. Table grapes also grew well in the area, and the Beere family in Birkdale cultivated grapes near the current location of Birkdale Intermediate School.⁶² The Birkenhead and Northcote Fruitgrowers' Association held annual shows at which were displayed locally grown apples, pears, peaches, plums, grapes, water and rock melons, cape gooseberries, lemons, quinces, prunes and vegetables. There were also examples of locally produced jams, jellies, butter, honey and hams.⁶³

James Levesque has been described as the most experimental and self-sufficient of the Birkdale fruit growers.⁶⁴ He had experience as a nurseryman and in sawmilling. At 'Roseneath', his home in Birkdale, he set up a forge, sawmill and canning factory, employing women in his family as well as from the local area. He had four acres planted in strawberries and developed an innovative irrigation system.⁶⁵

The predominantly clay soil in the area was not well suited for large-scale dairy farming. Nevertheless a downturn in the Auckland fruit market in the 1890s led orchardists all over the North Shore to grass at least part of their orchards, and turn to dairying. By the early 20th century, much of the scrub had been cleared with the help of new technologies. The majority of farms were less than 100 acres. Birkdale and Albany were seen as the best areas for strawberry fruit, and for tomatoes as well. In the early 1900s fruit farms in Northcote, Birkenhead, Glenfield and Birkdale varied from five to 15 acres in size, while most in Albany were less than 25 acres. From Bayswater to Birkdale 200 acres were in strawberries, primarily in Birkenhead and Northcote.⁶⁶

The strawberries grown in Birkdale were regarded as the best, and were also the first on the market. To retain the vitality of each species, Birkdale growers commissioned farmers out of Auckland to grow new plants ready for annual planting. Tom Sheppard commissioned Maori at Te Paa on the Kaipara to do this, while James Levesque used growers in the Waikato.⁶⁷ In 1904 there were over 100 strawberry growers in Birkenhead, Birkdale, Glenfield and Northcote. There were also smaller plots of strawberries growing in Torbay, Milford and Takapuna. Canning of surplus fruit was carried out by Thompson and Hill's fruit canning factory, first located near the Birkenhead Wharf and later moved to Nelson Street in Auckland.

In Birkdale fruit canning was also undertaken by the Levesque family at Birkdale and, from the 1920s, by the Jonkers family at Greenhithe. The Hopkins and Shepherd families in Birkdale ran other smaller family businesses.

In the 20th century Birkdale and Beach Haven were predominantly fruit growing areas until the opening of the Harbour Bridge in 1959.⁶⁸ This predominantly rural agricultural pattern is evident in an aerial photograph dating from 1963.⁶⁹ In 1967 the Birkenhead Borough Council, which included the Birkdale area, noted there were now seven people running just six 'urban farms'.⁷⁰

Places that represent this theme include:

Site of the Levesque's cannery	179 Birkdale Road
Charlie Levesque's house	205 Birkdale Road

⁶² Verran, p.36.

⁶³ Ibid, p.38.

⁶⁴ McClure, p. 78.

⁶⁵ Ibid.

⁶⁶ Verran, p.45.

⁶⁷ McClure, p. 72.

⁶⁸ Comments by Glad Durham, 15 September 2009.

⁶⁹ North Shore City Council, aerial photograph taken in 1963.

⁷⁰ Verran, p.46.



Fig. 14 [left] & Fig. 15 [right]. Charlie Levesque's House at 205 Birkdale Road. Site of Levesque cannery at 179 Birkdale Road. Photos Matthews and Matthews Architects Ltd, 2010.

4.2 Industry

From the 1960s the Wairau Valley was developed as the main light industrial and distribution area on the North Shore. Small areas of industrial development are located in Birkdale including in Bay Park Place and Kahika Road.

4.2.5 Colonial Sugar Refinery at Chelsea

Built in 1883-1884, the Chelsea sugar works remains the most significant industrial plant on the North Shore. A building in Birkdale associated with the refinery is St Peter's Anglican Church, built in 1885 as a Mission Hall for Chelsea Sugar Refinery employees. The church was relocated to Birkdale in 1907 after the removal of the original workers' village at Chelsea. The church was designed by WF Hammond.

Following its relocation in 1907 to Birkdale Road, extensions were made for a Sunday school hall in 1958. In 2000 the church was relocated again to 56a Tramway Road after the Parishes of St Peter and St Nicholas combined.⁷¹



Fig. 16. St Peter's Anglican Church, originally located near the Chelsea sugar refinery worker's village, now at 56a Tramway Road, Birkdale. Photo Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

56a Tramway Road St Peter's Anglican Church

⁷¹ Item No. 91, North Shore City Council Heritage Inventory.

4.3 Commerce

Refer to section 3.2 Commercial Architecture.



Fig. 17 [left]. Dairy at the corner of Rangatira and Island Bay Roads. **Fig. 18 [right].** The Beach Haven Shops, developed c.1960s. Photos Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

Rangatira Road	Hilder's Cottage
Verran's Corner	Bright's Store

4.4 Tourism

At the end of Island Bay Road, near the wharf, was a Cabaret built in the 1920s. It still remains and is the last building on the left side.⁷² Fernz Lodge, Conference Centre and Restaurant are located at 2 Rangatira Road at Verran's Corner.



Fig. 19. Former cabaret, 132 Island Bay Road. Photo Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

Former Cabaret	132 Island Bay Road
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⁷² Information supplied by Glad Durham, 15 September 2009.

Theme 5 Government

5.1 Local Government

The boundaries of the Hundred of Pupuke established in 1848 took in all the North Shore, from south of a line from Hellyer's Creek to Taiotahi Creek in what is now Murray's Bay.⁷³ From 1856 to 1866, the Auckland Provincial Government administered the Northern Division, which included the North Shore area.⁷⁴

Following this the 1866 North Shore Highway District Board formally commenced work in 1868, administering Northcote, Birkenhead, most of Glenfield and Albany. The 1876 Counties Act provided for four Auckland area counties: Eden, Rodney, Waitemata and Manukau.⁷⁵ Birkdale and Beach Haven, like the rest of the North Shore, was part of Waitemata County.

Birkenhead Borough Council was established in 1888. The first Mayor was Charles Button, who served from 1888 to 1901.⁷⁶ The first meetings of the Birkenhead Borough Council were held in the first Zion Hill church. The site for the municipal chambers was purchased in 1902, and the Borough met for the first time in a modest building facing Hinemoa Street near Highbury in 1905.

Local manufacturer A Cyril Crocombe is credited with developing the roads and facilities of the Borough following his election in 1959, particularly for new residents in the Birkdale and Beach Haven areas.⁷⁷

In 1978, with a population of 20,000, Birkenhead was officially pronounced a city, with Graham Stott the first Mayor. Birkenhead Borough became part of North Shore City Council in 1989 following local government amalgamation.

The Birkenhead Civic Centre is now located in a new building together with the Birkenhead library, which opened in December 2009 on the same site as the first Borough Council chambers adjacent to Nell Fisher reserve.

Places that represent this theme include:

John G Kay Monument (see section 6.8)

5.3 Justice

There was no police station in early Birkdale; the closest policeman was based in Birkenhead.⁷⁸

Places that represent this theme include:

None identified.

⁷³ Verran, pp.116-19.

⁷⁴ Ibid, p.119.

⁷⁵ Ibid.

⁷⁶ Ibid, p.125.

⁷⁷ Ibid.

⁷⁸ Information supplied by Glad Durham, 15 September 2009.

Theme 6 Ways of Life

There was a significant change in the social structure of Birkdale and Beach Haven after the opening of the Harbour Bridge and the consequent proliferation of new subdivisions, which brought new people with diverse cultural and religious backgrounds to the area. The area, with its 'traditional groupings of Birkdale orchardists, Chelsea sugar workers and city businessmen living on the point', was infilled with a wide variety of new residents and their houses.⁷⁹

6.1 Religion

6.1.1 Anglican Church

Anglicans were initially served by St John the Baptist Church in Northcote, which opened in 1860. In July 1881 the Anglican Church gained a cemetery at the top of Pupuke Road and Birkenhead Avenue.

With the opening of the Chelsea Sugar works in 1884 the population base began to shift and the first Anglican Church in Birkenhead was St Peter's, built at the top of the Chelsea village in 1885. In June 1885 St Peter's Mission Hall was added to the building. The chapel was later moved to Birkdale Road and re-dedicated on 29 December 1907. In 1958 the Chapel was moved slightly to allow for the construction of a Sunday school hall, and on 3 November 2000 it was relocated again to Tramway Road in Beach Haven.

The Anglican Parishes of St Peter's and St Nicholas combined and St Peter's was again relocated in November 2000 from 55 Birkdale Road to a site at 56A Tramway Road. Here it was restored before being re-dedicated by Bishop Paterson on October 14, 2001.⁸⁰



Fig. 20 [left] & 21 [right]. St Peter's Chapel, 56a Tramway Road, Birkdale. A new Anglican church opened on an adjacent site in August 2010. Photos Matthews and Matthews Architects Ltd, 2010.



Fig. 22. The former Sunday School hall associated with St Peter's Church at 55 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.

⁷⁹ McClure, p. 184.

⁸⁰ Item No. 91, North Shore City Council Heritage Inventory.

6.1.2 Catholic Church

Until 1894, St Patrick's in the centre of Auckland served North Shore Catholics, but from 1902-03, Devonport-based Father Joseph Loughlin Ahern included the Northcote area in his parish. From at least 1905, local Catholics attended services at the Gladstone Hall in Northcote. St Mary's Catholic Church at 115 Onewa Road opened in 1962. As well as Birkenhead, Northcote and Glenfield, it also became for a time the 'mother church' for Beach Haven, Albany and Hato Petera.⁸¹

To cater to the needs of the growing population, Beach Haven had a church hall built in 1959, and a new church blessed in 1967. It was still part of the Northcote Parish until 1972 when it became the separate Parish of Maria Assumpta, located at 198 Beachhaven Road.⁸²



Fig. 23. Church of Maria Assumpta at 198 Beachhaven Road. Photo Matthews and Matthews Architects Ltd, 2010.

6.1.3 Methodist Church

Methodists in Birkdale started services in their homes about 1890, and from 1894 until 1908, met regularly in the Birkdale School. In 1907 a section in Birkdale Road (where the Presbyterian Church is now located) was bought from the River Plate Land Company for £7.10 and a church was built later that year by Mr Langsford. It was opened in 1908.⁸³

In 1916 a Sunday school hall was built. The Sunday School Superintendent, George WL Fordham, took responsibility for raising most of the money required. Frederic Clement Utting supervised the building of a Sunday school hall using labour from the church. Many local groups used the buildings. YMCA classes were held there by Cliff Utting.

The Beach Haven Methodist Church was built in 1939, and following this the congregation at the Birkdale church reduced. The Hall was sold for removal in 1942 for £150, and the Church was sold in 1944. Much of the timber was used to build a parsonage at 107 Glenfield Road. In 1956 the land was bought by the Presbyterians and they erected St Philip's on the site.⁸⁴

⁸¹ Verran, pp.233, 234.

⁸² Ibid, p.235.

⁸³ Alec Utting, 'A History of Early Methodist Worship in Birkenhead'. Available at <http://www.historicbirkenhead.com/membersstories56.htm>

⁸⁴ Ibid.



Fig. 24 [left] & 25 [right]. Beachhaven Methodist Church, built in 1939, and Hall at 100 Beach Haven Road. Photos Matthews and Matthews Architects Ltd, 2010.

6.1.4 Presbyterian Church

The new St Philip's Presbyterian Church & Hall was opened in Birkdale on 18 November 1962, and within eighteen months an extension was made to add a toilet block, Sunday school room and to enlarge the kitchen.⁸⁵



Fig. 26. St Philip's Presbyterian Church at 136 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.

6.1.5 Other Denominations

Other religious denominations have churches located at the following locations: Birkenhead Baptist Church at 25 Birkdale Road; St Mark's Coptic Orthodox Church located 258 Beach Haven Road; Birkdale Bible Class at 245 Birkdale Road, and the Church of Jesus Christ of the Latter Day Saints, 2 Aeroview Road.



Fig. 27. Birkenhead Baptist Church 25 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.

⁸⁵ Birkenhead Historical Society website.



Fig. 28. St Mark's Coptic Orthodox Church, 258 Beach Haven Road. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 29. Birkdale Bible Class 245 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.



Fig. 30. Church of Jesus Christ of the Latter Day Saints, 2 Aeroview Road. Photo Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

56a Tramway Road	St Peter's Anglican Church
198 Beachhaven Road	Church of Maria Assumpta
100 Beach Haven Road	Beachhaven Methodist Church and Hall
136 Birkdale Road	St Philip's Presbyterian Church
25 Birkdale Road	Birkenhead Baptist Church
245 Birkdale Road	Birkdale Bible Class
2 Aeroview Road	Church of Jesus Christ of the Latter Day Saints,
258 Beach Haven Road	St Mark's Coptic Orthodox Church

6.2 Education

Birkdale Primary School predates the Birkenhead school, and was built in response to requests for a separate school made from the early 1890s. The new school opened on 1 October 1894, and included night classes for teaching adult literacy. A separate teacher's house was added in 1897 and it remained to 1953.⁸⁶

In 1939 when the roll stood at 125 the four teachers on the staff had only three rooms. For a short while the local hall was rented to provide additional accommodation. The Board then erected an open-air classroom. This was completed in June 1940. The Birkdale School open-air classroom was designed by Alan Miller, a pioneer of school design who spent 36 years as the Auckland Education Board architect.⁸⁷



Fig. 31. 1939 Open-air classroom at Birkdale Primary School, 10 Salisbury Road. Photo Matthews and Matthews Architects Ltd, 2010.

In 1954 a prefabricated building was added to the existing classrooms, together with a swimming pool. In 1967 the original 1894 school building was demolished to make way for newer classrooms. Several recent prefabs and classrooms are now on the site. The open-air classroom is now known as 'Durham Hall', named after Birkdale resident Glad Durham, a member of the Board of Trustees and former pupil who started at the school in 1924.⁸⁸



Fig. 32. Birkdale College, 136 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.

In 1972 Birkdale College opened as the first secondary school in the district. By the late 1970s Maori families who had come to new homes in the area made up 12% of the Birkdale College roll. While comparable with the national average, it was the largest Maori community on the North Shore.

⁸⁶ Verran, p.81.

⁸⁷ Item No. 99, North Shore City Council Heritage Inventory.

⁸⁸ Ibid.

Principal of Birkdale College Brian Gerard, together with leaders such as Arnold and Rangī Wilson promoted the idea of building a small marae beside Birkdale College to provide a meeting place in the community. By 1980 pre-fabricated buildings were moved to the site to provide a carving house and whare whananga. The marae, named Te Purapura Pai (the Good Seed), has involved the college and community in Maoritanga as well as a wide range of skills and activities. In 1983 the first kohanga reo on the North Shore was established within the Birkdale Marae. Maori language teaching followed at Birkdale Primary School, where in 1986 the first bi-lingual unit on the North Shore was provided.⁸⁹ Maori community programmes were developed at a similar time including the introduction of the Maori warden system in 1978. Teao Wiremu was the first Warden, followed in 1979 by Peggy Hughes.⁹⁰

Places that represent this theme include:

Beach Haven Primary School	
Birkdale North Primary School	
Birkdale Primary School & Kohanga Reo	(including open-air classroom)
Kauri Park Primary School	
Verran Primary School	Verran Road
Birkdale Intermediate School	opposite Eskdale Rd on Birkdale Road
Birkdale College (including Te Purapura Pai marae)	136 Birkdale Road

6.4 Cinemas and Halls

Birkdale Primary School was an early community gathering place, as was the hall built in the 1920s.⁹¹ At the end of Island Bay Road near the wharf was a Cabaret built in 1920s.⁹²

Places that represent this theme include:

Former cabaret	132 Island Bay Road
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6.7 Community Organisations and Facilities

The growth of population in the Birkdale and Beach Haven areas was the catalyst for the building of the Birkdale Hall in 1925. The location of this hall has not been confirmed. It was used for dances and films, Women's Institute and the Birkdale Literary Society, worship, annual shows and Rowland Bentley's gymnastic displays.⁹³ The Birkdale Beach Haven Ratepayer's Association Hall dates from 1960.



Fig. 33. Birkdale Community House, 134 Birkdale Road. Photo Matthews and Matthews Architects Ltd, 2010.

During the 1970s the 15,000 people in new subdivisions in Birkdale and Beach Haven had very few community services. Concerned local school principals joined clinical psychologist Dr John Raeburn in

⁸⁹ McClure, pp.193-194.

⁹⁰ Ibid.

⁹¹ No. 99 North Shore City Council Heritage Inventory.

⁹² Information supplied at North Shore Heritage Workshop, 15 September 2009.

⁹³ McClure, p.137.

proposing a community-led project to address concerns about the breakdown of community neighbourliness.⁹⁴

A survey of Birkdale and Beach Haven revealed a dormitory suburb, where men left the area for work and women were left at home often quite isolated. There were problems with teenage behaviour and with a lack of pre-school facilities. A network of small community houses was subsequently founded to be a focal point for local activity and community life.⁹⁵

Established in the 1970s, Birkdale Community House was the first 'community house' in New Zealand. It established a model that was successfully used in other centres.⁹⁶ The house was set up with the involvement of the local community to provide a focus for community activities and services in a newly created suburb that was lacking in facilities and the neighbourly connections that linked established areas.

The Birkdale Community House provided a crèche, and hosted classes in crafts, yoga, self-defence, and drama. By 1977 Council had employed Ann Hartley (later mayor) as the first full-time co-ordinator of the scheme. By 1981 it had been extended to include a Community House at Beach Haven and one at Highbury.⁹⁷



Fig. 34 [left] & 35 [right]. Beach Haven Community House in Shepherds Park, off Beach Haven Road and Highbury Community House at 110 Hinemoa Street. Photos Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

134 Birkdale Road Birkdale Community House

6.8 Remembering the Past and Preserving it for the Future

Birkdale Primary School planted remembrance trees to former pupils who died in World War I. On 15 November 1926 the *Auckland Star* reported:

Birkdale War Heroes. School Armistice Service. Work Of League Of Nations. In the Birkdale School ground are twelve memorial trees, planted with the object of preserving evergreen the memories of a like number of ex-pupils of the school who lost their lives while serving in the Great War. At the foot of each is a tablet bearing the name of the soldier whose memory the planting of the tree was designed to perpetuate, viz., Donald Treacher, d. June, 1915; E. McCarthy, August, 1915; G. Lowe, February, 1917; Bertram Fair, April, 1917; Joseph Moor, June, 1917; S. Hadfield, October, 1917; L. Collins, December, 1917; F. Beer, July, 1918; R. Wolstenholme, August, 1918; J.C. Brook, September, 1918; and A. Speedy, November, 1918. In accordance with the custom observed annually, twelve girl pupils yesterday afternoon placed wreaths on the tablets, the flag at the school flagstaff being dipped, and "The Last Post" was sounded by Mr. C. Patten. The Girl Guides and Brownies, who held an official parade, under Mrs. R. Usher (district commissioner) and Misses Doris Hayden (captain), and Nellie Fisher (lieutenant), formed

⁹⁴ Ibid.

⁹⁵ In 2011 Birkdale Community House is located at 134 Birkdale Road although Margaret McClure records it at 135a Birkdale Road, see McClure, p. 190.

⁹⁶ McClure, p. 190-191

⁹⁷ Ibid, pp. 190-191.

the guard of honour for the girl wreath bearers. Prior to this an armistice service was held in the Methodist Hall.⁹⁸

It is believed that many of these memorial trees have since been removed from the school grounds.

Memorials to those who lost their lives in World War I were also installed at St Peter's Anglican Church. The *Church Gazette* 1 October 1919 reported:

MEMORIALS - On August 3 the Vicar dedicated a new bell placed in the church of St. Peter, Birkdale, to the glory of God and in memory of Laurence Collins, killed in action in France. The bell was presented by his mother. A pulpit of beautiful workmanship and appropriate design was dedicated on September 7 by the Bishop to the glory of God and in memory of William John Smaile, who died of wounds received in action. The Bishop preached a most helpful sermon from the text 'I am not ashamed of the Gospel of Christ.' The donors, who had not wished their names known, were close friends of the departed soldier.⁹⁹

At the corner of Waipa Street and Verran Road is a stone monument commemorating John G. Kay, who was elected to the Birkenhead Borough Council in 1888 and served almost continuously from then until 1912, including a period as mayor (1911-12).¹⁰⁰

Places that represent this theme include:

Birkdale Primary School	10 Salisbury Road
St Peter's Anglican Church	56a Tramway Road
John G Kay Monument	adjacent to John G Kay Park



Fig. 36. Monument to John G Kay at the corner of Waipa Street and Verran Road. Photo Matthews and Matthews Architects Ltd, 2010.

⁹⁸ No. 99, North Shore City Council Heritage Inventory.

⁹⁹ No. 91, North Shore City Council Heritage Inventory.

¹⁰⁰ Information on plaque.

GLENFIELD

Theme 1 Land and People

1.1 Geology

Refer to discussion in thematic history and Northcote area study.

Places that represent this theme include:

None identified.

1.2 The People of the North Shore

Valerie Rounthwaite records in *The Story of Rural Glenfield* that the district's only access to the sea is by Manukau and Kaipatiki Roads and that it was in these areas that evidence of early Maori occupation was noted by early residents.¹ Rounthwaite also writes that evidence of pre-European occupation has been largely lost because of farming and later subdivision. Maori occupation is likely to have been in the form of campsites for seasonal collection of shellfish and netting of fish in the upper part of Hellyer's Creek. An important site is Tauhinu Pa on the Greenhithe headland at the entrance to Nga-Ngutu-Ko of Oruamo inlet. Oruamo, meaning concerning two, relates to the converging of the Kaipatiki Stream and the Waikahikatoa, or Lignite, Stream.²

The purchase of an area of land in the Bayview section of Glenfield from Maori is believed to be the one of the earliest in the Auckland isthmus. William Webster purchased 320 acres of land at Te Pukapuka from Ngati Whatua chiefs Nanihi and Tuire on 17 April 1837.³ Webster was involved in the kauri trade and operated a trading store on Whanganui Island in the Coromandel harbour. Webster sold Te Pukapuka to Thomas Hellyer, who renamed it 'The Retreat' and set up a sawpit, hut, workshop and brew house on the property. Located at the head of Hellyer's Creek, 'The Retreat' was well known by visiting sailors who would row up the creek to obtain fresh water and to buy Hellyer's beer.⁴ Hellyer was found dead in 1841, and conflicting claims over ownership were not resolved until 1846.⁵

The Mahurangi Purchase, which was in fact a series of purchases from 1841 to 1854, provided the means for Pakeha purchase of the North Shore. On 13 April 1841, 22 Maori signed on behalf of the Marutuahu or Hauraki Confederacy, including Ngati Tamatera, Ngati Whanaunga, Ngati Maru and Ngati Paoa. On 31 May 1841 Patuone of Ngapuhi, whose wife was Ngati Paoa, signed a separate settlement, while on 29 June 1841 Na Tautari and five others began the settlement of Ngati Whatua interests in the area. On 3 January 1842 four other Ngati Whatua chiefs settled. There were further settlements into the early 1850's for particular parcels of land north of the North Shore, involving Te Kawerau, Ngati Whatua, Ngati Paoa and Ngai Tai (specifically Rangitoto).⁶

After ownership of 'The Retreat' was resolved in 1846 the property was sold to William Crush Daldy, who with the assistance of Maori labour cut scrub to supply firewood and contracted to supply timber for building in Auckland. Daldy built a modest house on the property.⁷ In 1850 the Pulmans, Daldy's wife Frances' family, immigrated to Auckland and resided at 'The Retreat'. The property was sold in 1889 to commission agent George Cozens who purchased a further 172 acres, thereby extending the property along Manukau Road.

¹ Valerie Rounthwaite, *The Story of Rural Glenfield*, Takapuna, 1989, p.5.

² Ibid, p.5.

³ Ibid, pp.11, 12.

⁴ Ibid, p.15.

⁵ Refer to map of Te Pukapuka, near the head of Hellyer's Creek, in Rounthwaite, p.12.

⁶ David Verran, *The North Shore: an Illustrated History*, Auckland, 2010, p.17.

⁷ Rounthwaite, p. 22.

Other early landowners and settlers in Glenfield were MacKays and Nicholsons. Mr Nicholson purchased 128 acres of land in 1844, naming the property Sunnybrae, and gradually developed the land for dairy farming.⁸ His descendents are the McFetridge family.

Another earlier landowner was Alexander Wilson who bought 100 acres in 1867 east of the main route north, roughly between what is now Moore Street and Coronation Road. His home 'Betsland' was located opposite Park Hill Road. The land was developed for fruit growing and later dairy farming.⁹

In 1858 William Dawson received a crown grant of 40 acres at the end of Manuka Road and built a very large house, which included a ballroom. The house was later destroyed by fire. The property was cleared and sheep and dairy farming established. A concrete dam was built behind the farm manager's cottage.¹⁰

The Glenfield area developed as a community in the 1880s and, centred as it was upon Mayfield Road, was known as Mayfield until 1912 when it was renamed to avoid confusion with Mayfield in the South Island. The first post office opened in Freeman's home at the corner of Glenfield and Kaipatiki Roads in 1888, and in 1891 Mayfield Primary School opened with a roll of 33 children.¹¹

The population in Glenfield remained very small prior to 1900. At the March 1886 Census Mayfield's population was just 13. Settlers during the 1880s included Terrance and Elizabeth Crooks who bought 59 acres north of Coronation Road. The Crooks cleared the property, selling kanuka as firewood. Their house was demolished and the land subdivided in the late 1960s.¹²

James and Ellen Freem immigrated to New Zealand in the 1870s and settled in 1888 on a 12-acre block close to what is now Kaipatiki Reserve. James Freem established a large orchard and also worked as a builder, constructing the first Mayfield School and teacher's residence.¹³

Mr and Mrs Edmonds settled in the Kaipatiki area and in the 1870s or 1880s built a house that still stands at 73 Stanley Road. The house was later used as a local Sunday school. Of the four Edmonds' sons, only one returned from WWI; Bill Edmonds spent the rest of his life in Glenfield as the local carrier.¹⁴

Glenfield remained a largely rural area until the 1960s when much of the land was subdivided after the opening of the Auckland Harbour Bridge. The Glenfield community was consolidated in the early 20th century with the construction of its earliest public buildings, including the 1915 Mission Hall at 411 Glenfield Road, which was built in one day, and the Glenfield Hall, built in 1934.

Rapid change occurred in Glenfield following the opening of the Auckland Harbour Bridge. Expanding residential areas were supported by new commercial and community facilities located around the intersection of Glenfield Road and Bentley Avenue. The construction of the Glenfield Mall commenced in 1968 and the complex has been periodically extended. A new library for Glenfield opened in 1975, and the Glenfield Recreation Centre opened in 1986.

Places that represent this theme include:

497-519 Glenfield Road	Glenfield Community Hall
411 Glenfield Road	Glenfield Mission Hall

⁸ Rounthwaite, p. 22.

⁹ Ibid.

¹⁰ Ibid, p. 25 for a photograph of the farm manager's cottage, which may or may not be extant today.

¹¹ Glenfield Historical Society, *Old Glenfield - A Portrait in Photographs*, Takapuna, 2005, pp. 17, 20.

¹² Rounthwaite, p. 23.

¹³ Ibid, p. 29.

¹⁴ Ibid, p. 32.

Theme 2 Infrastructure

2.1 Transport

Early means of transport in Glenfield included horse and carts, or walking and use of handcarts. Many people walked to and from the wharves at Birkenhead and Lucas Creek.¹⁵ A number of Glenfield residents were employed at the Chelsea Sugar Refinery and walked four miles to and from work each day.¹⁶

2.1.1 Water Transport

In 1916 a wharf was proposed at the Kaipatiki inlet, but was never developed.¹⁷ The ferries at Birkenhead wharf served the Glenfield community.

Places that represent this theme include:

None identified.

2.1.3 Buses

Bill Goodall obtained a license in 1910 for the first horse-drawn buses, which ran from the Birkenhead wharf to Coronation Road.¹⁸ Jack McFetridge was the driver. In 1915 the Birkenhead Motor Transport Company was subsidised to provide one trip a day for Glenfield residents to Coronation Road. During the 1920s Glenfield was served by Len Foley's 'Model T' Albany Bus, which linked to the harbour ferries at Birkenhead Wharf and carried passengers and mail.

In 1930 the main road was metalled as far as Cut Hill and a bus service from Birkenhead to Albany was run by Russell Ingham and Len Donaghue.¹⁹ In 1945 Inwards took over the Albany Bus Company and subsequently Birkenhead Transport provided services to Glenfield.

Places that represent this theme include:

None identified.

2.2 Roads

Maori trails along ridges were often followed by Europeans, becoming the line of the main thoroughfares, such as the link from Birkenhead to Glenfield, or along the ridge of Manuka Road to the sea. Around 1885 workmen made a cut through the hill on Greenhithe corner and a few miles of roading were formed north, increasing the value of adjacent land.²⁰

Early roads in the Glenfield area were limited and notoriously bad, particularly in winter. People often chose to walk to and from the ferry wharf at Birkenhead or west to the Lucas Creek wharf. Road connections to and from Hellyer's Creek and the Birkenhead ferry wharf were the primary early routes (See Figs. 2 and 3). Around 1900 the road linking Glenfield to Northcote and Takapuna was formed through the Chandlers' property and named Chivalry Road by Mrs Chandler.²¹

Wairau Road began as a farm track around the early-1900s through John Knight's farm. In 1938 it was sealed and became the main highway north from Takapuna and Devonport.²² The names of roads in Glenfield relate to early families in the area, for example when the McFetridge family farm was subdivided, a number of roads were given the names of family members, including Nicholson, Evelyn,

¹⁵ Rounthwaite, p. 44.

¹⁶ Ibid, p. 71.

¹⁷ Ibid, p. 75.

¹⁸ Ibid, pp. 70-71.

¹⁹ Ibid, p. 71.

²⁰ Ibid, p. 73.

²¹ Ibid, p. 75.

²² Ibid, p. 77.

Ellen, Jessie, Mary, Terry-Lyn, Phillip, Keith and Ellis. Target Road was named after a shooting range established by a group called 'The Seddon Horse', many of whom served in the First World War.²³



Fig. 1. Foley's Bus avoids a muddy Glenfield Road. Sir George Grey Special Collections, Auckland City Libraries, 7-A11043.

Between 1925-7 Glenfield was connected to Takapuna by Chivalry Road, a metalled road that ran through the properties of the Chandler and Mackay families.²⁴ During the Great Depression in the 1930s unemployed labour was used to build and metal roads in Glenfield, and in the late 1930s sealing was undertaken.²⁵

The first petrol pump in Glenfield was established by Frank Wilson in 1928. He built a small shed and installed petrol pumps where the current Shell Service Station is at 241 Glenfield Road, on what had been the Wilson's property.²⁶ The Pughs also installed a petrol pump in the 1930s at 552 Glenfield Road, where Mrs Pugh and her children hand pumped the petrol.²⁷

The Auckland Harbour Bridge was opened on 30 May 1959 and was the catalyst for significant change in Glenfield as land was subdivided for residential development.

Places that represent this theme include:

Chivalry Road, Glenfield

Petrol station 241 Glenfield Rd.

²³ Rounthwaite, p.77.

²⁴ *Old Glenfield*, p. 30.

²⁵ Ibid.

²⁶ Information supplied by Philippa Templeton at the North Shore Heritage Meeting, 15 September 2009. See Rounthwaite, p. 98.

²⁷ North Shore City Council, *Glenfield Heritage*, walking brochure, 203, Item No. 13.

2.3 Communication

In 1888 John Freeman established a post office bureau in his home on the corner of Glenfield and Kaipatiki Roads.²⁸ In 1897 the postal service transferred to the home of Jacob Marshall. The Marshall property included land in the area of Camelot Place. Early deliveries of mail on horseback were carried out by Thomas Horton, who owned a block of land running from Pupuke Road to Moore Street, extending back to Bank Street. Thomas Horton and his wife lived in a house at the corner of Moore Street and Glenfield Road. Despite having lost both legs in a saw pit accident, Horton made himself crude artificial legs which enabled him to undertake almost any normal activity, including riding a horse and managing the work on his small farm. If he couldn't make the mail delivery, it was done by his wife who was a skilled equestrian. As roads were developed, Horton used a horse drawn cart.²⁹ Horton served on the Waitemata County Council for 12 years between 1899 and 1911 and he died in 1931. John and Thomas Horton and the Runcieman family donated land for the Oruamo Domain.

In 1918 Len Foley, who operated the local bus service, secured the postal contract. The postal depot was located in a number of private homes.

A telephone exchange is located at the corner of Mayfield and Glenfield Roads. The Wairau Mail Centre dates from 1989, designed by Roberts Mitchell Architects.³⁰

Places that represent this theme include:

Telephone Exchange	corner of Mayfield and Glenfield Roads
Wairau mail centre	3-5 Croftfield Lane, Forrest Hill

2.4 Utilities

2.4.1 Water Supply

Maori and early Pakeha relied on local streams, Lake Pupuke and other nearby natural sources of fresh water. Early supply of water for residences in Glenfield would have come from wells and rainwater collected in tanks.³¹

Two wells were dug by Andy Gillespie on his properties.³² One was located approximately at the centre of Glenfield College's playing fields and was 20 feet deep, while the other was where Kings Nursery is and was about 60 feet deep.

A mains water supply was provided as far as Coronation Road in the 1920s. From 30 October 1933, work began on a pipeline from Western Springs via the Point Chevalier reef and the Kauri Point reserve to the existing Birkenhead Borough reservoir near Verran's Corner. The first large underwater pipeline to be constructed in New Zealand, the work took nine months and enabled the new Birkenhead water supply to be switched over in January 1934. The additional fresh water provided by this project was a boon to local horticulture, ensuring security of supply.³³

In 1941 the Board of Health forced the other North Shore Boroughs into accepting Auckland City Council water supplied via a new pipeline from the Waitakere Ranges into the Birkenhead reservoir. The North Shore Boroughs Water Board was abolished by Parliament and bulk water supply vested in Auckland City, who were contracted to supply 365 million gallons a year. A further new connection across the harbour was up and running by December 1948. From the 1960s the provision of bulk fresh water became a responsibility of the Auckland Regional Authority, and then from the late 1980s of Watercare.³⁴

²⁸ *Old Glenfield*, p. 17 includes a watercolour showing Freeman's house.

²⁹ Rounthwaite, p. 87.

³⁰ NZ Index cards, Sheppard Collection, Auckland Architecture School Library, University of Auckland.

³¹ Verran, p.132.

³² Two wells are described by Rounthwaite, p.31.

³³ Ibid.

³⁴ Ibid.

Places that represent this theme include:

61 Seaview Road Gillespie cottage
Water reservoir John G Kay Park, Corner Waipa Road and Verran Road

2.4.2 Drainage

Glenfield and the East Coast Bays were two of the last areas on the North Shore to have reticulated sewer drainage. Prior to its availability, there was no night soil collection in the Waitemata County area, and dwellings had either outside toilets or septic tanks.³⁵

The North Shore Drainage Board was created in 1951, supported by all the North Shore Boroughs who resolved to develop a filter and oxidation pond based drainage system. It was eventually decided there should be just one treatment plant and, eventually, that it should be developed at Rosedale Road. This also encouraged development in the northern part of the North Shore. The plant was opened in September 1962, with effluent discharged offshore between Campbell's and Castor Bays.³⁶

Although roads and other infrastructure were developed in Glenfield after WWII, parts of the area were not reticulated with drainage until the mid 1970s. For example, in 1959 Manuka Road was widened, realigned and metalled, and in 1965 water supply was provided, but drainage reticulation was not completed until 1974.³⁷ After 1989 responsibility for drainage on the North Shore moved to the new North Shore City Council.

Places that represent this theme include:

None identified.

2.4.3 Power

The completion in the 1920s of the massive Arapuni hydro-electric generation station on the Waikato River benefitted the inhabitants of the North Shore, including Glenfield residents who had previously relied on wood, coal and gas for heating and cooking, and candles and kerosene lamps for lighting. In 1927 power reticulation reached Glenfield, and was a major boost for local dairy farms in particular, which used the new power source to run their milking machines.

Places that represent this theme include:

None identified.

³⁵ Rounthwaite, p. 78.

³⁶ Verran, pp.137-38.

³⁷ Rounthwaite, p. 114.

Theme 3 Building the City

3.1 Subdivision of Land

Land at the top of Hellyer's Creek had the advantage of access by sea or overland track and was where the earliest land transactions in Glenfield occurred. The Glenfield area generally remained in quite large rural allotments until the 1960s, when subdivision occurred more intensively. The following maps (Figs. 2 & 3) show the original crown grant allotments. A map by GF Hammond and Sons in 1887 shows that unlike Northcote and parts of Birkenhead, Glenfield remained in large allotments at that stage.

A substantial subdivision was advertised in the 1920s by Joseph Witherford.³⁸ He owned a 200-acre property bounded by Manuka Road, Kaipatiki Stream and the Kaipatiki inlet. Around 1897 he built a substantial house there and a bridge over the Kaipatiki Stream at the end of Stanley Road. In the 1920s Witherford commissioned an English firm to survey the property and prepare a plan for residential subdivision. However, apart from one 10-acre block, the land didn't sell. Witherford was eventually bankrupted and the Auckland Savings Bank took possession of the property. Witherford's house was subsequently destroyed by fire.



Fig. 2. Part of Waitemata County Roll, showing the crown grant allotments in the Glenfield area. Lot 177, top left of centre, is Te Pukapuka where William Webster and then Thomas Hellyer purchased land. LINZ, map 30b sheet 2/2.

The 1928 survey map of the North Shore continues to show a rural pattern of subdivision. In the early 1950s small areas of land near the main road were subdivided for residential lots. Sunnyfield Crescent and Neal Avenue became new residential roads. A short road was formed into Bentley's farm and six

³⁸ 'Plan of Witherford's proposed 1920s subdivision around Manuka Road' in Rounthwaite, p. 27.

residential lots formed in the area where Glenfield Mall is located.³⁹ Elliot Avenue and James Street, on the Elliott family's property on the lower north side of Manuka Road, were formed in 1952. Subdivisions such as the Monarch Estate around Monarch Avenue were advertised in the 1950s in anticipation of the completion of the harbour bridge.⁴⁰



Fig. 3. Hammond & Sons' map dated 1887 shows large allotments in the Glenfield area. Sir George Grey Special Collections, Auckland City Libraries, NZ Map 3728.

Following the opening of the Auckland Harbour Bridge the population grew rapidly from 6000 people in 1961 to 22,000 in 1971. Extensive areas of Glenfield were subdivided during this period. The Marlborough Estate was one of the larger estates developed together with the subdivision of the McFetridge's land.⁴¹

The western part of Glenfield remained largely rural for another ten years due to distance from the main road and lack of services. In 1959 Manuka Road was widened, realigned and metalled.⁴² In 1965 water supply was provided but drainage reticulation was not completed until 1974.

Places that represent this theme include:

None identified.

³⁹ Rounthwaite, p. 78.

⁴⁰ 'Advertisement for the Monarch Estate' in *Old Glenfield*, p. 72.

⁴¹ Information supplied on the Glenfield Heritage Bus tour, Heritage Week 2009.

⁴² Rounthwaite, p. 114.



Fig. 4. View of the Marlborough Estate in Glenfield in 1961 shows the largely rural character of the area up until that time. North Shore Libraries, T1491.

3.2 Commercial Architecture

The most substantial commercial building in Glenfield is Glenfield Mall, which was built on the Edmonds' property in Bentley Avenue and opened on 9 December 1971.⁴³ It was the first shopping mall on the North Shore, and thought to be one of the earliest in the country. It was designed by DT McGee for Fletcher Group Services in 1970.⁴⁴ The mall was extended in 1986, 1991 and 2000.



Fig. 5. Glenfield Shopping Centre. Photo Matthews and Matthews Architects Ltd, 2010

⁴³ *Glenfield Heritage* brochure, Item No. 1.

⁴⁴ Information provided by Glenfield Librarian Philippa Templeton on the Glenfield Heritage Bus Tour, 2009. NZ Index cards, Sheppard Collection.

Places that represent this theme include:
Glenfield Mall.

3.3 Residential Architecture

While a limited number of early farmhouses, typically villas, survive in Glenfield, its residential character is defined by the extensive numbers of 1960s houses built as comprehensive residential subdivisions after the opening of the Auckland Harbour Bridge. This pattern of development is described in *Old Glenfield* as giving Glenfield a uniform character; 'solid sixties housing, well-built, wooden or brick each on a fair sized section when New Zealand was considered a quarter acre paradise.'⁴⁵

Particularly in the 1960s and 1970s, large-scale residential building firms focussed on particular parts of the growth areas in the greater Auckland area. For example, Reidbuilt Homes started off in a small way building houses on site in their yard in Beach Haven and having them transported elsewhere in Auckland, sometimes on barges. They later moved to Wairau Road. Other firms were Sunline Homes, which concentrated on the Milford area, Paramount Homes, WG Archer and Dempsey Morton, which built all over the North Shore, and Universal Homes and John Senior, which focused on Beach Haven. Others were Franchi and Iron, Keith Hay, Neil and Beazley Homes - the latter referred to by some as 'Beazley packaged homes'.⁴⁶

Places that represent this theme include:

61 Seaview Road	Gillespie cottage
6-12 Bayview Road	Morriggia house
23 Valley View Road	Gracie house
64/73? Stanley Road	Edmonds' house
123 Stanley Road	Cox house and barn
151 Glenfield Road	Thomas Horton's house[?]
259 Glenfield Road	Villa c. 1900
528 Glenfield Road	Pugh house
36 Kaipatiki Road	Relocated sugar workers' cottages
10 Clare Place	Sims' Homestead
8 Chivalry Road	Chandler house
54 Chivalry Road	Wild house
475 Glenfield Road,	Timmins' house, 'Earlswood' (Knowle)
	Megson House [Archive id. 2398]
11 Wyvern Place	Philips house [Archive id. 2494]
Glen Vista Place	Two small houses designed by Claude Megson [Archive id. 2452]
	Robertson House [Archive id. 2423]
	Two small houses designed by Claude Megson [Archive id. 2434]
corner Archers Road and Agincourt Street	Mildon House [Archive id. 2480]
Sunnybrae Road	Goldson House [Archive id. 1969]
Sunset Road	Dozzi House [Archive id. 898]

3.4. Public Spaces

Eskdale Reserve is the oldest public space in Glenfield. Phillip Callan bought 76 acres bordering Glenfield and Eskdale Roads in 1853. In 1881 three acres were given to Bishop Pompallier for the Catholic cemetery, and at a later date the whole parcel of land was proclaimed a reserve including a further 10 acres set aside as cemetery. In the 1920s one acre blocks were leased along the road frontage for market gardening and fruit trees are still evident. In 1975 administration of Eskdale Reserve was transferred to Takapuna City Council.

Places that represent this theme include:

Manuka Reserve
Pemberton Scenic Reserve
Kaipatiki Park

⁴⁵ *Old Glenfield*, p. 11.

⁴⁶ Verran, pp.277, 278.

Powrie Reserve
Tamahere Reserve
Oruamo Park
Camelot Reserve
Diana Reserve
Locket Reserve
Normanton Reserve
Marlborough Park
Elliot Reserve
Glendhu Scenic Reserve
Adah Reserve
McFetridge Park
Eskdale Reserve

Theme 4 Work

4.1 Farming

Wheat, maize, corn and barley were grown from at least 1844, in part as fodder for horses and cattle. Local farmers also milled grains for their own flour. As well as sheep and cattle grazing, fruit trees soon became a vital part of agriculture on the North Shore, with commercial horticulture in various parts of the North Shore evident from the 1860s.⁴⁷ The Charnley and Vuletic families were able to produce wine in the Glenfield area, where table grapes also grew well.⁴⁸

The predominantly clay soil in the area was not well suited for large-scale dairy farming. However, a downturn in the fruit market in Auckland in the 1890s led orchardists all over the North Shore to grass at least part of their orchards, and turn to dairying.

By the early 20th century, much of the scrub had largely been cleared with the help of new technologies. The majority of farms were less than 100 acres. In the early 1900s fruit farms in Northcote, Birkenhead, Glenfield and Birkdale varied from five to 15 acres in size, while most in Albany were less than 25 acres.⁴⁹

Northcote, Takapuna, Glenfield and Crown Hill were noted for town milk supplies on their smallholdings. Cream producers were more likely to have larger farms and were mainly north of Glenfield, although there were some exceptions. Anderson's milk supply farm in Glenfield was located adjacent to Archers Road.⁵⁰ The Anderson family's home is at 106 Archers Road.⁵¹

As the largest population centre on the North Shore, until at least the mid-1920s, Devonport was the biggest local market for milk, cream and butter, followed by Northcote and Birkenhead. Until 1934 most North Shore based milk providers still sold to their local customers directly, or sold their milk to independent sellers. From 1934 the Auckland Metropolitan Milk Council took over the inspection, distribution and vending of milk in the Birkenhead, Northcote, Takapuna and Devonport Borough areas. From 1946 that area and the remainder of the North Shore became part of the Auckland Milk District. The milk boards were abolished in 1968.

Glenfield retains a limited number of early houses associated with farming and horticulture such as Cox's house and barn in Stanley Road.



Fig. 6 [left] & Fig. 7 [right] Cox's barn at 123 Stanley Road Glenfield is a rare example of a surviving farm building. It is scheduled Heritage inventory no. 29. Cox's house is also scheduled. Photo Matthews and Matthews Architects Ltd, 2010.

⁴⁷ Verran, p.36.

⁴⁸ Ibid.

⁴⁹ Ibid.

⁵⁰ Information supplied by Philippa Templeton on Glenfield Heritage Bus Tour, Heritage Week 2009

⁵¹ Ibid.

Fred and Elizabeth Chandler settled in Glenfield around 1908, initially living in the former Freemans' house at the corner of Kaipatiki and Glenfield roads. They were both trained milliners, but in Glenfield purchased land and grew fruit and flowers for the Auckland market. Fred was killed in action in World War I. Their son Charlie married Edith Norris and their house at 8 Chivalry Road, which was formed through the Chandler property, was built in 1928. During the Depression Charlie worked at the Chelsea Sugar Works. Charlie was active in the union movement and was awarded a Queen's Service Medal in 1986 for his involvement in local government and industrial activities.⁵²

Places that represent this theme include:

61 Seaview Road	Gillespie cottage
6-12 Bayview Road	Morriggia house
23 Valley View Road	Gracie house
64/73? Stanley Road	Edmonds house
123 Stanley Road	Cox house and barn
151 Glenfield Road	Villa. Thomas Horton's house [?]
259 Glenfield Road	Villa c. 1900
528 Glenfield Road	Pugh house
36 Kaipatiki Road	Relocated sugar workers' cottages
10 Clare Place	Sims Homestead
8 Chivalry Road	Chandler house

4.2 Industry

4.2.2 Kauri Gum and Timber

Kauri gum was a major export from Auckland province from 1850-1900. It was used in the manufacture of varnish, paints, glue, calico dressing, sealing wax and candles. The Glenfield area was well known as a significant gum field. Gum diggers lived here in temporary huts and sold their gum to buyers who set up more permanent stores to sell supplies to the diggers.

Places that represent this theme include:

None identified.

4.2.3 Brickmaking

Two brickworks were established in Glenfield in the 1920s. One was established by Charlie Smart in Wairau Road, opposite Archers Road. James Mackay's brickworks began operation in 1927 in Porana Road, roughly opposite the vehicle testing station.⁵³ Assisted by Jimmy Atherton, Mackay operated it for many years, producing quality building bricks and field tiles, many of which would be utilised in the drainage of local land being subdivided for residential purposes. The Mackay works continued until 1975 when the field tiles and solid bricks they produced were superseded by new types of bricks and drainpipes.⁵⁴

Places that represent this theme include:

None identified.

4.2.4 Boatbuilding

Boatbuilding was a major industry on the North Shore from the 1860s. Colin Wild began boatbuilding at Ngataranga Bay in Devonport and continued until his business premises were destroyed by fire in 1951. He was not granted a permit to rebuild as the Devonport Borough Council considered it an inappropriate activity within the surrounding residential area.⁵⁵

⁵² Rounthwaite, pp.56-7.

⁵³ Ibid, p. 94.

⁵⁴ Ibid, p.95.

⁵⁵ Paul Titchener, *Beginnings: A History of the North Shore of Auckland*, Vol. 3, Auckland, 1983, pp.21 and 22.

Wild therefore moved to Glenfield, building a house at 54 Chivalry Road, using timber from his boat building business and bricks from the Mackay brickworks in Porana Road.⁵⁶ Colin Wild Place is named after him.

In the 1950s boatbuilding yards were opened in the Wairau Valley, where industrial land was available and, as local roads meant that boatyards no longer needed a waterfront location, this area continues to be associated with the industry.⁵⁷

Places that represent this theme include:

None identified.

4.2.5 Sugar Works

As the major industrial operation on the North Shore, the Chelsea Colonial Sugar Refinery Company had a number of workers' houses in Birkenhead, Northcote, Glenfield and Birkdale. The Company provided workers' loans, and it is thought that the company held the mortgage until the worker paid it off and gained title. A number of Chelsea sugar workers lived in Glenfield, mostly walking the four kilometres there and back to work each day. Up to the 1950s the team of ten Clydesdale horses that were used at the Chelsea Sugar works were walked each weekend up Glenfield Road to their stables off Roberts Road.⁵⁸

From the 1960s the Wairau Valley was developed as the main light industrial and distribution area on the North Shore. Land in this part of Glenfield had previously been farmland and was swampy and prone to flooding.⁵⁹ Around 1930 an Australian syndicate, the Burk Organisation, purchased the Wairau Valley and advertised ten-acre lots for £200. James Elliot, one of few who took up the land on offer, made a fortune later when it was zoned for industrial development.⁶⁰ With the introduction of the first District Town Planning Schemes in the mid-1950s land for industrial use was zoned, with Wairau Valley being the main centre for industrial activities. By 1970 industrial development had begun and the Wairau Stream was piped to minimise risk of flooding.⁶¹

Places that represent this theme include:

36 Kaipatiki Road	Relocated sugar workers' cottages
54 Chivalry Road	Wild house

4.3 Commerce

In the 1890s, Tom Smith, the grocer and produce merchant who had stables behind his premises at the Birkenhead wharf, delivered goods to Glenfield. Roberts from Birkenhead also provided a regular delivery service to Glenfield for many years, also carrying parcels from Stott's Butchers or Brown's Chemist in Birkenhead. Goods were also ordered from Farmers' Trading Company by catalogue and delivered by Billy Edmonds.

Around 1920 a slaughterhouse and butcher shop were set up on the Watkins' property in Chivalry Road.⁶² In the 1920s three small shops were located on Glenfield Road, one near Chivalry Road, one opposite Manuka Road and one where Camelot Place is now. Birkenhead remained the nearest shopping centre.

Shops in Glenfield included those at 436-444 Glenfield Road. One block was built in 1957 by Speedy Estate Agents and Land Developers. An IGA store was opened in 1960 by Ted Gruebner. Other shops in the block have included a barber's shop, video store and hair salon.

⁵⁶ Information provided by Glenfield Librarian Philippa Templeton on the Glenfield Heritage Bus Tour, 2009.

⁵⁷ PJ McDermott, 'Evolution of the Wairau Valley Industrial Area: Man's Changing Role in the Physiographic Environment', research essay, University of Auckland, 1970, p.30.

⁵⁸ Rounthwaite, p. 90.

⁵⁹ Information provided on the Glenfield Heritage Bus Tour, Heritage Week 2009

⁶⁰ Rounthwaite, p. 77.

⁶¹ Ibid, p. 84. Refer photo included in *Old Glenfield*, p. 83: View over Glenfield in 1995 showing the extensive industrial area in Wairau Valley. (Geosmart, White's Aviation 5310).

⁶² Rounthwaite, p. 91.

The shops at 573-575 Glenfield Road were established in an old army hut by Mick Malmo and included a grocery store and post office. The property was sold in 1952 to John Perkins who also made local deliveries, and in 1957 the existing building was built.⁶³ In the late 1950s Morrie Davis built a dairy and Four Square shop at 111 Bentley Avenue.

Glenfield's population grew from 5,683 in 1961 to 13,335 in 1966. In 1964 Glenfield County Council purchased 18 acres for a proposed Glenfield community centre and shopping mall. The intention was to provide a planned alternative to the commercial ribbon development along the main road.⁶⁴ The Glenfield Mall was the most substantial retail development in the area.⁶⁵

In the 1970s new hotels, among them the 1973 Glenfield Tavern, opened.⁶⁶



Fig. 8. Upper floor inside Glenfield Mall, 1990. North Shore Libraries, T1813.

Places that represent this theme include:

Glenfield Mall	Corner Glenfield Road and Downing Street
Shops	111 Bentley Avenue
Shops	436-444 Glenfield Rd
Shops	573-575 Glenfield Rd

⁶³ Glenfield Heritage brochure No.14, Rounthwaite, p.102.

⁶⁴ Rounthwaite, p.79.

⁶⁵ Glenfield Heritage brochure, No. 1.

⁶⁶ NZ Index cards, Sheppard Collection.

Theme 5 Government

5.1 Local Government

The 1876 Counties Act provided for four Auckland counties: Eden, Rodney, Waitemata and Manukau. Thomas Horton served on the Waitemata County Council for 12 years between 1899 and 1911. He died in 1931. John and Thomas Horton and the Runcieman family donated land for the Oruamo Domain.

Glenfield remained part of Waitemata County until after World War II, and as residential development spread in the 1960s, suburban district offices were established in Glenfield and other suburbs. In 1961 Glenfield became a county town, with Stan Compton as chairman of the County Town Committee. He died in 1965 and was followed by Arthur Gibbons.⁶⁷

In 1965, following the closure of Glenfield School, Council purchased the school site and the former teacher's residence and used this as the Glenfield District Council Office. A new office replaced these facilities two years later, and served as the Council offices until Glenfield became part of North Shore City in 1989, when new Council offices were opened in Bentley Avenue.⁶⁸

In 1974 Waitemata County Council was dismantled by the Local Government Commission. Land north of Albany Hill became part of Rodney County, while land in the west became part of Takapuna City, whose boundaries were extended to include both Glenfield and Albany.

Amalgamation of the various local authorities on the North Shore to form North Shore City Council occurred in 1989. The Glenfield North Shore City Council District Office was designed in 1989 by architects Pepper & Dixon.⁶⁹



Fig. 9. Council's Glenfield District Office in Bentley Avenue. Photo Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

Council Offices 90 Bentley Avenue

5.2 Defence

During World War II, there were a number of gun emplacements, observation sites and United States Army camps established on the North Shore. Hillcrest Reserve in Hillcrest Avenue was the site of Camp Hillcrest. Until 1942 this area had been leased as a training ground for the home guard before it became a US Military Camp. Soldiers at Camp Hillcrest included members of the 950th AAA Battalion and the 250th Searchlight Group. The camp extended from Holland Road on the north, Cobblestone Lane to the south, Hillcrest Avenue to the west and the McFetridge Farm to the east.⁷⁰ Former WWII serviceman

⁶⁷ Rounthwaite, p. 79.

⁶⁸ Ibid.

⁶⁹ NZ Index Cards, Sheppard Collection, University of Auckland.

⁷⁰ *North Shore Times*, 19 October 2007, p.5 and also information on site signage panel prepared by Deane Woodall and the Glenfield Historical Society.

and mayor of East Coast Bays Jack Hinton and his wife June instigated the provision of the memorial plaque and rock.



Fig. 10 & Fig. 11. Hillcrest Reserve and stone with plaque within it commemorating the site of Camp Hillcrest. Photos Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

Hillcrest Reserve Camp Hillcrest

5.4 Healthcare

During the late 19th century Catherine Holland of Sunny Brae Road served as the local nurse and midwife.⁷¹ Bernard and Catherine Hollands' house 'Sunny Brae' was later occupied by their daughter Eliza. Widowed in 1876, Eliza remarried John Warmoll in 1877 and together they established the New Zealand Hydropathic, Dietetic, Hygienic and Wallace Institute in the homestead. 'Sunny Brae' was used as a private hospital from 1889 until the retirement of the Warmolls. The house was destroyed by fire in 1912. A house built in 1913 on the site is thought to still exist.⁷²

The Sunshine Health Farm was located on the corner of Chivalry Road and Archers Road in Glenfield during 1950s. Run by Lillian Smith, it was said to be ahead of its time in promoting fresh fruit and sunshine to support children's health.⁷³ In 1964 Dr Stuart opened a clinic in Glenfield, which operated for one or two days a week, with his main clinic in Birkenhead. It was taken over in around 1966 by Dr Stevens and another clinic opened by Dr Grieve at a similar time.⁷⁴ Both doctors were still operating in 1988.⁷⁵

Places that represent this theme include:

Site of Sunny Brae Sunny Brae Road
Site of Sunshine Health Farm Corner of Chivalry Road and Archers Road

⁷¹ *Takapuna: Heart of the North Shore Golden Jubilee 1913-1963*, North Shore Vertical File, Takapuna Library, p. 39.

⁷² *Old Glenfield*, p. 52.

⁷³ Information supplied by Philippa Templeton on Glenfield Heritage Bus Tour, Heritage Week 2009.

⁷⁴ Rounthwaite, p. 104.

⁷⁵ *Ibid.*

Theme 6 Ways of Life

6.1 Religion

In 1888 the first Sunday school classes were held at the home of Mrs Edmonds at 73 Stanley Road. After 1891 the classes were transferred to the school and then in 1915 to the Mission Hall.⁷⁶

Around 1904 Glenfield residents could attend two Presbyterian services in Glenfield every month, one Wesleyan and one Anglican. The Anglican Minister Rev Moncton travelled from Takapuna to Glenfield on a white horse.⁷⁷ The Glenfield Mission Hall built in 1915 provided for Anglican, Methodist and Presbyterian services.

In Glenfield, James Runcieman was active in affairs of the community including teaching Methodist bible classes. The Wilson family had also been active supporters of the Methodist Church in Birkenhead. As the population grew they looked to provide a church in Glenfield. The Wilson, Runcieman, Edmonds and Geddes families organised the district to support the construction of a mission hall on part of the Douglas property.



Fig. 12. Glenfield Mission Hall at 411 Glenfield Road. Photo Matthews and Matthews Architects Ltd, 2010.

At 5.00am on 4 September 1915 work began on the assembled piles of building materials. The ceremony of laying the foundation stone took place at 3pm. By 6.00pm that evening the non-denominational Mission Hall was complete. With many young, able-bodied men of the district serving overseas it was a remarkable feat.

According to the *NZ Herald*, the architect was Marmaduke Souster, who had gathered around him nearly 100 carpenters, bricklayers, plumbers, painters and cabinetmakers in addition to much local help together with a crowd of about 200 onlookers. The cost of the building was £402, exclusive of the site. Labour and materials valued at £100 had been given for free. The Mission Hall opened with a credit balance as a result of collections the next day.

From this date onwards services and Sunday school could be held within Glenfield. Anglican, Methodist and Presbyterian services were held on successive weeks but on the last Sunday of the month each denomination took individual services through the day. For some time during the latter half of the 20th century the old building was left largely unused, but in 1975 it took on a whole new lease of life, serving the community as part of the Glenfield Community Centre.⁷⁸

⁷⁶ Rounthwaite, p. 122.

⁷⁷ Ibid.

⁷⁸ No. 23, North Shore City Council Heritage Inventory.

Archie Wilson was a trustee for the Mission Hall for over 50 years. The Mission Hall was available for all denominations but as Glenfield's population expanded, various denominations established their own separate churches.

6.1.1 Anglican Church

In 1959, Parochial Districts within the Archdeaconry included Birkenhead, East Coast Bays and Northcote. Northcote included St John the Baptist, along with Glenfield and Albany. St Barnabas' Anglican Church at 470 Glenfield Road was dedicated on 10 June 1962, the land itself having been gifted in parts from 1954 to 1961, as was customary in so many small New Zealand communities.⁷⁹



Fig. 13. St Barnabas Anglican Church at 470 Glenfield Road. Photo Matthews and Matthews Architects Ltd, 2010

6.1.2 Catholic Church

From at least 1905, Glenfield Catholics had attended services at the Gladstone Hall in Northcote, but by the early 1960's the increasing population of the Birkenhead, Glenfield and Northcote area required the erection of a new Catholic church.

St Mary's Church at 115 Onewa Road was formally blessed by Archbishop Liston on 7 June 1964. As well as Birkenhead, Northcote and Glenfield, it also became for a time the 'mother church' for Beach Haven, Albany and Hato Petera.

The Catholic Church in Glenfield, St. Thomas More, was dedicated by the Most Rev. John H.M Rodgers, Administrator of Auckland Diocese on Sunday, 1 May 1983.



Fig. 14 [left] & Fig. 15 [right]. St Thomas More Church exterior and interior views. Photos Matthews and Matthews Architects Ltd, 2010.

⁷⁹ Verran, pp.232, 233.

6.1.3 Methodist Church

Prior to the construction of the Mission Hall in 1915, Methodist Bible classes were taught in Glenfield by Mr and Mrs Runcieman, and members of the Glenfield Methodist community were served by the Birkenhead and Northcote churches.

Once the Mission Hall opened in 1915 Methodist services were held there every three weeks.⁸⁰ On the last Sunday of the month each denomination held a service.

6.1.4 Presbyterian Church

The Mission Hall catered for Presbyterian services in Glenfield after 1915. The Glenfield Presbyterian Church, at 82 Chartwell Avenue on the corner of Chivalry Road, is part of the Glenfield – Forrest Hill Parish.

6.1.5 Other Denominations

The Salvation Army Church in Glenfield is located at 430 Glenfield Road.



Fig. 16. The Salvation Army Church at 430 Glenfield Road. Photo Matthews and Matthews Architects Ltd, 2010.

Places that represent this theme include:

411 Glenfield Road	Glenfield Mission Hall
64/73? Stanley Road	Edmonds house
411 Glenfield Road	Glenfield Mission Hall
St. Thomas More Lane	Glenfield Catholic Church
470 Glenfield Road	St Barnabas Anglican Church
82 Chartwell Avenue	Glenfield Presbyterian Church
430 Glenfield Road	Salvation Army Church

6.2 Education

Glenfield Primary School originally opened in early 1891, and was also used for church services.⁸¹ The school was located on the corner of Mayfield and Glenfield Roads, on what is now Mayfield Reserve. The school and teacher's residence were built by James Freem, and the Waitemata County Council office in Glenfield was for a time housed in a room in the teacher's residence.⁸² The school was closed 10 July 1963 and a new school built.

A kauri tree that stands in a group of trees beyond the Telephone Exchange at the corner of Mayfield and Glenfield Roads was planted by Glenfield pupils on 12 May 1937 to celebrate the coronation of King George VI.

⁸⁰ Item No. 23, North Shore City Council Heritage Inventory.

⁸¹ See image included in *Old Glenfield*, p. 20 (Alexander Turnbull Library TPL 876).

⁸² Information supplied at the North Shore Heritage workshop, 15 September 2009.

Other schools in Glenfield were built in the 1960s and '70s as the residential population rapidly expanded.

Places that represent this theme include:

Glenfield Primary school
Wairau Valley Primary School
Bayview Primary School
Manuka Primary School
Target Road Primary School
Willowpark Primary School
Windy Ridge Primary School
Westminster Christian School
Glenfield Intermediate School
Glenfield College

6.4 Cinemas and Halls

The Glenfield Recreation Centre built adjacent to Glenfield Mall in 1986 included a cinema until 1992.⁸³ Now cinemas in Glenfield are provided at the Hoyts Cinema complex in Wairau Park Complex, designed in 1992 by architects Roberts Mitchell.⁸⁴

Places that represent this theme include:

Hoyts Cinema Complex Link Drive, Wairau Park

6.6 Sport

Glenfield Recreation Centre, which opened in 1986, incorporates a gymnasium, swimming pool, squash courts and rifle range.⁸⁵

Places that represent this theme include:

Glenfield Recreation Centre Bentley Avenue

6.7 Community Organisations and Facilities

In Glenfield the Mayfield School, built in 1891, provided makeshift accommodation for community events. School desks were cleared for dances and socials, and the school hosted fundraising events for the war effort as well as local fairs. However from the early 1900s there was general acknowledgement of the need for a purpose-built facility for social functions, entirely separate from the school. The Glenfield Mission Hall, built in a single day in September 1915, was an important community facility that continues to fill this role.



Fig. 17 [left] & Fig. 18 [right]. Exterior and interior views of Glenfield War Memorial Hall, at Hall Road, Glenfield. Photos Matthews and Matthews Architects Ltd, 2010.

⁸³ *Old Glenfield*, p. 92.

⁸⁴ NZ Index Cards, Sheppard Collection.

⁸⁵ *Old Glenfield*, p. 92.

A Glenfield Hall Association was formed in 1915, but the land itself was only bought in 1932 by local families. The hall constructed by local labour in 1933-34 at a cost of £855. The builder was SK Alexander, of Northcote, and the architect was TC Mullions. Mullions was in practice with Sholto Smith & F McDonald, who were responsible for designing the Albany Memorial Library, amongst other projects. The main hall was 50ft long and 30ft wide. The stage was 16ft deep and 30ft wide, with anterooms, including a kitchen and committee room.

The hall opened on 10 February 1934. A Harris, the local Member of Parliament, officiated. On opening day, stalls operated inside the building to raise funds to repay the loan, and later that evening a grand ball was held to celebrate the momentous occasion. The Mayall Dance Band provided the music.⁸⁶

During its lifetime the Glenfield Hall has been the venue for many organisations holding weekly, monthly or occasional events, among them:

Order of the Buffalo

Senior Citizens organisations of all kinds

Pre-school groups of various nationalities

NZ Labour Party

NZ Government as a polling booth

Social Credit Political League

Glenfield Jaycees

Dancing classes of many types

Martial Arts groups

NZ Girl Guides

Community facilities were greatly extended with the opening of Glenfield Recreation Centre in 1986 designed by architect Don Bidwell.⁸⁷

In 1971 a Senior Citizens' Club was formed in Glenfield. Council provided a site next to the Council office, near the corner of Mayfield and Glenfield Roads on what is now Mayfield Reserve, and a small Reidbuilt clubroom erected.⁸⁸

A library for Glenfield had to wait until incorporation with Takapuna City in 1974, as Waitemata County ran no library service for North Shore residents. From 1989, all the various public libraries on the North Shore, including Glenfield, became part of North Shore Libraries.⁸⁹

The Glenfield Library was designed by architect Ian Reynolds and opened on 22 May 1975. It was opened by Mr Gibbons, Chairman of Glenfield County Council.⁹⁰ The library started with limited funds and a limited numbers of books. Helen Collins, a resident of the new Marlborough Estate, formed the 'Friends of the Library' to involve the community in raising funds for the library. The Friends also initiated the collection of local history information.⁹¹

⁸⁶ No.19, Glenfield Hall, North Shore City Council Heritage Inventory.

⁸⁷ NZ Index Cards, Sheppard Collection.

⁸⁸ Rounthwaite, p.128.

⁸⁹ Verran, p.145.

⁹⁰ Information provided by Philippa Templeton during the Glenfield Heritage Bus Tour, 15 September 2009. NZ Index cards for Glenfield, Sheppard Collection.

⁹¹ Rounthwaite, p. 85.



Fig. 19 [left] & Fig. 20 [right]. Glenfield Library, which opened in 1975, designed by architect Ian Reynolds. Photos Matthews and Matthews Architects Ltd, 2010

Places that represent this theme include:

497-519 Glenfield Road	Glenfield War Memorial Hall
411 Glenfield Road	Glenfield Mission Hall
90 Bentley Avenue	Glenfield Library

6.8 Remembering the Past and Preserving it for the Future

The Glenfield Memorial Hall was built in 1934 after a committee had been set up to provide the local community with facilities for recreation. In 1947 the NZ government decided to subsidise pound for pound any money for the building of venues or grounds set aside for the remembrance of those who died in the World Wars. With this in mind, the Reserve Committee voted to rename the park and hall complex. The latter became Glenfield War Memorial Hall and the land was thereafter known as the Glenfield War Memorial Domain.⁹²

Inside the Hall a Roll of Honour commemorates local men who lost their lives during the first and second world wars.

Places that represent this theme include:

497-519 Glenfield Road	Glenfield War Memorial Hall
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⁹² Item No. 19, North Shore City Council Heritage Inventory.

Section B North Shore Area Studies

Albany and East Coast Bays



The camp ground at Long Bay, c.1930s. North Shore Libraries, E0018

Principal Authors: Heike Lutz & Theresa Chan

Albany

Theme 1 Land and People

1.2 The People of the North Shore

There is little record of Maori occupation in the area before the arrival of Pakeha settlers. The Maori name for the place is believed to be Kaipatiki, meaning 'to eat flounder, or the feeding ground of the flounder'.¹ A small pa is recorded on the bank to the north of Lucas Creek and it is likely that local Maori relied on the creek as a source of eel, trout, crayfish and flounder.

William Webster is the first Pakeha associated with a land purchase in the Albany area, although it is Daniel Clucas, arriving in the early 1840s, whose modified name was adopted to describe the area now known as Lucas Creek. Clucas is recorded as a flax miller and a landholder between the creek and Riverhead.² Some other settler names associated with the area between the 1840s and the 1860s are: Gardiner, Langford, Maxwell, Kelly, Fair and Hellyer.

In the mid-1860s, Thomas and Mary Forgham arrived in Auckland from Birmingham with an ambition to establish a self-sustaining community in Greenhithe. Since this area was only accessible by boat, few others were excited by the idea of living in isolation, but the Forghams remained. The Forgham house, known as Grey Oaks, is still standing on its original site.³ The following two decades saw the arrival of more Pakeha settlers, who together turned Greenhithe into a fruit growing area and by the late 1880s began shipping various types of fruit to Auckland including apples, pears and lemons.

Amongst the early settlers was a Norwegian family, the Monstedts, who arrived at Lucas Creek in 1877. Martin and Anna Monstedt had three children and lived in the old school building before they relocated to Greenhithe. The family had to rebuild twice after fires destroyed their home. The third Monstedt house survives, and is now a scheduled building on Upper Harbour Drive.

The population at Greenhithe remained small at the beginning of the 20th century with a count of 40, including Frederick Collins, a prominent name in the area whose property is now recognised as Collins house in the middle of Greenhithe Village.⁴ It was not until after WWI that the local population flourished.

The greater Albany area was occupied by many settlers who became fruit growers in the 20th century, including Stevenson, Battersby, Bass, Cowley, Ingham, Foley, Boyd and McArthur. Some descendants of these early pioneers remain in the area today.

The Tauhinu Historical Reserve, associated with the Irwin family, has been described to some extent in *Tauhinu – A History of Greenhithe* by RE King. King describes how Mrs. Madeleine Irwin contributed to the first Women's Institute of the North Shore by making available to members a range of facilities on her family property including the Irwin house itself, the tennis court and clubhouse, croquet lawn and outdoor amphitheatre.

Places that represent this theme include:

22 Rame Road	Grey Oaks
273 Upper Harbour Drive	Monstedt House
12 The Avenue	Stevenson House
5 Burnside Court	Bonny Doon
20 Greenhithe Road	Collins House
8 Stevensons Crescent	'Islington'

¹ Alison Harris & Robert Stevenson, *Once there were Green Fields – The Story of Albany*, Auckland, 2002, p.9.

² Ibid, p.15.

³ John Dunmore, *Greenhithe Today & Yesterday*, Auckland, 2001, p.5.

⁴ Ibid, p. 7.

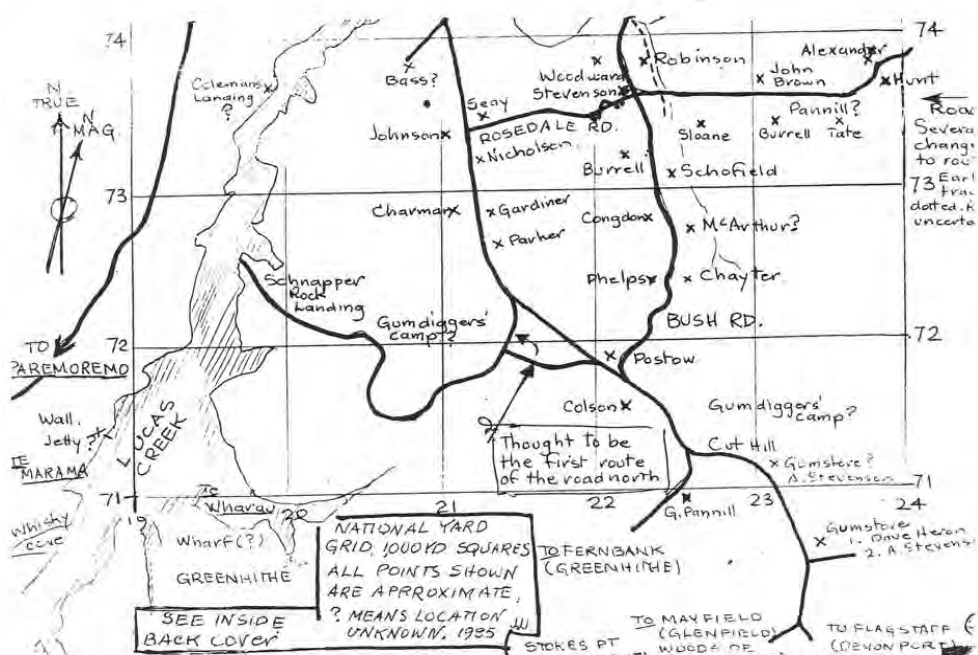
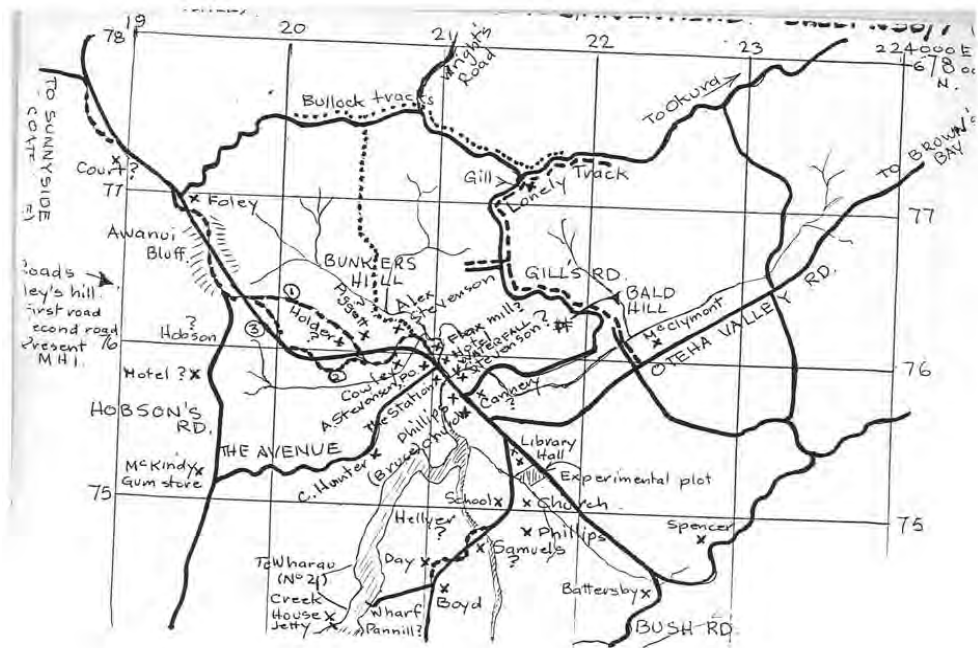


Fig. 1. Map of Pakeha settlers in Albany in the early twentieth century. J Welsford & P Welsford, *The Station – A Concise History of the Albany Basin 1840-1940*, Auckland, 1986, reference map.

Theme 2 Infrastructure

2.1 Transport

In the early days the most popular means of transport from Greenhithe, Albany and Paremoremo to other areas whether on the North Shore or in Auckland was by water. Many wharves were built on both sides of the banks of Lucas Creek and Hellyer's Creek. Rowboats were common for travelling the short distance between Paremoremo and Greenhithe, while launches shipped passengers and goods to and from Auckland. Regular shipping services became very important to settlers in the area who relied on sales of their fruit and dairy farming products in Auckland to make a living.

The Landing was an area that served as a terminus for the transportation of passengers and goods by water. It was demolished in the 1930s and has since been redeveloped for residential use.



Fig. 2. Upper Albany Wharf in 1920. Courtesy Joan Friedrichs in Harris & Stevenson, *Once there were Green Fields – The Story of Albany*, Auckland, 2002, image inserted between pp. 64 & 65.

Travelling within the North Shore was difficult as very few owned a private car. Les Donaghue and Russell Ingham were amongst the first to establish a passenger and delivery service in Albany. This was followed by the Stevenson Brothers' freight business that began in 1920 with a dray and horses before they advanced to using a truck. Public transport became common with the Foley Bus service that ran between Albany and Birkenhead around the same time. The first benzene pump in North Shore was owned by Stevenson Brothers, and theirs is considered to be the first service station in the city. The pump structure stood until 1988.⁵

Places that represent this theme include:

State Highway 17	Upper Albany Wharf Remnants (1907-12)
Attwood Road	Paremoremo Wharf (1908)
End of Rame Rd	Rame Rd slipway & jetty

⁵ Harris & Stevenson, p.80.

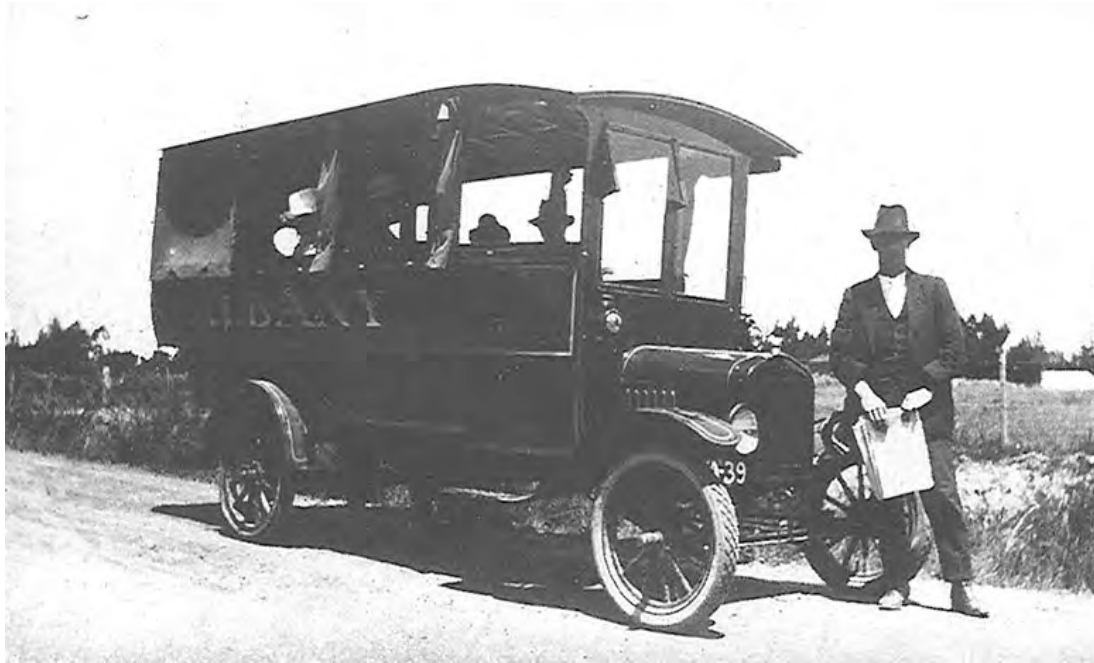


Fig. 3. Foley's bus service in the 1920s. Harris & Stevenson, image inserted between pp.80 & 81.

2.2 Roads

The earliest roads were clay tracks, including the Main Highway and Greenhithe Roads. Many roads passed through ti-tree bush and gum fields. One of the earliest wooden bridges in the area was built near the end of the 19th century over a gully on Greenhithe Road. It was known as Blyth's Bridge, as its construction was initiated by Henry Blyth.

Places that represent this theme include:

None identified.



Fig. 4. Albany store that provided the local postal service from 1910 to 1923 with Margaret Stevenson standing on the steps. Courtesy Thom family, Harris & Stevenson, image inserted between pp.64 & 65.

2.3 Communication

Although a postal service was available in the area in the 19th century, it was provided as a secondary service from other shops. From 1910 onwards Margaret Stevenson was the post-mistress and the post office was located near The Landing. It was not until 1923 that a dedicated post office was established in Albany, when Gladys Spencer took over the position of the post-mistress. The post office stood on Oteha Valley Road. Two years later a telephone service became available, but it was a long wait until the 1950s before telephone boxes were installed in the area.

Places that represent this theme include:

None identified.

2.4 Utilities

Before the opening of the wastewater treatment facilities on Rosedale Road in 1962, amenities were managed locally. Residents relied on private water tanks.

Electricity became available in Albany from the late-1920s, first reaching the Albany Community Hall in 1928 and the school in 1934. Its arrival was a huge asset to the farming community, as it eliminated the need for many time consuming manual chores.

The wastewater treatment facilities (1962), located on the southern side of Rosedale Road, serve not only Albany but also the whole of the North Shore.

Places that represent this theme include:

Wastewater Treatment Plant

Rosedale Road, Albany

Theme 3 Building the City

3.1 Subdivision of Land

The earliest subdivision maps focused specifically upon the Albany area date back to the early 1860s. These show that by 1862 very large lots along Lucas and Hellyer's Creeks had already found private buyers.



Fig. 5. Parish of Paremoremo in 1862. Auckland City Libraries, Map 4139.

In 1864 the inland area between the creeks was subdivided into smaller lots and made available for sale as villa sites. The poster advertising the 1864 land auction shows narrower and probably more valuable lots closer to the water.



Fig. 6. Villa sites – suburban farms on the Waitemata to be sold at auction by Samuel Cochrane on June 13th 1864. Auckland City Libraries, Map 4496-18.

For most of the 19th century, however, and until the 1950s, Albany remained undeveloped, with land held in large rural lots, either in bush or as farm holdings.

The major trigger for the further subdivision of farmland was the construction of the Auckland Harbour Bridge in the late 1950s. The bridge, the construction of the Northern Motorway, and the availability of land encouraged the subdivision of farms for residential and commercial development.

Through the late 1970s and 1980s growth slowed, but the creep of suburban subdivisions continued to edge out farming on the borders of existing residential areas. Nevertheless, some parts of the North Shore, including Albany, were still dominated by farms, and retained their rural character. These areas would be transformed in the late 20th and early 21st centuries, when land in existing commercial and industrial zones in other parts of Auckland became scarce, and an improved roading network made the rural North Shore more accessible and attractive to growing business enterprises.

In the 1980s and 1990s the availability of large tracts of farmland combined with local planning decisions and central and local government land sales in the Albany area attracted commercial enterprises and manufacturers seeking substantial sites to relocate to. The growing availability of jobs on the North Shore encouraged subdivision for residential purposes, so that by the early 21st century Albany, like other parts of the North Shore, had evolved from a rural locale to a sub-urban landscape.

There do remain pockets of semi-rural areas in Albany. For example, at Greenhithe, while many of the early large lots have been subdivided for residential activity, the current lots remain relatively large, with some still retaining their original simple bach-style dwellings. Original road patterns that follow the landforms remain, as does a relatively informal level of building and other development.

Places that represent this theme include:

22 Rame Road

Grey Oaks

3.2 Commercial Architecture

The earliest form of commercial buildings were general stores, hotels and public houses run by local families. These were often simple single-storey timber buildings with weatherboard and corrugated iron cladding, and were commonly built on a corner site or very close to the street boundary. Very few of these early commercial buildings remain in the area, although in Albany Village an historic scale and form of commercial architecture is still evident.

The late 20th century transformation of the northern area of the North Shore, including Albany, saw the construction of a large amount of commercial development of a style that can be found in similar recently developed commercial areas across New Zealand.

Today, Albany is a substantial shopping and retail area within the north-western sector of greater Auckland. The Town Centre is a major shopping centre that opened in the late 1990s and has since expanded, with Westfield Albany becoming one of New Zealand's largest shopping centres. The so-called 'supermall' opened in August 2007 on Don McKinnon Drive, costing \$210 million, with 142 shops built. It features 1800 cinema seats and an indoor area of 7ha.⁶

Places that represent this theme include:

247 SH17	Hillinds Building
4 Greenhithe Rd	Commercial building
Don McKinnon Drive	Westfield Albany

3.3 Residential Architecture

Early residential buildings were of timber construction as this material was the most readily available. They were either located on elevated land along Lucas and Hellyer's Creeks, often with a view to the sea, or along the main roads of the time. Due to the availability of land, a number of the more wealthy early settlers had large homes surrounded by a generous amount of open space. However, the lack of capable builders in this isolated part of North Shore meant that it was uncommon for these homes to feature elaborate embellishment. Many early residential buildings were in the form of cottages with the occasional bungalow. There are a few rare examples of Arts and Crafts houses that have survived from the 1930s.



Fig. 7. Monstedt House, 273 Upper Harbour Drive. Photo Archifact.

⁶ http://www.nzherald.co.nz/shopping/news/article.cfm?c_id=318&objectid=10459307

Places that represent this theme include:

273 Upper Harbour Drive	Monstedt house
20 Greenhithe Road	Collins house
62 Hobson Road	Bayley house
5 Burnside Court	Bonny Doon
2 Jack Hinton Drive	House
26 Bass Road	House
182 Gills Road	House
1 Waipuia Place	House
73 Rame Road	House
60 Churchouse Road	House
25 Marae Road	House
18 Marae Road	House
7 Outlook Road	House
37 Waipuia Place	House
31 Marae Road	House
33 Rahui Road	House
6 Marae Road	House
22 Marae Road	House
1 Greenhithe Road	House
164 Tauhinu Road	House
3a Roland Road	House
1 Churchouse Road	House
4 Churchouse Road	House
39 Isobel Road	House
21 Outlook Road	House
27 Outlook Road	House
24 Bass Road	House
7 Wharf Road	House
9 Wharf Road	House
19 Wharf Road	House
147 Paremoremo Road	House
480 Paremoremo Road	House
401 Paremoremo Road	House
36 Albany Heights Road	House
99 Albany Heights Road	House
220 Albany Heights Road	House
38 Rame Road	'Inverness' house
3 Awatahi Road	House
23 Outlook Road	House

3.4 Public Spaces

There are many public spaces in Albany, including scenic, memorial and historical reserves. Some of these reserves accommodate local club activities, for example rugby, tennis and cricket, while other provide grounds for cemeteries.

Located near the Albany Village Library is Kell Park Reserve, known for its playground, equipped with a pirate ship and flying fox, and its free-range Bantam chicken population that occupied the park for more than 30 years. The bantams were the inspiration for the rooster on the Albany Village logo and the bronze rooster sculpture at Albany Village Square. As Albany became increasingly urbanised, the chickens were increasingly unpopular, and became the victims of ongoing cruelty, and plans were made for their removal. The Albany Village Business Association was disappointed by the removal of the chickens as they had been seen as an attraction to the area. The Association has since worked on a proposal to reintroduce poultry to the Centre, but this has not happened to date.⁷

⁷ http://www.nzherald.co.nz/spca/news/article.cfm?o_id=356&objectid=10502872

The Paremoremo Scenic Reserve is the largest bush reserve on the North Shore, and is a site of ecological significance.⁸

Places that represent this theme include:

539 Albany Highway	Albany Village Cemetery
Paremoremo	Te Wharau Reserve
Tauhinu Road	Tauhinu Historical Reserve
257 State Highway 17	Kell Park
75 Iona Ave, Albany	Paremoremo Scenic Reserve



Fig. 8. Albany Village Cemetery. Photo Archifact.

⁸ <http://www.aucklandcouncil.govt.nz/EN/ABOUTCOUNCIL/LOCALBOARDS/UPPERHARBOURLLOCALBOARD/Pages/About.aspx>

Theme 4 Work

4.1 Farming

The poor clay soils in Albany were suitable for fruit growing, and this very quickly became an important local industry. Albany became associated with farming innovations and new fruit varieties, such as the famous Albany Beauty apple and Albany Surprise grape varieties. It was home to an experimental farm established by central government in the early 20th century. Mark Phillips, the son of Matthew Phillips who settled in Albany in 1856, is credited with the discovery of the Albany Beauty apple in about 1900, at his family orchard in Gills Road. The Phillips family built a house and store and, later, a bakery near Gills Park. The Phillips' orchard is probably where the Albany Fruitgrowers' Association was established.⁹

The Albany Surprise grape was for decades was the most widely grown table grape in New Zealand. Originating from Isabella, an American variety, it was selected and propagated by George Pannill around 1900. It is a prolific producer of large black berries with a sweet taste and tough skin.¹⁰

Strawberry farming was most popular in Albany, particularly around Bush Road where there were many strawberry beds and orchards. There were also many attempts to establish fruit processing businesses in the area, with a canning factory run by Phillips and Legges operating in Gills Road for two years.¹¹



Fig. 9. Bush Road with early orchards. Harris & Stevenson, image inserted between pp.32 & 33.

The explosion of growth in Albany over the last generation has seen the loss of most of the area's productive land to urban development, though evidence of farming activities can still be found in the names of streets, such as Clemows Lane, and places, such as at Kell Park, where fruit bearing pear trees survive.

Places that represent this theme include:

18 Albany Heights Rd	Farm buildings [2]
Kell Park	Albany Orchards

⁹ <http://www.northshorecity.govt.nz/Services/CemeteriesCrematorium/CemeteryLocations/Pages/AlbanyVillageCemetery.aspx>

¹⁰ <http://www.teara.govt.nz/en/viticulture/2>

¹¹ Harris & Stevenson, p.70.



Fig. 11. Salthouse Boatyard at the end of Rame Road. Photo Archifact.

4.3 Commerce

Historically retail businesses in Albany catered for the local community only. Near the Landing were a butchery, bakery and a gum and grain store established by Matthew Phillips in 1863. Remnants of the gum and grain store still stand today. At Greenhithe, the original general store opened in 1917 at the corner of Rame and Greenhithe Roads. In 1934 a new general store, which also provided a postal service, was built a few lots down the road at 8 Greenhithe Road. The general store together with surrounding commercial and retail premises transformed the western end of Greenhithe Road into a hub that is now known as the Greenhithe Village. The general store was demolished in March 2009.



Fig. 12. Greenhithe general store. Photo Gareth Wallis, Linda Pickstock & Michelle Keller, 2009.

While other parts of the North Shore grew after World War II, Albany remained largely a farming area. There were however signs, from about the early 1960s, that it would not always be so. In 1963 the government purchased about 1500 acres of land at Albany under the Public Works Act, earmarking it for state housing. Earthworks were carried out, but in 1969 the work stopped and for the next two decades the formerly productive land lay idle. While the abandonment of the planned state housing development left the land open to other uses, various plans for the area stagnated, and it was only after the formation of North Shore City Council in 1989 that development of the area was advanced. In the last two decades Albany has been dramatically transformed into a major retail and commercial centre for north-western Auckland. The Town Centre is a major shopping centre that opened in the late 1990s and has since expanded, with Westfield Albany now one of the largest shopping centres in the country.¹²

Places that represent this theme include:

Kell Park

Phillips' Gum and Grain Store Remnants

4.4 Tourism

The first hotel in Albany was the Wharfside Inn built by William Montgomery at The Landing. It burned down in 1886, and was replaced in the same year by the Bridge Inn. Around 1890, the Bridge Inn was renovated, and the shingle roof was replaced with a corrugated iron roof. The Bridge Inn was located near the present-day Albany Hotel. Sly grogging, particularly in the Hellyer's Creek area, is also part of the history of the locality.

The Albany Hotel, now known as The Albany Restaurant and Bar, was constructed in 1936 and run by Neil Norton. The Albany Hotel has been referred to as the Wayside Inn in the past.



Fig. 13. The Bridge Inn ca.1900. Courtesy Joan Friedrichs, Harris & Stevenson, image inserted between pp.32 & 33.

Places that represent this theme include:

276 SH17

Albany Hotel

¹² http://www.nzherald.co.nz/business/news/article.cfm?c_id=3&objectid=10457764

Theme 5 Government

5.1 Local Government

The administration of the Albany area, along with the rest of the North Shore, was the responsibility of the Auckland Provincial Council after the abolition of the Hundred of Pupuke in 1856. It became part of the North Shore Highway District as defined in 1864. The highway board formed at Greenhithe in 1886 was as unsuccessful as its counterparts elsewhere on the North Shore, and disbanded after two years.

Albany thereafter came under the jurisdiction of the Waitemata County Council, which was formed in 1877. The County covered a large area, much of it undeveloped, and struggled to find the funds needed for local roading and other improvements.

The first local MP was Thomas Henderson. Greenhithe fell briefly into the boundary of the Kaipara electorate (1922-28) but was returned to the Waitemata electorate in 1928. For a number of years, between the 1940s and 1970s, Greenhithe fell in and out of the Rodney electorate. The Albany electorate was not formed until the 1970s and along with Glenfield became part of the Takapuna City Council, which in turn was amalgamated into the North Shore City Council in 1989. Today, Albany is part of the Auckland Council created in 2010, and has local representation on the Upper Harbour Local Board. In addition to infrastructure – roads, water and waste disposal – local government provides a wealth of services, including libraries and other community facilities.

Places that represent this theme include:

None identified.

5.2 Defence

The threat of invasion with the entry of Japan into World War II saw the construction of field defence works to delay and hinder possible attacks. In early 1942, a number of defence works were constructed in tactical locations in the Albany area. Although defence of the beaches was seen as the priority, inland defence lines were also established to prevent enemy movement south toward Auckland.

One such defence line was the Puketua-Tirohanga Line, the ridge that runs along Foley's Quarry Road (at the top of Albany Hill) through to Lonely Track Road, Torbay. It was the main position to be occupied by mounted troops to oppose any advance to both the south and west. Defence mechanisms included pillboxes, road blocks and ditches, including four pillboxes that covered a ditch which started at Redvale, passed through East Coast Road and continued south-west to Albany Hill where it linked with the stream and four other pillboxes. Today, remnants of these defence structures are still evident.

Places that represent this theme include:

Foley's Quarry Road and State Highway 17
Oscar Road
East Coast Road

Pillboxes (4)
Air force beacon
Pillboxes (4)

5.3 Justice

Around the 1860s liquor smugglers supplied alcohol to the settlers of Albany, in particular to the gum diggers. Smuggled goods were hidden in ships transporting timber between Auckland and North Shore. Customs raids were common between 1865 and 1885 along Lucas Creek, where goods were sometimes hidden in the bush along the banks.

It is unclear when and where the first police station was established in the area and due to a shortage of police staff, it was not uncommon for the police station to be unmanned. The present-day Albany police station was previously located on Library Lane and has been relocated to the Massey University campus.

In 1968, the Auckland Prison complex was established in Paremoremo. The original East Division was at the time of its construction one of the most modern institutions of its kind in the world. The West Division was added in 1981 to relieve overcrowding at other prisons. The facility now employs 313 staff

and accommodates 681 prisoners. It contains New Zealand's only specialist maximum-security prison unit, designed to house the majority of New Zealand's highest risk offenders.¹³

Also located within the Albany ward is the North Shore District Court House in Corinthian Drive. The Albany courthouse opened in 2001, replacing the old District Court premises in Takapuna.



Fig. 14. Auckland Prison, surrounded by the large green space that separates it from the public. Photo Archifact.

Places that represent this theme include:

Auckland Prison Paremoremo Road, Paremoremo.

¹³ http://www.corrections.govt.nz/utility-navigation/find-a-facility-or-site/find_a_corrections_facility/auckland_prison.html

Theme 6 Ways of Life

6.1 Religion

Before church buildings were constructed, many church services were held at a local school or community hall, with some conducted at private homes.

6.1.1 Anglican Church

At Greenhithe the construction of St Michael's Anglican Church was initiated in the 1950s by the Jonkers family, who donated money towards the project following their son's death. Although it was to be an Anglican church, volunteers who were Methodists, Salvationists, Catholics, Seventh Day Adventists and other non-Anglicans helped with the construction.¹⁴ Along with St Michael's, Holy Cross Church on State Highway 17 currently serves the Anglican community in the Albany area.

6.1.4 Presbyterian Church

In 1903, plans were prepared and approved for the first Presbyterian church in the area to be built. This was a small timber building, on the site of the current Presbyterian church, was constructed by local residents George Battersby, Alex McArthur and Martin Monstedt, among others. The church had a foyer for coats and hats, and a shallow platform that supported a central pulpit in the old Scottish style.¹⁵ In 1991, a freak tornado demolished the church and damaged the adjacent Albany (Lucas Creek) Cemetery, which recorded its first interment in December 1879.



Fig. 15. Original Presbyterian church in Albany, date unknown. Harris & Stevenson, image inserted between pp.80 & 81.

Places that represent this theme include:

St Michael's Anglican Church	12 Greenhithe Road
Holy Cross Church	SH17, Albany

¹⁴ R. E. King, *Tauhinu – A History of Greenhithe*, Auckland, 1984, p.125.

¹⁵ Harris & Stevenson, p.71.

6.2 Education

The first school in the area was opened in 1876 at the northern end of Lucas Creek, on the site of what is currently the Albany Senior High School (536 Albany Highway). Due to the time and distance involved in travelling to school, however, many children were home taught. The first school building burned to the ground in 1897, together with the contents of a valuable public library. The current school building on the site was constructed in 1897, and continued, with alterations and additions, as a school until 1975, when the bell was rung for the last time by Mrs M Stevenson, a pupil from 1901-1910. The building was then used by the Outdoor Education Centre before the site was chosen for the Albany Senior High School. Today, the building, restored to its 1938 appearance, is one of the oldest school buildings on the North Shore.¹⁶

In 1892, a temporary school started at Mr Henry Blyth's house in Greenhithe with an initial roll of 14 pupils.¹⁷ The following year a permanent school building was constructed in the area, which became known as the Greenhithe School.

The expansion of urban development and the population boom in Albany, following the opening of the Harbour Bridge and the extension of the Northern Motorway, triggered the establishment of more schools. Schools established in the latter half of the 20th century include Albany Primary, Kristin and Pinehurst Schools.

In the 1990s, the expansion of Massey University resulted in a large new campus in Albany. The design of campus buildings is based on a Mediterranean hillside concept.¹⁸ The campus has expanded since it first opened, and now exists in three separate areas: the East Precinct, off State Highway 17; the Oteha Rohe, on the Albany Highway; and the Albany Village precinct, at Kell Drive.

Places that represent this theme include:

Old School Building	Collins Park
Old Albany School	536 Albany Highway
Albany Primary School	6 Bass Rd, Albany
Pinehurst School	75 Bush Rd, Albany
Albany Junior High School	Appleby Rd, Albany
Albany Senior High School	536 Albany Highway
Massey University	Albany Hwy

6.3 The Arts

The drama club at Greenhithe was founded by Mr and Mrs Tate. Plays written by Mrs Tate and Mrs Irwin were performed at the outdoor amphitheatre at Tauhinu Park owned by the Irwin family. Another location where drama club activities took place was at the garden of Grey Oaks. The money raised by drama club activities, such as plays and dances, was donated to charitable organisations and worthy causes.¹⁹

For three decades towards the end of the 20th century, the Albany Village Pottery Shop and Gallery at 239 Main Highway, in Albany Village operated as a cooperative outlet for many of New Zealand's best ceramic artists. Founded by Howard Williams, the great-grandson of landscape painter Charles Blomfield, the cooperative included such outstanding potters as Peter Oxborough and Robyn Stewart, and gained an international reputation, bringing many visitors to Albany Village.²⁰

Places that represent this theme include:

Former Albany Village Pottery Shop & Gallery	239 Main Hwy, Albany Village
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¹⁶ North Shore Heritage Inventory, Item No. 1 in the Albany Ward.

¹⁷ Harris & Stevenson, p.113.

¹⁸ http://www.massey.ac.nz/massey/prospective/wherestudy/auckland/auckland_home.cfm

¹⁹ King, p. 140.

²⁰ http://www.craftinfo.org.nz/community/moreinfo/dealer_albany_pottery.htm

<http://www.downtoearthre.co.nz/wp-content/uploads/Howard-Williams-a-Brief-History.pdf>

6.4 Cinemas and Halls

The Albany Coronation Hall is believed to be the first purpose-built community building in the area. It was constructed in 1911 to serve the local community, house indoor displays at the annual Albany Agricultural Show and also to commemorate the coronation of King George V. The construction of the hall was largely due to the efforts of the Albany Fruitgrowers' Association, and that group's need for a suitable showground and hall for its fruit and flower shows. The hall was designed by architect Thomas Holder, one of the pioneers of Auckland province, who lived at Northcote.²¹

In 1914 the Greenhithe Hall was completed, and became the centre of village meetings, church services and social activities, which previously had been held at the Greenhithe School, 2 kilometres away. The hall, designed by Eric Craig, measured 12.2m by 7.6m. Extensive alterations and additions were carried out in 1958.

Today, one of places that provides entertainment facilities in the area is the Events multiplex cinema in the Westfield's Albany Mall.

Places that represent this theme include:

Albany Coronation Hall	21 Library Lane
Greenhithe Village Hall	7 Greenhithe Road, Greenhithe

6.5 Local Media

The local newspaper, the *Greenhithe News*, ran from 1960 to around 1963 as a four-page monthly publication. Due to financial constraints, the paper later became a quarterly publication.

Places that represent this theme include:

None identified.

6.6 Sport

In the early 20th century, the Tauhinu Park property, which was owned by Mr and Mrs Irwin and had private tennis courts and croquet lawns, were generously provided for club members' use. Other established sports clubs with an early presence in the area included the indoor bowling club (1946).

As has been the case across the North Shore, the population growth and the development of new communities since the 1970s has resulted in the formation of a number of new sports organisations. These include the North Harbour Golf Association, Marist North Harbour Rugby & Sports Club and the Albany United Football Club. Many of these are located adjacent to the North Harbour Stadium, and use the Stadium's grounds and facilities.

In recent years Albany has become the sporting headquarters of the North Shore. Tennis Northern in Oteha Valley Road promotes and manages tennis from the harbour bridge to Cape Reinga, and caters for 75,000 visitors a year.²² The North Harbour Stadium, a major project for North Shore City Council, opened in 1997, and hosts major sports and entertainment events.²³

While Albany has seen a general increase in sporting facilities, the demand for local land for housing has seen the departure of two of the local pony clubs. In 1996 the Albany Pony Club relocated to Stillwater and two years later the Oteha Pony Club closed.²⁴

²¹ North Shore Heritage Inventory, Item No. 11 in the Albany Ward

²² www.tennisnorthern.co.nz/article.aspx?ID=4079.

²³ [www.stadium.co.nz/?s1=who we are&s2=Ownership and Purpose](http://www.stadium.co.nz/?s1=who+we+are&s2=Ownership+and+Purpose)

²⁴ North Shore Times Advertiser, 1 October 1996, p.8 and 2 April 1998, p.32.

Places that represent this theme include:

North Harbour Golf Association

Touch North Harbour

United Soccer 1

Marist North Harbour Rugby & Sports Club

Albany United Football Club

Sports House, Stadium Drive, Albany

Sports House, Stadium Drive, Albany

Stadium Drive, Albany

Stadium Drive, Albany

Jack Hinton Drive, Albany

6.7 Community Organisations and Facilities

One of the earliest community organisations formed in the area was the Greenhithe Progressive Association, founded in the 1920s with the aim of looking after the local interests. Improvement of roads and footpaths was one of the priority issues addressed by the group, and sub-committees, such as the Green Recreation Reserve Committee were formed.

In 1947, the Greenhithe Ratepayers' and Residents' Association was formed with 35 members, replacing the Greenhithe Progressive Association. Ratepayers' and Residents' Associations continue to represent residents in Albany, Greenhithe and Paremoremo.

Currently, both the Albany Village Business Association and the North Harbour Business Associations represent the local business community.

A growing population and rates base has brought with it improved community facilities in the form of public library services, sportsgrounds and community facilities.

Places that represent this theme include:

21 Library Lane

Rahui Road

40 Masons Road

Kell Drive

Albany Memorial Library and Stone Wall

Tauhinu Sea Scouts

Vintage Car Club

Albany Library



Fig. 16. Albany Memorial Library and Stone Wall. Photo Archifact.

6.8 Remembering the Past and Preserving it for the Future

The Albany Memorial Library and stone wall were completed in 1922 to commemorate the men of Albany, Dairy Flat, Greenhithe and Oneroa who were sacrificed in WWI. The construction cost of the memorial library and stone wall was £438 and was funded by donations. In front of the Albany Community Hall was originally an arch mounted with brass plaques bearing the names of the fallen men of WWI. After WWII Greenhithe War Memorial Park was developed and memorial gates were installed at the Roland Road entrance. The brass plaques on the Albany Community Hall arch were transferred to the new memorial gates and an additional plaque for those who were killed in WWII was added. The Albany Community Hall arch was later demolished.²⁵

Places that represent this theme include:

21 Library Lane Albany Memorial Library and Stone Wall

²⁵ King, p.145.

East Coast Bays

Theme 1 Land and People

1.1 Geology

Underlying most of the North Shore is a geologic formation called the Waitemata Formation; a series of alternating sandstones, siltstones and mudstones that accumulated on the seabed during the early Miocene Period (16-22 million years ago), and were then uplifted and have weathered to form the present landforms. Today, Waitemata sandstones and mudstones can be seen in many of the cliffs around the East Coast Bays, and also appear in a weathered form as the clay-rich soils that cover the majority of the North Shore. Many of the headlands around the East Coast Bays also contain deposits of coarser Parnell Grit, produced by lahars during the Miocene Period.

The Tor, which is located just off Waiake Beach at Torbay, is protected as a site of geological significance in the North Shore District Plan. It is an excellent example of a small coastal stack formed by the erosion of relatively soft Waitemata sandstone.

Places that represent this theme include:

Cliffs at Long Bay, Torbay, Campbells Bay
The Tor, Torbay
Berm and bathing enclosure, Whitby Crescent, Mairangi Bay
Flat rock floor, Brighton Terrace, Mairangi Bay

1.2 The People of the North Shore

The eastern coast of the North Shore became popular very early with Maori due to the richness of food and other resources available on the land, in freshwater streams like the Okura River, and in the Hauraki Gulf. Along the coast there were also end points for several ara (pathways) that linked the Gulf with the Manukau and Kaipara Harbours, and the Waitakere Ranges. The earliest evidence of Maori occupation dates from about the 15th century, and at places like Long Bay there is archaeological evidence that demonstrates continuing occupation and use of the area at least until the time of European contact and settlement.

There is evidence of a trail from Te Oneroa o Kahu (Long Bay beach), over the cliffs to Okura. The trails from Long Bay connected with the Oteha Valley and continuous ridgeways such as the one along Lonely Track Road, and with the Okura River and Lucas Creek. They were important routes between the Hauraki Gulf, the Waitakere Ranges, the shores of the Manukau Harbour, and the eastern side of the Kaipara, and were used for seasonal fishing excursions, as communication links and by iwi groups exercising their ahi kaa (occupation rights) over the lands and waters.¹

A number of pa and kainga sites, as well as numerous midden sites, have been identified along the Okura River and the eastern coastline. The Gulf waters out from Te Oneroa o Kahu were renowned for shark fishing and for the frequency of whale strandings. On these important occasions whales would be hauled ashore and in a ceremonial manner divided between the gathered whanau and hapu.

While some people believe that Long Bay got its English name from either Alfred or Arthur Long, this is disputed, and others believe the name is a simple a descriptor of its length. Some of the most well known families associated with Long Bay are the Pannill, Cholmondeley-Smith and Vaughan families.

From 1863, the Vaughans occupied the land behind the beach, and started farming with a flock of ewes. By 1879, George Vaughan junior had three allotments totalling 757 acres, and the farm's animal stock had expanded, providing not only wool for sale, but dairy products and butchery supplies. The family was also involved with transporting gum from the gum fields, and had a reputation for providing hospitality and assistance to gum diggers and holidaymakers visiting the area. In 1929 Tom Vaughan

¹ Marie Gray & Jennifer Sturm, ... *and then Came the Bridge – A History of Long Bay and Torbay*, Auckland, 2008, p.12. See also Caroline Phillips and Geometria, *Archaeological Assessment of the Long Bay Structure Plan Area at The Oneroa o Kahu*, unpublished report prepared for Landco Okura Limited, 2007, pp. 19-20.

opened a campground on the southern end of the beach by Awaruku Creek. After 1974, most of the Vaughan property was purchased by the Auckland Regional Council, except for the southern-most section, which was bequeathed to the Anglican Church.

Alexander Pannill farmed Lot 11 at Long Bay, and built a house, barn and other outbuildings close to the beach, just north of the Awaruku Stream. By the mid-1950s the house no longer existed, but the evidence of the Pannill farm remains on the land in the extensive ditch and bank structures that served as livestock fences.²

Captain Charles Ross Cholmondeley-Smith emigrated from Australia in the 1850s, and in 1874 took up Allotment 32 on Glenvar Road, where he built a pit-sawn kauri homestead overlooking Long Bay. Finding farming unprofitable, he turned to teaching, then to tobacco growing - for some time he had a contract with the American Tobacco Company - and finally, to wine growing. In the 1880s he was producing three to four thousand gallons of wine annually, and marketing it under the name Glen Var Wine Co. The company had a depot in Fort Street, Auckland, and later merged with the Vinelands Wine Company of Remuera. The old homestead was demolished in 1962, but a redwood tree planted by the Captain still stands, and the entrance to the property can still be identified.³

Further south is Waiake Bay (now Torbay), where a pa site is located on the cliff above the bay. Sometimes referred to as Te Toroa, this location was considered a secure port. Waiake means 'water from below' or 'spring'. There is a myth associated with Waiake:

The island at Waiake is tapu to Maoris according to a legend about a beautiful girl called Moeora. Her father was a very old chieftain and Moeora used to sit on the edge of the cliff to sing with the tuis and the Korimako (bell birds) and to weave mats for her father. One sad day the edge of the cliff fell from beneath her, she fell to the rocks below and her soul took its flight from her body as willed by the gods.⁴

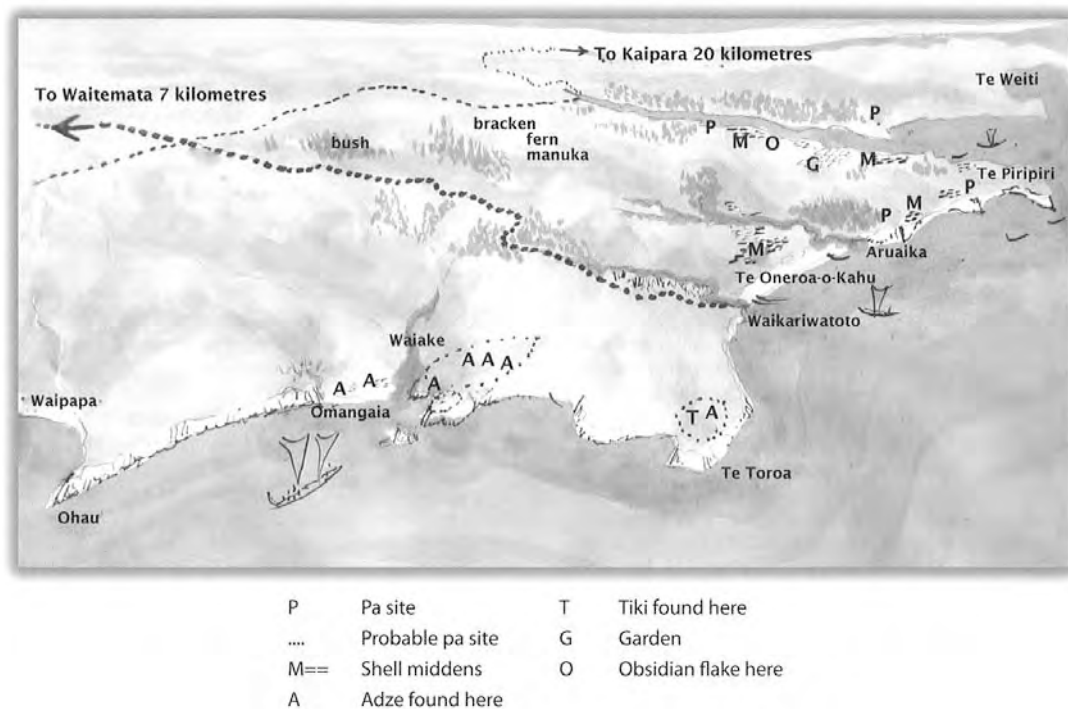


Fig. 1. Map of pre-European times from 1450 to 1850. Courtesy David Gray. Marie Gray & Jennifer Sturm, ... and then Came the Bridge – A History of Long Bay and Torbay, Auckland, 2008, p.7.

² Phillips and Geometria, pp.25-26.

³ Ibid, p.29

⁴ Julie Parmee & Phyl Butterworth, *Torbay – Past and Present*, Auckland, 1992, unpaginated.

Some of the bays in the area were named after early settlers. As the first Pakeha settler who arrived in 1880, Joseph Murray purchased two blocks of ti-tree and gum land totalling an area of 120 acres. Murray built himself a shelter made of sod walls with a thatched roof. He later lived in a kauri cottage located on the eastern side of the access way between Brighton and Montrose Terraces. After the land was cleared of ti-tree, Murray converted his property to farmland, running sheep, cattle and horses, growing corn and grain crops.⁵ Big Murray's Bay and Little Murray's Bay were both named after Joseph Murray, with Little Murray's Bay later renamed Mairangi Bay.⁶

Brown's Bay was named after the area's earliest settlers, Peter and Mary Brown, who purchased 136 acres of land in 1876, which they developed into a farm, complete with orchard and apiary. The Browns also offered accommodation to holidaymakers at their residence, and in 1916 subdivided their property into residential sites, which were bought initially for holiday baches. The Brown homestead burned down in the late 1920s, and the land was used as a campground before being redeveloped. A supermarket is currently located on the site.⁷

Other notable early settler families in the bays were the Smythemans, the McGowans and the Knights. The early directories record the occupation of the male settler residents to be primarily farmer, labourer, settler or vigneron, with the exception of the schoolmaster and a few female residents as nurses.⁸

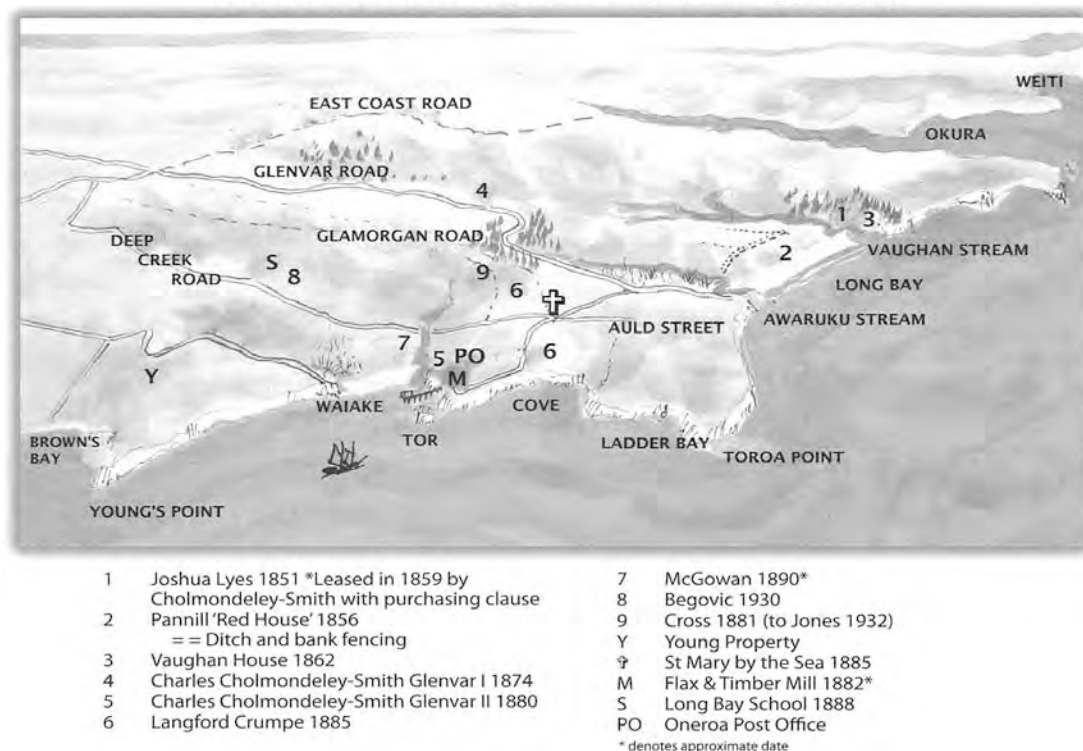


Fig. 2. Map of pioneer period from 1850 to 1930. Courtesy David Gray. Gray & Sturm, p.24.

Places that represent this theme include:

Archaeological sites along the Okura River and East Coast Bays identified in the New Zealand Archaeological Association Site Record File, including those scheduled for protection in Appendix 11B of the North Shore District Plan.

These include:

Site No. 90 Pa (Clifftop)

Site No. 94 Pa (Headland)

⁵ RG Wilson & RA Smith, *Exploring the East Coast Bays*, Auckland, 1983, p. 8.

⁶ It is noted that the name Thomas Murray appears in some research sources as the first Pakeha settler instead of Joseph Murray.

⁷ Tania Mace, 'Browns Bay Heritage Walk', North Shore City Council, 200, Item 12.

⁸ Gray & Sturm, p. 117.

Site No. 201 Middens (Shell) /Terraces/Ditch (Historic) / Botanical (Figs)
 Site No. 290 Pa (Cliff-top)
 Site No. 1002 Settlement
 Site R10/1074 Historic house
 Site R10/1138 Cholmondeley House and Winery
 Site R10/1139 Pannill's house
 Site R10/1140 Gum Digger's holes
 Long Bay Regional Reserve
 Vaughan Homestead
 954 Beach Road
 28 View Road
 1019 Beach Road
 11c(?) Waiake Street
 15 Ellangowan Road

Long Bay Regional Reserve
 Former mill manager's house
 Cave House
 Matthews Bach
 Bosuns' Locker House
 'Ellangowan' house



Fig. 3. Vaughan Homestead, Long Bay Regional Park. Photo Archifact.



Fig. 4. Cave house, View Road. Photo Archifact.

Theme 2 Infrastructure

2.1 Transport

From the earliest times, Maori saw the transport and communication benefits of the ridgelines, inland waterways and sheltered bays along the North Shore's east coast. Ridgelines like Lonely Track Road and rivers like the Okura offered easy access to the Hauraki Gulf, the Waitemata and Kaipara Harbours, and to the north, and were well used by both Maori and early European settlers.

Before the construction of roads north of Takapuna, the main transport mode, other than via the walking tracks, was by boat. In addition to the traffic on the inland waterways, boats would land passengers and cargo on the eastern beaches, although this was dependent on the tide. Wharves were constructed at Brown's Bay soon after the turn of the 20th century, at Murray's Bay about 1916 and at Torbay in 1925. The Brown's Bay wharf was demolished in 1936 after it was badly damaged in a storm. Even with wharves, when the tide was out, passengers would have to use lifeboats to access the shore.

Once bus and tram services were established between the southern ferry wharves and Takapuna and Milford, those who wished to shorten the sea trip, had the option of travelling from Auckland on a ferry to the Bayswater, Devonport or Birkenhead, and then taking a bus. Later, the Milford steam trams provided another connection between the East Coast Bays and the ferries.

In the 1920s and '30s regular bus services emerged running both within the East Coast Bays area and to the ferries. A number of individuals known to have provided bus services during that time are: Cyril Wheeler, Bud Smith, Nick Silich, Harry Bailey, Nyberg, Selych, Aitkin and Lloyd. Buses carried a combination of passengers and goods. In 1933 the North Shore Transport Company was established and it ran buses between Brown's Bay and Bayswater Ferries.⁹

Places that represent this theme include:

None identified.

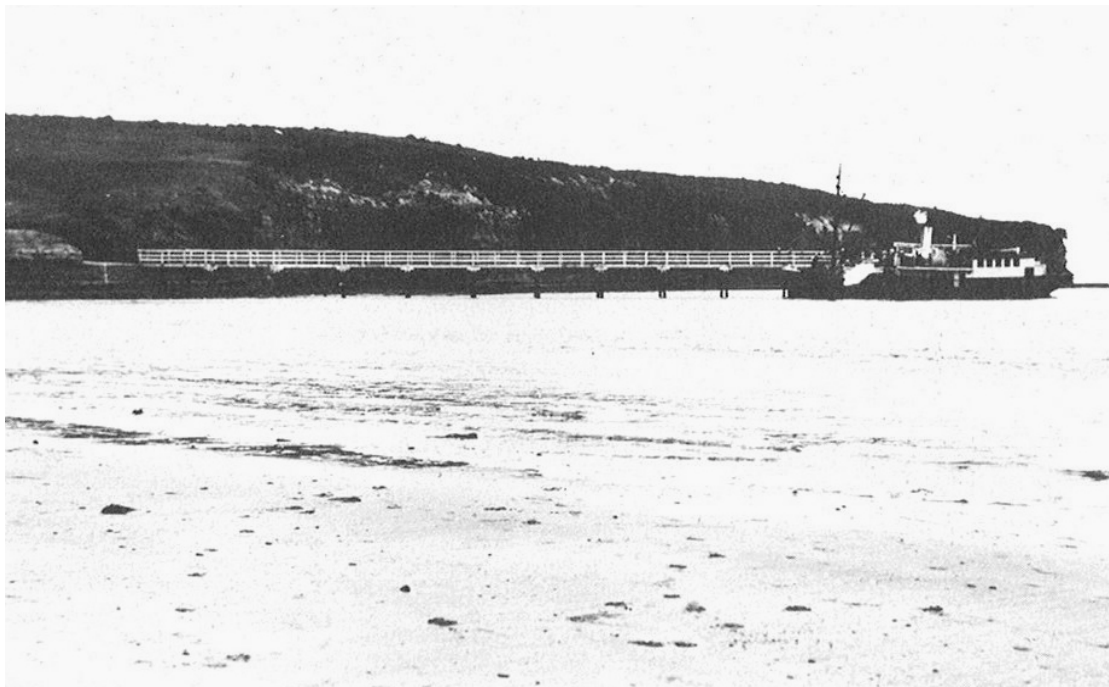


Fig. 5. Murray's Bay Wharf at an unknown date. RG Wilson & RA Smith, *Exploring the East Coast Bays*, Auckland, 1983, p.11.

⁹ Gray & Sturm, p. 92.

2.2 Roads

Before European settlement, Maori travelled by foot along the ridges in East Coast Bays, including those that were later known as Glenvar Ridge, Lonely Track Road and East Coast Road. By 1900 early roads in the area included Beach Road, County Road (now Kowhai Road), East Coast Road, Sidmouth Terrace and part of Hastings Road.¹⁰ These were powdered clay roads that became very muddy on rainy days when cars travelling on them need to be fitted with chains. In 1925 Beach Road was metalled and in 1954 East Coast Road was tar sealed.

Between 1876 and 1954, when the East Coast Bays fell within the ambit of the poorly resourced and geographically extensive Waitemata County Council, there was little money for road construction in the area. One of the top priorities for the East Coast Bays Borough that was created in 1954 was a programme of road upgrading including tarsealing and guttering, paving footpaths and the installation of stormwater drainage. The engineering firm of Worley Downey Muir and Associates were contracted by the Borough to carry out the necessary work.¹¹ Responsibility for road infrastructure passed to the North Shore City Council with the amalgamation of the North Shore's local bodies in 1989, and has recently been taken up by the new Auckland Council created in 2010.

Places that represent this theme include:

Glenvar Road
Lonely Track Road
Beach Road
Kowhai Road
East Coast Road

2.3 Communication

As an area isolated from Auckland in the early days, post was the only form of communication with the outside world, although not always a reliable one. The first post office in the bays opened at Oneroa (Torbay) in 1897 at Captain Cholmondeley-Smith's home with Kate, Cholmondeley-Smith's daughter, as the first post-mistress. By 1911, mail delivery was made weekly. The post office was a very small wooden building, known as the Oneroapo Post Office until its name changed to Torbay in 1930. Postal services were moved to Lopes' general store in 1938. Lopes' later became Morgan's Four Square Post Office Store following a change of ownership in 1946.

Before a telephone service became available to individual households, phone calls were prearranged and made or received at the post office with the use of telegrams for urgent matters. It was not until the late 1950s that private phone lines became common.

Places that represent this theme include:

None identified.

2.4 Utilities

2.4.1 Water Supply

The earliest form of water supply required householders to carry or pump water from rainwater storage tanks located outside the house. When water ran out, tedious labour was needed to draw it from below ground springs. Water required for animal stock was obtained from wells dug beside livestock sheds in the paddock and fed into a trough with the use of a windmill.¹²

Water continued to be sourced in this way right up until the 1950s, with the Waitemata County Council supplementing private collections with trucked water when supplies ran out in the hot, dry summer months. During the 1950s residents of the East Coast Bays had to draw water from tanks provided by council when household water supplies ran out in summer. In the late-1950s construction of the infrastructure needed to provide piped water to the people of the East Coast Bays began. A reservoir

¹⁰ Mairangi Venturer Unit, *History of Three Bays*, Auckland, 1970.

¹¹ David Verran, *The North Shore: An Illustrated History*, Auckland, 2010, p.129.

¹² Gray & Sturm, p. 30.

was built at the corner of Kowhai and East Coast Roads, followed by another at Pine Hill. By early 1964 more than half the residents of the borough were connected to the new water supply.

In the 1970s water reservoirs were built in Forrest Hill and Albany, further extending water reticulation on the North Shore. Since the 1960s the Auckland Regional Authority had been given responsibility for providing bulk fresh water to the North Shore, and then from the late 1980s Watercare took on this role.

2.4.2 Drainage

As with other North Shore communities, the backyard 'long drop' was the most common waste disposal method for people in the East Coast Bays. The 'dunny' in the backyard, with regular removal by the 'night soil man', was common into the middle of the 20th century.

After the North Shore Drainage Board was established in 1951 various options for the treatment of sewage were explored. Eventually, in 1962, a sewage treatment plant was opened at Rosedale, with the treated waste discharged into the sea between Campbell's Bay and Castor Bay. The proximity of this infrastructure made it possible for the homes and businesses of Brown's Bay, Rothesay Bay and Murray's Bay to be connected to a sewage system for the first time in the mid-1960s.¹³

Places that represent this theme include:

Reservoir 192 Browns Bay Rd



Fig. 6. Windmill operating in 1938. Credited to Smytheman Collection, Gray & Sturm, p. 30.

¹³Verran, *The North Shore*, pp. 136-8.

Theme 3 Building the City

3.1 Subdivision of Land

East Coast Bays was originally part of the Mahurangi Block acquired by the Crown in a series of land purchases negotiated between 1840 and 1854 that resulted in the initial subdivision of land on the North Shore. Most of the land adjacent to the East Coast Bays was cut up into blocks suitable for farming. Poor transport links with the more populous parts of the North Shore and the wider Auckland region resulted in these blocks remaining as farmland, or left undeveloped until the early 20th century. Large farms were held by families like the Vaughans at Long Bay, the Browns at Brown's Bay, and the Murrays at Murray's Bay. The beaches attracted daytrippers and holidaymakers, but few settled in the early period.

Tourism blossomed in the bays once regular bus services from Takapuna and Birkenhead were introduced. Along with the ferry services, these provided a link to Auckland. In turn, this motivated farming families in the area to subdivide their beachside land into sites for baches, especially after World War II. At Campbell's Bay, seaside residential lots were offered for sale in 1908 as part of the Campbell's Beach Estate subdivision. Similarly, at Brown's Bay, the Browns subdivided their property into residential sites in 1916, and most of these were bought for holiday baches. While summer homes dotted the coast from Takapuna north, the inland areas retained their rural character.

The major trigger for subdivision in the bays was the construction of the Auckland Harbour Bridge in the late-1950s. The bridge provided a fast and efficient transport link to and from jobs on the south side of the harbour. It also encouraged the development of local industry in new industrial zones in the Wairau Valley and at Barry's Point, and brought employment opportunities for people wanting to live in the bays and other parts of the North Shore.

Subdivision patterns in the East Coast Bays often did not follow a grid pattern, instead responding to the sometimes unstable ridges and steep gullies that characterise much of the land, and drawing on current international trends in urban design and town planning. Defining characteristics of these new subdivisions were the use of crescents and cul-de-sacs, large, irregular lot profiles and sizes, buildings addressing the street, but set well back, with unfenced street boundaries, and substantial front lawns, landscaping and driveways.

The availability of low interest housing finance through the State Advances Corporation allowed many New Zealand families to build new homes in the post-war era, and new subdivisions on the North Shore benefited from this initiative. State sponsored Parades of Homes were held in Northcote and Mairangi Bay in the 1950s and '60s, fuelling the hopes of prospective homeowners, and attracting public interest to these areas. The 1963 Maxwelton Braes Parade of Homes, constructed on LS Maxwell's former dairy farm, offered the public 'Eleven Luxury Homes on an Exclusive Estate'. Many of the builders exhibiting homes in the Parade were based on the North Shore, and included Noel Harrison Ltd, from Sunnybrae Road, in Takapuna, John Senior Ltd, based in Porana Road, and WG Archer Ltd, who had their base in Birkenhead.¹⁴

Today, the East Coast Bays is almost fully developed as a series of residential suburbs, each with its own small town centre, located at their historical and cultural hearts, by the beach. It is anticipated that the last remaining undeveloped area, west of the beach at Long Bay and south of Vaughans Road, will be comprehensively developed over the next decade.

Places that represent this theme include:

Okura Village East

Maxwelton Braes subdivision

Maxwelton Drive, Mayfair Crescent

¹⁴ *North Shore Advertiser*, 25 June 1963, p.9

3.2 Commercial Architecture

Historically commercial buildings in the Bays have tended to be simple and utilitarian. Many of the early shops, such as the one at Brown's Bay run by Mrs Wilkinson, were one-storeyed timber or concrete structures, like the 555 Theatre and Cabaret, or Lopes' Torbay butchery. The same was true of public buildings, such as the library and municipal offices constructed by the local council, reflecting a perennial lack of funds. As the permanent population increased, and the east coast became increasingly popular as an Auckland holiday destination, the small grouping of shops servicing each bay grew. Brown's Bay became the largest commercial centre, with shops, churches, halls and gas stations serving the needs of the community.

Many of the early buildings were extended and altered, or demolished to make way for bigger developments, from the 1960s onwards, but their replacements also tended to be architecturally undistinguished. One of the more interesting public buildings is the 1982 East Coast Bays Library, which was designed by Dodd Patterson Architects and won a New Zealand Institute of Architects' national award.

Places that represent this theme include:

Moore's Building	2 Toroa St, Torbay
Venture Buildings	83 – 88 Clyde Road

3.3 Residential Architecture

Very few of the original farmhouses built for settler families remain today. These houses were of timber, often kauri, construction, and tended to be comfortable, rather than architecturally pretentious homesteads, capable of accommodating large families and visitors. The Vaughan and Brown family homes were well known as holiday spots for tourists to the bays, and the Brown home did in fact become a guest house before it burned down in the late 1920s.

By that time, the shoreline along the East Coast Bays was already occupied by many holiday baches, and these continued to be built well into the 1950s. Unlike the southern part of the North Shore, villas were uncommon, although the style and quality of the homes in the bays varied according to the wealth of the property owner. While many baches were simple one- and two-roomed wooden structures, such as those still existing at Okura Village and along many of the area's ridgelines, others were solid bungalows. Some, like the Rothesay Bay holiday home built by James Chapman-Taylor for the Spicer family, were innovative in their design and construction.

One of the main developments brought about by the opening of harbour bridge was the influx of a permanent population to the East Coast Bays, and a related burst of residential construction. The architecture of these 1960s residential developments is evident in many of the Bays today, particularly on the seaward side of East Coast Road, for example around Mayfair Crescent and Wisteria Way in Mairangi Bay, and around Waiau Street, in Torbay. While some were built with traditional weatherboard and timber joinery, many of these houses utilised brick, concrete and concrete block, and aluminium joinery, and their designs reflected the international influence on post-WWII modern New Zealand architecture.

The last few decades of the 20th century saw increasing infill on many of the large sections of the East Coast Bays, and the redevelopment of many coastal properties with grand architecturally designed homes.

Places that represent this theme include:

Long Bay Regional Park	Vaughan Homestead
59 Knights Road	Spicer House
5 Ringwood Street	Cove Cottage
691 East Coast Road	Sydney sandstone cottage
973 Beach Road	House
39 Beechwood Road	House
27a Glenvar Road	House
21 Glenvar Road	House
11 Cliff Road	House

15 Cliff Road	'Taumata' house
121 Deep Creek Road	House
4 Gulf View Road	House
78 Mayfair Crescent	House
959 Beach Road	House
30 Okura River Rd	House
312 Okura River Road	House
3 Ashcraig Court	Allnutt house



Fig. 7. Mayfair Crescent home. Photo Archifact.

3.4 Public Spaces

From very early on, the beaches were important public spaces for East Coast Bays residents and visitors. They were safe for swimming, had a wealth of shady picnic spots, and were ideal for a wide variety of activities, including horse racing, picnicking and bathing.

The poorly resourced Waitemata County Council, responsible for local governance of the East Coast Bays after 1876, had few resources to build basic infrastructure like roads, much less to spend on parks and reserves.

Until the creation of the East Coast Bays Borough Council in 1954, many of the public halls and parks at Brown's Bay were built thanks to the efforts of the active and civic-minded Brown's Bay Progressive and Ratepayers' Association. It was this organisation that purchased Freyberg Park in 1945, and gifted it to the Crown in 1952. Today bowls, rugby league and tennis facilities are located in the park, which is managed by Auckland Council.

As residential areas expanded through the latter half of the 20th century there was an increased need for reserves, parks and sportsgrounds, and the council acquired a number of reserves and parks for public use and recreation. For example, the Sherwood Reserve adjacent to Freyberg Park was formed during the 1970s when the surrounding land was subdivided for residential use.

In recognition of the high natural and recreational values of the East Coast Bays beach areas local and regional governments began to acquire and develop beachfront land for public recreation and enjoyment. In 1965 the Auckland Regional Council purchased land adjacent to Long Bay from the

Vaughan family, creating the Long Bay Regional Park. This is a favourite place for many Aucklanders, attracting well over one million visitors a year. The sweeping beach adjoins a marine reserve while the park itself features stands of native bush, the historic Vaughan Homestead and a restaurant. At Brown's Bay a beachfront esplanade was completed in the early 21st century after the purchase and removal of beachfront houses.

Centennial Park is one of Auckland's largest metropolitan parks. It was gazetted as a recreation reserve in 1884 and was originally called the Takapuna Domain. The park was mainly covered in low scrub when European settlers came to the area in the 1920s. Located in the park are two distinctive gumdiggers' hut sites, evidence of the diggers who continued to live in the area as late as the 1920s. In 1914, Pupuke Golf Club was incorporated and 100 acres of this reserve was eventually cleared for the golf course. The park was renamed in 1940 at the time of the New Zealand centennial celebrations, and extensive planting was undertaken. The pohutukawa avenue along the southern boundary between Beach and Rae Roads was planted by local volunteers, including men going off to fight in World War II. Today, pillboxes and other structures associated with the WWII defence system that operated along the eastern bays are also located in the park.

The park passed into the care of the East Coast Bays Borough Council in 1955, but was not well maintained, and the extensive bush cover was allowed to become overgrown. When the bush was threatened with being felled, local opposition led to the formation of the Centennial Park Bush Society in the 1970s, and a better management regime. Recent decades have seen the planting of trees such as nikau, kawakawa, taraire, tawa and rewarewa. Earlier plantings include totara, rimu, miro and kowhai. Many native birds, as well as introduced species, make their home here and birdsong is rich and varied.

In Awaruku Bush Reserve features a 600-year-old kahikatea tree and other significant pre-European natural heritage. The Reserve's existence is due to the Glenvar Bush Preservation Society, who successfully prevented three hectares of unique forest from being cleared as part of a residential subdivision development. In 1979 a citation was presented to the society by the Native Conservation Council for its contribution to conservation in New Zealand.

Places that represent this theme include:

Long Bay Regional Park	Long Bay
Pioneer Cemetery	168 Deep Creek Road, Torbay
Saddleback Reserve	Saddleback Rise, Murrays Bay
Freyburg Park	Glencoe Road, Woodlands Crescent, Browns Bay
Sherwood Reserve	Glencoe Road, Stapleford Crescent, Browns Bay
Awaruku Bush Reserve	Awaruku Road, Torbay
Centennial Park	East Coast Road, Campbells Bay

Theme 4 Work

4.1 Farming

Most of the early European settler families to the East Coast Bays farmed for a living, and their isolation required them to become self-sufficient fairly quickly. While gradually clearing their land of the existing bracken, fern, kanuka, gorse and manuka scrub cover, they established orchards and vegetable gardens, and experimented with winemaking and beekeeping, in addition to cultivating crops and livestock for sale.

By the early years of the 20th century, the farms close to the beaches had begun to be subdivided for holiday homes, but away from these areas, mixed farming, including fruit growing, continued to be the dominant working activity for residents of the bays. This remained the case until the 1960s, when the Harbour Bridge and the advance of the motorway north transformed these quiet agriculturally based communities.

Places that represent this theme include:

Long Bay Regional Park Vaughan Homestead

4.2 Industry

The Smith brothers established the first flax and timber mill in the area near the end of Rock Isle Road, Torbay. There was a consistent demand and supply of flax when the industry was first developed, but it eventually dwindled, became exhausted, and the Smith brothers turned to timber milling at Deep Creek. The timber produced from their mill was used for the construction of many early buildings in Brown's Bay, including the house owned by the Brown family. The mill continued to operate into the 20th century.

Captain Cholmondeley-Smith formed the Glenvar Wine Company in the 1880s, producing three to four thousand gallons of wine per year using grapes from his own vineyard at Glenvar and later purchasing grapes from others.¹⁵ It was advertised that the extreme purity of Glenvar wine was such that it was suitable for church purposes.¹⁶ Cholmondeley-Smith also cultivated tobacco for a brief period.

At Awaruku Bush Reserve is a quarry site that was operated during the 1930s by the Waitemata County Council. As rock from the quarry was found to be powdery, it was used for filling rather than for roads. There is a surviving magazine near the quarry that was used to store explosives for mining the quarry.¹⁷

By the early 1950s a number of manufacturing concerns operated in the Bays. Concrete roof tiles were in production at Brown's Bay using local sand, as well as a number of clothing manufacturers including Ambler & Co. who produced the well-known Summit brand of shirts.

The 1960s were a transformational period for all of the North Shore, and the Bays were no exception. The march of development into the northern area of the North Shore that resulted from the construction of the Harbour Bridge and the motorway, combined with local governments' new planning initiatives, encouraged new businesses to the area. During the latter years of the 1970s, after the land was zoned for industry, work began on a 70-acre industrial estate off Sunset Road in Mairangi Bay. Neil Construction, who spearheaded the development, originally planned to build housing on the site, but the Takapuna City Council felt that the land was better suited to industry. With land for such activity now scarce at Barry's Point Road and Wairau Valley, there was a clear need for the development of a new industrial area. The Sunset Road location was considered well suited to this purpose, being close to the motorway. Development of the estate continued through the 1980s and the planned motorway linking the area to West Auckland no doubt added to its attractions.

Places that represent this theme include:

Awaruku Road Awaruku Bush Reserve

¹⁵*Observer*, Volume XV, Issue 894, 15 February 1896, p.9.

¹⁶*Bay of Plenty Times*, Volume XXII, Issue 3209, 19 December 1894, p.6.

¹⁷*Torbay Newsletter*, March 2007, p.3.

4.2.2 Kauri Gum and Timber

Kauri gum, the hardened resin from kauri trees, was one of the three biggest export earners for the Auckland province from the 1860s through to the 1890s, and was used mainly in the manufacture of linoleum and varnish.

The North Shore was located at the southern end of the northern gumlands, which were highly regarded for the quality of the product. Prior to the 1860s gum was dug almost entirely by Maori who worked the gumfields seasonally, but rising returns attracted immigrants to the trade. From the late-1860s settlers, including farmers breaking in their land, dominated the industry.

While gum was dug by the unemployed in times of hardship, it was a full-time occupation for others. In the bays, each of the gullies between Campbell's Bay and Okura had a gumdiggers' camp until around 1910. When Joseph Murray of Murray's Bay broke in his ti-tree covered land, considerable gum was unearthed through ploughing, and this provided funds for improving the land. Takapuna storekeeper Joe Sheriff would make a weekly trip to the bays to deliver provisions to the camps and collect the gumdiggers' harvest. Gum digging also occurred in the area farmed by the Vaughan family, who were known to open their home to itinerant gum diggers.

Many farms were improved with funds provided in this way, however the presence of easily found gum coupled with high prices could also delay the improvement of land for farming. In these circumstances making a living from gumdigging required far less effort than breaking in the land. In times of low yields and prices, this pattern would be reversed.

Places that represent this theme include:

Centennial Park

Gumdiggers Five: Hearth & Foundation Outline

4.2.4 Boatbuilding

Brown's Bay became a centre for boatbuilding and repair in the 1950s. From a workshop on Bute Road, boat designer and builder John Spencer pioneered lightweight construction of small boats and later developed larger yachts from his successful small boat designs. These 'lightweight flyers' changed the basics of keelboat design internationally. Spencer designed popular small boats that were cheap and relatively easy to build, bringing sailing within the reach of a larger (and very appreciative) proportion of the population. His designs included the Flying Ant, Javelin, Jollyboat, Firebug and Frostply, and a number of larger racing yachts, including Infidel, New World, Sirius, Frederick and Buccaneer. Spencer's Cherub class yachts became New Zealand's only fully fledged international class.

Keith Atkinson, another respected figure in the boatbuilding industry, also set up his own boatyard in Bute Road after completing his apprenticeship and gaining experience at various boatyards. Atkinson's Boatyard produced a number of award winning boats and Atkinson was the key figure in the revival of M-Class yachts. His contribution to the success of these yachts is remembered when vessels of this type compete for two Keith Atkinson Memorial Cups at the Victoria Cruising Club regatta.

Places that represent this theme include:

Bute Road

Spencer's Boatshed

Bute Road

Atkinson's Boatshed

4.3 Commerce

In the 1920s many stores opened to cater for the increasing number of holidaymakers visiting the bays. Around the Long Bay and Torbay areas were Crumpe's Central Store on Rock Isle Road, Dutchie's store on the corner of Tipau Street, Aston's Kiosk at Long Bay Beach and Lopes' butchery on Beach Road.



Fig. 8. Lopes' butchery and library on Beach Road. East Coast Bays Library, 0124A.

Further south, Clyde Road in Brown's Bay became a shopping hub with Mrs Wilkinson's store opening in 1921 and the adjacent 555 Cabaret and Cinema opening in 1925. The 555 Cabaret and Cinema was named after a well known cigarette brand. It was a venue for Saturday night dances and, sometimes, Catholic masses until it was demolished in 1985.

In Mairangi Bay the first store was opened near the bottom of County Road (now Kowhai Road) in 1925 by a Mr Pond. It was a prefabricated building shipped from Auckland in parts and assembled on site. Later a Mr Wheeler opened another store on Scarboro Terrace, followed by Thornton Smith's grocery shop and Webb's general store.



Fig. 9. 555 Cabaret and Cinema on Clyde Road in 1946. East Coast Bays Library.

All the established commercial centres within each bay, located just back from the beaches that first drew people to the area, grew with the expansion of suburban development north from Takapuna. Brown's Bay developed at a greater pace than the others. By 1963 it had attracted major retail outlets, such as the Farmers' Trading Company, which in that year brought department store shopping to the bay. Brown's Bay became the major northern commercial centre in the Auckland area until the development of the Albany commercial area in the 1980s. Today, commercial town centres in the bays continue to thrive, with a wide variety of specialty stores catering to the needs of visitors and the resident population.

Places that represent this theme include:

Venture Buildings

83 – 88 Clyde Road

Farmers Trading Co

Cnr Clyde & Inverness Roads, Browns Bay

4.4 Tourism

Although more remote from Auckland than Takapuna and Devonport, the safe, pristine beaches of the east coast bays were nevertheless attractive holiday destinations very early in the development of the North Shore. The original farming families at Long Bay, Brown's Bay and Murray's Bay all offered accommodation and hospitality to tourists. The Brown family established a boarding house and store in the 1880s, and then opened a campground. After their homestead burned down in the 1920s, the property was subdivided for beachside homes. This pattern of subdivision of former coastal farmland for holiday residences was mirrored elsewhere in the bays. Much of the early development in the bays was to provide accommodation and services for tourists and summer homes for families, with baches common, not only on the beachfronts, but also nestled in the bush-clad hillsides, from which wide views could be obtained.



Fig. 10. Browns' guest house. East Coast Bays Library.

In 1929 Tom Vaughan opened a camp ground at the southern end of the beach near the Awaruku Creek. Later bach accommodation at Long Bay also attracted visitors to the area. The development of Long Bay Regional Park in the 1960s created a perennially popular seaside destination for Aucklanders.

As occurred in other coastal communities on the North Shore, East Coast Bays' baches were gradually swallowed up by the boom in permanent residential development, following the opening of the harbour bridge. While today the East Coast Bays are no longer a place to get away from the hustle and bustle of city life, their beaches and beachfront areas continue to attract large numbers of day visitors.

Places that represent this theme include:

11/13 Waiake Street	Bach
Long Bay Regional Park	Long Bay
Browns Bay Olive Tree Motel	Glencoe Road



Fig. 11. Brown's Bay Camp Ground in 1953. Browns Bay Walk leaflet, North Shore City Council, 2006. Courtesy of Geosmart, neg. 32323.

Theme 5 Government

5.1 Local Government

The first local government structure for the East Coast Bays was the Hundred of Pupuke, established in 1848, which took in all of the North Shore from a line south of Hellyer's Creek to Taiotahi Creek in what is now Murray's Bay. These boundaries were mirrored in those of the Takapuna Survey Parish, formed in 1865. Charged mainly with providing roading and associated infrastructure, the Hundred was never effective, having little revenue, and being continually paralysed by the politics of local rivalries. It was dissolved in 1856, and from 1856-1866 the Auckland Provincial Council administered the roads of the Northern Division, which included the North Shore area.

In March 1864 the provincial council established a North Shore Highway District, which encompassed the area south of a line between the Okura River and Lucas Creek. This district did not eventuate, however, and it was replaced in 1866 by three North Shore Highway Districts – Lake, North Shore and Flagstaff. The east coast bays were part of the Lake District, and one of the first wardens was George Vaughan.

The Waitemata County Council, under the Counties Act of 1877, slowly took over from the highway districts. Its jurisdiction extended from the Kaipara to the Manukau and from Waiwera to Devonport, and roads remained the focus of its work. In 1886, it acknowledged three county-funded roads: Lake and East Coast roads from Devonport to Takapuna, and on to the Okura Bridge; the road from Northcote wharf to the junction with East Coast Rd; and from Birkenhead Wharf via Cut Hill to the Lucas Creek Bridge. Due to the low population and rating base, and the physical spread of the County, the Council was never able to keep up with the needs and demands of local communities, including those of the East Coast Bays. As these communities grew, there was growing pressure for a more responsive local government for the area, evidenced by a petition to the Ministry of Internal Affairs signed by nearly half of all eligible voters.¹⁸

The East Coast Borough, formed in 1954 with a population of 6100, and led by Mayor Henry Greville, after whom Greville Road is named, faced huge challenges. The population in the bays was exploding, tripling by the mid-1970s, (the Borough achieved city status in 1975) and road, water and other infrastructure resources were needed. The Borough Council immediately embarked on a programme of infrastructure construction that continued after the 1989 amalgamation of East Coast Bays into the North Shore City Council. Prominent local government leaders have included Henry Greville, the first Mayor of the Borough Council, who also served a later term, Alan McCulloch, who served as Mayor from 1974-1983, and Jack Hinton, the borough's last Mayor. Both Hinton and McCulloch went on to represent the community as councillors on the North Shore City Council.

The East Coast Bays area is now part of the Albany Ward of the new Auckland Council, which was formed by the 2010 reorganisation of Auckland's regional and local government. Today Albany is represented on the Auckland Council by Councillors Michael Goudie and Wayne Walker. The co-governance structure of the new Council has also created Local Boards, and East Coast Bays is part of the Hibiscus and Bays Local Board.

In the early 1970s, a purpose-built building was constructed at 2 Glen Road, Brown's Bay to accommodate the East Coast Bays Borough Council offices. When East Coast Bays became part of the North Shore City in 1989, the building was used as a Council Area office, and for the meetings of the East Coast Bays Community Board. It continues to function as a Council office, hosting meetings of the Hibiscus and Bays Local Board.

Places that represent this theme include:

Council Building 2 Glen Road, Browns Bay

¹⁸ Verran, pp.116-121.

5.2 Defence

The North Shore has a long history as a place of defence. Pre-European Maori defended themselves at headland pa sites, and the district has been utilised for defence purposes since the early years of the colony, well before the formation of any local permanent armed forces.

The attraction of the East Coast Bays headlands for Maori lay not only in their suitability for adaptation to defensive units but also in their proximity to traditional areas of occupation, natural resources, and customary travel routes. Not all the headlands were transformed in to pa however, nor were all North Shore pa as large or heavily terraced as some on the Auckland isthmus. This reflected the distribution of smaller iwi and hapu units around the coastal margins in pre-European times, with groups from a number of hapu occupying different areas. When conflict arose, the coastal pa offered protection to the local kainga. At various points in time the occupants of these pa included Ngai Tai, Te Kawerau, Ngati Whatua, Ngati Paoa, or hapu of these.¹⁹

Along the east coast, Rahopara Pa at Castor Bay was a Te Kawerau stronghold that provided direct access to the Hauraki Gulf and beyond, and a bastion to invading northern forces. There were also pa sites at Waiake, at Piripiri Point, and along the Okura River.



Fig.12. Rothesay Bay Pillbox. Photo Archifact.

The strategic importance of the east coast was again recognised early in World War II. At that time, it became apparent that it would not be possible to defend the entire coastline of New Zealand from enemy landings, due to the impossibility of defending such a large area and the limited availability of troops to assist in local defence.²⁰

The threat of invasion became a distinct possibility in December 1941, with the entry of Japan into the war. To meet this threat, military resources, by way of both manpower and the construction of works that would aid in defence, were increased. The areas considered to be under greatest threat were the Far

¹⁹ David Verran, 'Maori and Pakeha on the North Shore 1840 – 1926', accessed 17 March 2011, available at <http://www.historicbirkenhead.com/membersstories43.htm>

²⁰ PD Corbett, *A First Class Defended Port: The History of the Coast Defences of Auckland, its Harbour and Approaches*, 2003, p.163.

North, Bay of Islands, Auckland, North Shore, Eastern Beaches and Marlborough Sounds (from which to attack Wellington).²¹

In early 1942, when invasion seemed imminent, the construction of 'Field Defence Works' adjacent to ports, beaches and other tactical locations was considered essential.²² Although it was accepted that they could not be provided in quantities to prevent enemy landings, the purpose of the works was to delay and hinder incoming forces until the nature of the attack could be established.

The east coast line of defence ran from Takapuna to Long Bay, with positions established at Long Bay, Tirohanga (Torbay Heights), Torbay, Brown's Bay, Rothesay Bay, Pinehill, Murray's Bay, Mairangi Bay, Campbell's Bay, Castor Bay, Milford and Takapuna beaches.²³ Defence mechanisms included pillboxes, roadblocks, wire and ditches. At Castor Bay, there was a major installation of defence structures, including gun emplacements and an observation tower, all camouflaged as residential development. Great effort went into the construction of roadblocks and anti-tank defences whereby dry ditches and moats were enlarged to act as tank traps. However, it was the beach defences that were given the highest priority.²⁴ These included the erection of barbed wire entanglements above high water mark, and beyond the beach, the construction of pillboxes and the mounting of searchlights. Behind the beaches, anti-tank ditches were excavated and streams leading into beaches were often scarped into these ditches.²⁵

At least 44 pillboxes were located from North Head to Long Bay and a further 20 installed between Long Bay and Orewa.²⁶ Others were built inland, offering cover to roadblocks and ditches. Examples included three pillboxes in Pinehill where the reservoir now stands. The north-facing structures were still in place in 1980.²⁷ Two pillboxes were located on Kowhai Road, covering the roadblock on Beach Road near St. John's Church.²⁸

Three pillboxes to the west of Mairangi Bay covered the valley leading up to East Coast Road. Two were located at the present Elizabeth Place while the third was positioned in the corner of the Mairangi Bay School grounds, disguised as a farm shed with water tank.²⁹ Four pillboxes covered a ditch that started at Redvale, passed through East Coast Road and continued south-west to Albany Hill, where it linked with the stream and where four further pillboxes were located.³⁰ A number of these structures remain as a physical reminder of the threat of invasion during World War II.

Places that represent this theme include:

The following archaeological sites, are listed in Appendix 11B Schedule of Archaeological Sites:

Site No. 90	Site Pa (Cliff top)
Site No. 94	Pa (Headland)
Site No. 290	Pa (Cliff top)
Pillbox	Gillberd Place
Pillboxes (2)	Long Bay Regional Reserve
Pillbox	Rothesay Bay Esplanade Reserve
Pillbox	Cnr Torquay and Gulf View Road
Pillboxes (2)	Browns Bay Esplanade Reserve
Pillbox	Cnr Beach Road and Long Bay Drive

²¹ CR Hooton, 'Pillboxes on the New Zealand Shore', *The Volunteers: The Journal of the New Zealand Military Historical Society*, Vol. 22 (2), October 1996, p.91.

²² C R Hooton, 'The Defence of Auckland City – 1942', *The Volunteers: The Journal of the New Zealand Military Historical Society*, Vol. 22 (3), March 1997, p.163.

²³ Corbett, p.166.

²⁴ Ibid, pp.163-7.

²⁵ Ibid, p.164.

²⁶ Gray & Strum, p.106.

²⁷ J Ross, 'Defence Works of East Coast Bays 1942', *The Volunteers: The Journal of the New Zealand Military Historical Society*, Vol. 7 (3), December 1980, p.23.

²⁸ Hooton, 'The Defence of Auckland City – 1942', p.168.

²⁹ Ibid.

³⁰ CR Hooton, 'Road Blocks and Anti-Tank Defence New Zealand 1942', *The Volunteers: The Journal of the New Zealand Military Historical Society*, Vol. 27 (1), July 2001, p.62.

Pillbox	Nigel Road
Pillbox	Browns Bay Road
Pillbox	Crows Nest Rise Walk
Pillbox	Mairangi Bay
Pillbox	40 Whitby Crescent
Searchlight emplacement	44 Whitby Crescent
Anti-tank stone wall	Whitby Crescent
Pillbox	Mairangi Bay School grounds
Pillboxes (2)	Elizabeth Place
Pillboxes (2)	Kowhai Road

5.3 Justice

The North Shore was policed from Auckland until 1869, when the first local cop was appointed by the Flagstaff Highway Board. By the late 1870s the Devonport policeman was tasked with keeping order as far north as the Wade River and Lucas Creek.

In May 1912 a station was opened in Takapuna with Constable Henry Steere as the sole charge policeman. He was responsible for policing the area north of Roberts Avenue in Belmont all the way to Hatfields Beach in the north and to Riverhead in the west. Transport used by the police around the extensive Takapuna district was varied. Police horses were grazed in a vacant section at the corner of Anzac Street and The Terrace and the police also used bicycles and public transport. Things improved in 1927 when Constable Maloney acquired a second hand Model T Ford. Around this time Brown's Bay became a haven for boaties, where illicit drinking and rowdy behaviour earned it the moniker 'Naughty Bay', prompting Constable Maloney to visit the area on weekends and holidays.

In the mid 1940s steps were taken to establish a permanent local police presence at Brown's Bay, and soon a local cop was on the beat. The present station is the third on this site and was opened in January 1992.³¹

Places that represent this theme include:

Police Station Corner Clyde and Bayview Roads, Browns Bay



Fig. 13. Brown's Bay Police Station. Photo Archifact.

³¹ Tania Mace, 'Browns Bay Heritage Walk', Item 26.

Theme 6 Ways of Life

6.1 Religion

According to the 2009 electorate profile, 55.2% of the East Coast Bays population identify themselves as Christian, followed by 34.7% who state that they hold no religion beliefs.³²

6.1.1 Anglican Church

In 1885, five acres of land at the corner of Deep Creek and Beach Roads with a view to the Auckland Harbour, was set aside for religious, educational and charitable purposes. A kauri church was completed in the following year at a cost of £100 and initially served about 30 churchgoers, among them local gumdiggers. After the death of the Rev. Cross, there was no regular minister for some time and Captain Charles Ross Cholmondeley-Smith, one of the founding members of the church, led the congregation as a lay reader. For about ten years during this time, St Mary's by the Sea was also used as a school, the early teachers being Miss FH Cholmondeley-Smith, Miss Cameron and Miss Hill.

A church hall was constructed nearby in the 1950s to accommodate the growing number of churchgoers. Between 1955 and 1978 it was used for Sunday services as the old church had become too small for comfort. The hall is very much in use today, both by the church and by a number of community groups.

The original St Mary's was relocated to Awaruku Bush Reserve in 1978, but unfortunately it was destroyed by arson in 1988. The building that is now on the St Mary's by the Sea site is a new church completed in 1980, which was used by both the Anglican and Presbyterian congregations until 1992.³³ The church's original graveyard still exists next to the new church in Deep Creek Road. While the cemetery was formally closed in September 1972, interments occurred until December 1979.



Fig. 14. First church service at Mairangi Bay, 1923. North Shore Libraries, T2304.

³² 'East Coast Bays Electorate Profile', July 2009. Available at http://www.parliament.nz/NR/rdonlyres/CC77E9EB-7743-47CE-A929-6049C1D15C29/111839/EastCoastBays_profile_3.pdf

³³ Gray & Sturm, p. 95.

6.1.2 Catholic Church

Before 1930, when the first Catholic mass in the East Coast Bays was celebrated in a private residence at Brown's Bay by Fr M Kennedy of Takapuna, Catholics in the area had to travel to Takapuna, Devonport or Northcote to attend services. In 1938, St John the Baptist church opened on the corner of Inverness and Glen Roads in Brown's Bay, the site of the present Village Green, with Father JJ Kelly, from Takapuna, as the priest. Brown's Bay became a separate parish in 1949, and Fr JC Pierce was appointed as the first parish priest. A growing population led to the opening of St John the Baptist School and St Joseph's Convent in Mairangi Bay in 1961, staffed by the Sisters of St Joseph of Nazareth. Mass was offered in various local halls in Mairangi Bay and, after 1966, in the school hall.

In 1977 St Francis De Sales' Church opened in Finchely Road, Torbay. This replaced St John the Baptist Church at Brown's Bay, which was sold for removal after the site was purchased by the East Coast Bays City Council for a village green development. St John's School was integrated with the state school system in 1982, and a new Church of St John The Baptist opened at Mairangi Bay in 1994.³⁴

6.1.3 Methodist Church

The Methodists did not have their own place of worship until the establishment of the Trinity at Waiake Church in 1992.

6.1.4 Presbyterian Church

The first Presbyterian church opened in 1952 at 1046 Beach Road, Torbay. This church stood for nearly 30 years until the final service was held in 1980. In Brown's Bay St Cuthbert's Presbyterian Church, which was originally in Bute Road, was later relocated to Anzac Road.

6.1.5 Other Denominations

During the 1910s the Salvation Army established a holiday camp in Brown's Bay for children living at Salvation Army homes. Initially tents provided accommodation but more permanent structures were subsequently built including a well-used Salvation Army hall. The site is now occupied by a rest home, which was officially opened in March 1984 by Sir Robert Muldoon, and named after Maureen Plowman, the wife of Auckland businessman and benefactor Jack Plowman.³⁵

In the late 1970s local Baptists acquired their own building, with the purchase of a disused three-bedroom Brown's Bay house, which was then relocated and rebuilt in Glenvar Road. This became the Long Bay Baptist Church and was first occupied in 1978.³⁶

Places that represent this theme include:

Pioneer Cemetery	168 Deep Creek Rd, Torbay
St Francis' Catholic Church	8 Finchley Road, Torbay
St Cuthbert's Presbyterian Church	45 Anzac Road, Browns Bay
Maureen Plowman Home	2 Valley Road, Browns Bay

6.2 Education

Before the late 1880s, there were no schools for children living in the East Coast Bays. As the closest school was at Albany, too far away to make the daily trip, the Brown children of Brown's Bay boarded in Auckland and attended the Parnell School. The Johnson children of Campbell's Bay attended school in Takapuna in the 1880s and '90s. Their journey to school involved a seven mile round trip on foot.³⁷ The lack of attention being given by the Education Board to the needs of children living in the area became an increasing concern to many parents, who lobbied for a school for their area.

³⁴ <http://www.ecbparish.org.nz/Aboutus/ParishHistory/tabid/5139/language/en-US/Default.aspx>

³⁵ Mace, 'Browns Bay Heritage Walk', Item 27.

³⁶ Gray & Sturm, p.104.

³⁷ JA Mackay, 'The East Coast Bays on Auckland's North Shore', *Auckland-Waikato Historical Journal*, pp. 3-4.

The first educational facility became available in 1887 when George Woolley, who had three children, offered a building in Hyde Road, Brown's Bay for the purpose, and Miss M Henry was appointed teacher. In the following year Long Bay School was established, and classes were held at St Mary's by the Sea Church. There were eight children recorded on the register, Woolley's three and five from the Cholmondeley-Smith family. As the school roll increased, the Education Board recognised that the construction of a dedicated school building had become necessary. A single-room school was consequently built in timber near St Mary's. This building is believed to have been relocated to Paremoremo, where it serves as the Scout Den.

In 1940 a new school building was completed in Brown's Bay featuring three classrooms and a headmaster's house. Torbay School opened in 1956. The influx of new residents to East Coast Bays following the opening of the Auckland Harbour Bridge in 1959 encouraged the establishment of more, and more varied, educational facilities, including kindergartens and specialised schools.

In response to the growing numbers of secondary school-aged children living in the bays, Rangitoto College, originally named Murray's Bay High School, opened its doors in 1956 with 10 teachers and 180 students. The school has grown to become New Zealand's largest secondary school, and is recognised for its academic excellence, sporting achievements and performing arts curriculum.³⁸

Today, a number of schools provide educational opportunities in the Bays, including Long Bay College, which opened in 1975, and the Corelli School of the Arts, a private school that offers specialist programs in visual arts, music, drama and dance, in addition to the general curriculum.

Places that represent this theme include:

Brown's Bay Primary School	Masterton Road, Browns Bay
Murray's Bay Primary School	Clematis Avenue, Murrays Bay
Glamorgan Primary School	145 Glamorgan Drive, Torbay
Torbay Primary School	Deep Creek Road, Torbay
Long Bay Primary School	Ralph Eagles Place, Long Bay
Mairangi Bay School	Galaxy Drive, Mairangi Bay
Northcross Intermediate School	10 Sartors Avenue, Browns Bay
Rangitoto College	564 East Coast Road, Mairangi Bay
Long Bay College	Ashley Avenue, Long Bay
The Corelli School of the Arts	50 Anzac Road, Browns Bay

6.3 The Arts

The Torbay Dramatic Society was formed in 1952 by Arthur and Miri Boswell, Ray and Eve Marsen, Paula Hines, Esme Ferguson, Dorothy Lethbridge, Mary Roberts, Una Mosely and Johnny Scott.³⁹ Group activities originally took place at members' homes. In 1953 the group performed *Corinth House* at the Torbay Hall, at the corner of Beach and Rock Isle Roads, which was demolished in 1973. In 1974, they took part in the New Zealand Theatre Federation's Auckland Area Festival and were awarded second place with their performance of *Anastasia*. The group has undergone a change of name twice, first in 1967 to 'The Torbay Dramatic & Operatic Society Incorporated', then in 1975 to 'The Torbay Dramatic Society Incorporated' due to the lack of musical performances. The group now operates from the Torbay Community Hall.

The Mairangi Arts Centre (MAC) was initiated after a group of East Coast Bays' residents saw the need for an arts centre in their area. After more than ten years of fund raising the centre was opened in May 1991. Today, MAC is a strong, community-based visual arts education centre. It is located in the 1953 Mairangi War Memorial Hall, which was also, among other things, used for many years as the headquarters for a local soccer club.

Places that represent this theme include:

Torbay Community Hall	35 Watea Road, Torbay
Mairangi Bay Arts Centre	20 Hastings Road, Mairangi Bay

³⁸ Genevieve Abbott, *Circumspice: A Pictorial History of Rangitoto College*, Auckland, 2006, pp.10 and 17.

³⁹ Gray & Sturm, p. 131.

6.4 Cinemas and Halls

The Torbay Community Hall was built by volunteers in the 1970s. Until then, the Torbay Citizens' and Ratepayers' Association, established in 1954, operated in an old WWII army hut on the corner of Beach and Rock Isle Roads. Extensions and additions to the current Torbay Hall were completed by 1984. It now features a main hall, function rooms, kitchen and toilet facilities.

Two other community halls available in the area are St Anne's Hall in Beach Road, and Northcross Hall in East Coast Road. Originally built as a dwelling, the former was converted into an Anglican church in 1943 and retained this role until the early 1970s. St Anne's Hall now serves as a venue for hire and is used by a wide variety of community groups.⁴⁰

The Returned Services Association built their first hall in Browns Bay in 1951, following substantial fundraising efforts. Over the years, this building has been used by a number of other organisations, and for important civic functions, such as the swearing in ceremony for the first East Coast Bays Borough Council in 1954. The present building was erected in the mid-1990s.

Places that represent this theme include:

Torbay Community Hall	35 Watea Rd, Torbay
St Anne's Hall	756 Beach Road
Northcross Hall	877 East Coast Road
Browns Bay Community Centre	2 Glen Rd, Browns Bay
Returned Services Association Hall	13-15 Bute Road, Browns Bay

6.5 Local Media

The first local newspaper in Browns Bay was *The Bays News*. It was a fortnightly free newspaper that was first published in 1960. The newspaper operation was based in a 1950s building on 7 Anzac Road where it survived for a decade.

Places that represent this theme include:

None identified.

6.6 Sport

There has always been a strong sporting tradition in the bays, especially in relation to sailing and athletic sports. Even before sports clubs were established, informal games of beach cricket, tug of war, carnivals and summer sports days on the beach were important events in the social calendar of local residents.

A number of sports clubs appeared in the area after World War II including the Torbay Tennis Club and the Torbay Boating Club. Originally a number of residents owned private tennis courts, which were available for hire. While the Torbay Tennis Club was formed sometime around the late 1940s it was not until 1955 that the club became affiliated to North Shore Tennis.

Today, the area boasts an array of sporting organisations and facilities, including the Mairangi Bay Surf Lifesaving Club, one of the top competitive clubs in New Zealand surf lifesaving, the Bays Cougars, New Zealand's premier athletics club, and the East Coast Bays Rugby League.

Since 1990 the Sir Peter Blake Marine Education & Recreation (MERC) Centre has offered marine and outdoor based activity programmes for schools and corporate groups. The Centre was renamed for Sir Peter Blake, the North Shore and New Zealand's most famous sailor, following his death.⁴¹

The Millennium Institute of Sport and Health in Mairangi Bay offers public swimming and sporting facilities. Completed in February 2002, the \$32 million Institute was established as a national training institute to help New Zealanders excel in sport.⁴²

⁴⁰ Mace, 'Browns Bay Heritage Walk', Item 16.

⁴¹ <http://www.merc.org.nz/>

⁴² <http://www.mish.org.nz/>

North Shore Leisure – East Coast Bays, a facility run by Auckland Council, provides indoor sports and fitness programmes.

Places that represent this theme include:

Bays Cougars

MERC

North Shore Leisure – East Coast Bays

East Coast Bays Rugby League Club Inc.

Pupuke Golf Club

17 Antares Pl, Mairangi Bay

1045 Beach Rd, Long Bay

Bute Rd, Browns Bay

Freyberg Park, Browns Bay

East Coast Road, Campbells Bay

6.7 Community Organisations and Facilities

In the absence of locally provided government services before the 1950s, the East Coast Bays developed strong, self-sufficient community organisations that worked cooperatively to bring needed services and facilities to the area.

Many community groups originally met in the homes of group members, or in churches, schools, or other buildings of any size, as they were built. Over time, organisations like the Brown's Bay Progressive and Ratepayers' Association and the Returned Services Association worked tirelessly to raise funds and lobby to obtain land and construct buildings for community, sporting and recreational purposes. It is a testament to the strength of community spirit in the bays that by 1902 Torbay had a boating club, and by the 1930s the Brown's Bay Progressive and Ratepayers' Association was actively engaged with providing facilities like the Progress Hall and the Brown's Bay Surf Club building in Browns Bay.⁴³ The same group would later obtain the land for Freyberg Park.



Fig. 15. Progress Hall, Anzac Road, Brown's Bay. North Shore Libraries, E0341.

The Returned Services Association, active in Brown's Bay from 1925, built its first hall in Brown's Bay following substantial fundraising efforts. The design of the original hall featured high windows to make the hall private enough for the Freemasons who rented the building for their meetings. The hall was the venue for the swearing in ceremony for the first East Coast Bays Borough Council in 1954. The present building was erected in the mid 1990s.⁴⁴

The local library is the East Coast Bays Library on Bute Road. Built in the early 1980s, to the design of Dodd Paterson, the library received a NZIA award in 1984.

⁴³ Mace, 'Browns Bay Heritage Walk', Items 7, 8 and 17.

⁴⁴ Mace, 'Browns Bay Heritage Walk', Item 21.

Places that represent this theme include:

East Coast Bays Library

Senior Citizens' Hall

Sir Peter Blake Marine Education & Recreation Centre

Returned Services Association Hall

Progress Hall

Salvation Army East Coast Bays Hall

Maureen Plowman Home

8 Bute Road

9 Inverness Road

1045 Beach Road

13-15 Bute Road, Browns Bay

6 Anzac Road, Browns Bay

5 Bayview Road, Browns Bay

2 Valley Road, Browns Bay

6.8 Remembering the Past and Preserving it for the Future

The war memorial in Brown's Bay was dedicated on Anzac Day in 1968. The stone was donated by Smale's Quarry with the Returned Services Association and the East Coast Bays Borough Council funding the installation. The monument provides an assembly point at the annual Anzac parade and the adjacent row of Norfolk Pines planted in the 1930s enhances the landmark value of the monument.

Places that represent this theme include:

Manly Esplanade

World War II Memorial



Fig.16. Stone of Remembrance. Photo Archifact.

Section C

North Shore City Council District Plan Scheduled Items



Stage 1 of the North Shore Heritage Thematic Review project involved the preparation of 'A Thematic History of the North Shore' and the compilation of a number of focused North Shore area studies. Within the latter, places that represent specific themes relevant to the heritage of the North Shore were identified.

Stage 2 of the project involved further research and analysis to determine if the places identified in the area studies embody heritage values and meet the stated district plan criteria for assessing places of heritage significance.

Based on the analysis of the project team, not all identified places were found to have sufficient historic heritage significance to warrant district plan protection. Further review of the current schedule also identified some properties that no longer merit District Plan protection. The list that follows shows the heritage items currently scheduled on the North Shore City District Plan.

Cover page images [top to bottom]:

Frank Sargeson's bach, Esmonde Road, Takapuna. Salmond Reed Architects.

Northcote Hotel. Matthews & Matthews Architects.

Albany Library. Archifact.

North Shore District Plan Section 11 Cultural Heritage

Appendix 11A: Schedule of Buildings, Objects and Places of Heritage Significance

Note: Classification by 1993 Ward Boundaries

1 Albany Ward - Category A				
No.	Location	Name	Type	Map No.
1	536 Albany Highway	Old Albany School/Outdoor Education Centre	School	12
2	Library Lane	Albany Memorial Library and Stone Wall (exterior and interior)	Library	12
3	5 Burnside Court	Pannill House	House	13
4	273 Upper Harbour Drive	Monstedt House	House	18
5	Collins Park	Old School Building (exterior and interior)	School/hall	17
6	22 Rame Road	Grey Oaks	House	17
7	Albany Highway	Albany Cemetery	Cemetery	12
8	State Highway - Landing Reserve	Albany Wharf remnants	Wharf remnants	12
10	Attwood Road	Paremoremo Wharf	Wharf	17
430	Te Wharau Reserve		Arch. Site	12
2 Albany Ward - Category B				
No.	Location	Name	Type	Map No.
11	Library Lane	Albany Community Hall	Hall	12
12	62 Hobson Road	Bayley House	House	12
13	12 The Avenue	Stevenson House	House	12
16	276 State Highway 17	Albany Hotel	Hotel	12
18	20 Greenhithe Road		House/Restaurant	17
3 Glenfield Ward - Category A				
No.	Location	Name	Type	Map No.
19	497-519 Glenfield Road	Glenfield Community Hall	Community Hall	19

22	59 Seaview Road	Gillespie House	House	24
23	411 Glenfield Road	Mission Hall	Hall	24
4 Glenfield Ward - Category B				
No.	Location	Name	Type	Map No.
25	350 Glenfield Road		House	24
26	6-12 Bay View Road	Morriggia House	House	19
27	23 Valley View Road	Gracie House	House	24
28	73 Stanley Road		House	24
29	123 Stanley Road	Cox House	House	24
30	151 Glenfield Road		House	24
31	259 Glenfield Road		House	24
32	528 Glenfield Road	MacElwain House	House	19
33	36 Kaipatiki Road		House	24
5 East Coast Bays Ward - Category A				
No.	Location	Name	Type	Map No.
34	Long Bay Reserve, Long Bay Drive	Vaughan Homestead	House	8
35	28 View Road, Campbells Bay	Cave House	House	14
36	59 Knights Road		House	14
37	Gilberd Place, Torbay	Pillbox	Pillbox	8
38	Long Bay Regional Reserve and Hinterland	2 Pillboxes	Pillboxes	8
39	Rothsay Bay Esplanade Reserve	Pillbox	Pillbox	14
40	Murrays Bay	Pillbox	Pillbox	14

41	Browns Bay Esplanade Reserve	2 Pillboxes	Pillboxes	14
42	Corner Beach Road & Long Bay Drive	Pillbox	Pillbox	8
43	Centennial Park	Gumdiggers Five: Hearth & Foundation Outline	Hut remnants	20
44	Manly Esplanade	War Memorial	Memorial	14
451	168 Deep Creek Road	Pioneer Cemetery	Cemetery	8
East Coast Bays Ward - Category B				
No.	Location	Name	Type	Map No.
45	954 Beach Road		House	8
Birkenhead Ward (Birkenhead) - Category A				
No.	Location	Name	Type	Map No.
46	6 Awanui Street		House	30
47	Colonial Road Chelsea Estate	Chelsea Sugar Refinery Refer to Sections 11.3.4 and 11.4.3, and Appendices 11C, 11D and 11E. Refer also to Section 15.4.7 (policy 9) and Rule 15.5.1.1.	Industrial	29
48	Colonial Road Chelsea Estate	Manager's House	House	29
49	60 Colonial Road	Chelsea Estate Refinery Cottages	House	29
50	3 Glade Place	LeRoy Homestead	House	29
51	9 Hinemoa Street	"Gilderdale" Thompson Residence	Commercial Building	29
52	94-98 Hinemoa Street	Hellaby's Building (Marinovic Building)	Commercial Building	29
53	100 Hinemoa Street		Commercial Building	29
54	181 Hinemoa Street	All Saints (exterior and interior)	Church	24A
55	237 Onewa Road, corner Onewa Road & Birkenhead Avenue	Zion Hill Wesleyan Church (exterior and interior)	Church	24A

56	Hilders Reserve	Beachhaven Wharf	Wharf	23
57	4 Glenfield Road	Anglican Cemetery	Cemetery	24A
58	2 Glenfield Road	Roman Catholic Cemetery	Cemetery	24A
59	Awanui Street	Clement Wragge Gardens/Palm Gardens	Gardens	30
60	Hinemoa Street	Birkenhead Point Sea Wall	Sea Wall	30
61	Hinemoa Street - Nell Fisher Reserve	War Memorial Monument	Memorial	24A
24	Corner Glenfield and Eskdale Roads	Glenfield Road Cemetery	Cemetery	24
8 Birkenhead Ward (Northcote) - Category A				
No.	Location	Name	Type	Map No.
62	49 Church Street	St John The Baptist (Exterior: Belfry from 1913 alterations, windows to east wall of chancel, repositioned windows in foyer. Interior: Original roof structure, chancel windows, 1913 aisles, organ console, timber panelling, memorial plaques, pulpit and lecturn)	Church	25
63	103 College Road	Hato Petera House/Administration	School	25
64	103 College Road	Hato Petera School Building	School	25
67	97 Onewa Road	St Aidan's Presbyterian	Church	25
68	1 Kauri Glen Road, corner Onewa and Kauri Glen Roads	Northcote College C Block	School	25
69	1 Kauri Glen Road, corner Onewa and Kauri Glen Roads	Northcote College Old Gymnasium	School Gymnasium	25
70	26 Queen Street	Former Shops (facade only)	Shop/House	30
71	37 Queen Street	Northcote Tavern	Hotel	30
72	55 Queen Street		Shop/House	30
73	60 Queen Street	Former Lepper's Post Office/Shop	Post Office/Shop	30
75	115 Queen Street	Former Northcote Post Office (1929 building exterior only)	Post Office	30

76	120-128 Queen Street	Bridgeway Cinema & Shops	Commercial Block	30
77	130 Queen Street		Shop	30
78	139 Queen Street	Northcote Methodist Church	Church	30
79	2 Rodney Road	War Memorial Hall	Hall	30
80	14 Rodney Road	Onewa Masonic Lodge	Hall	30
81	Corner Onewa & Lake Road	War Memorial Monument	Memorial	25
82	Queen Street and Princes Street	Northcote Point Seawall (including Sea Wall at "The Gold Hole")	Sea Wall	30
84	Corner Queen and Stafford Streets	Octagonal Telephone Box	Telephone Box	30
86	Northcote Point, Princes Street	Auckland Harbour Bridge Memorial	Memorial	30
87	Little Shoal Bay	Wharf Remnants	Wharf	30
88	Northcote Point, Princes Street	Northcote Point Flagpole	Flagpole	30
9 Birkenhead Ward (Birkdale/Beach Haven) - Category B				
No.	Location	Name	Type	Map No.
89	47 Verbena Road	Lymington Castle	House/Folly	24
90	2A John Bracken Way	Hilder's Cottage	House	23
91	55 Birkdale Road	St Peters Anglican	Church	23
92	8 Fordham Street	Fordham Cottage	House	23
93	39 Birkdale Road		House	23
94	53 Birkdale Road		House	23
98	134 Birkdale Road		House	23
99	10 Salisbury Road, corner Birkdale and Salisbury Roads	Birkdale Primary	School	23
10 Birkenhead Ward (Birkenhead) - Category B				
No.	Location	Name	Type	Map No.
100	9 Awanui Street		House	30
101	12 Bridge View Road		House	30

102	18 Bridge View Road		House	30
103	12 Colonial Road (Church House)		House	24A
104	6 Glade Place		House	29
105	19 Hinemoa Street		House	30
431	24 Hinemoa Street		House	30
432	25 Hinemoa Street	The Cliffs	House	30
433	38A Hinemoa Street		House	30
434	43 Hinemoa Street		House	30
106	52 Hinemoa Street		House	30
435	58 Hinemoa Street		House	30
437	74 Hinemoa Street		Post Office	30
438	77 Hinemoa Street		House	30
107	93 Hinemoa Street		House	30
439	110 Hinemoa Street		House	29
440	120 Hinemoa Street		House	29
441	128-130 Hinemoa Street		Commercial Block	29
442	154 Hinemoa Street		House	29
108	160 Hinemoa Street		House	24A
109	164 Hinemoa Street		House	24A
110	166 Hinemoa Street		House	24A
111	243 Hinemoa Street		House	24A
112	251 Hinemoa Street	Hattersley House	Commercial Block	24A
113	22 Huka Road		House	24A
114	25 Huka Road		House	24A
115	29 Huka Road		House	24A
116	33 Huka Road		House	24A

10 Birkenhead Ward (Birkenhead) - Category B continued				
No.	Location	Name	Type	Map No.
117	45 Huka Road		House	24A
118	55 Huka Road		House	24A
119	11 Maritime Terrace	Waldergrave	House	30
120	24 Maritime Terrace		House	30
122	114 Mokoia Road		House	24A
123	235 Onewa Road		House	24A
124	50 Palmerston Road		House	29
125	66 Palmerston Road		House	24A
126	68 Palmerston Road		House	24A
127	70 Palmerston Road		House	24A
128	72 Palmerston Road		House	24A
129	30 Rawene Road		House	24A
130	38 Rawene Road		House	29
131	8 Roseberry Avenue		House	24
132	9 Tui Glen Road		House	24A
133	11 Tui Glen Road		House	24A
500	237 Onewa Road, corner Onewa Road and Birkenhead Avenue	Former 1880 Zion Hill Church		24A
11 Birkenhead Ward (Northcote) - Category B				
No.	Location	Name	Type	Map No.
66	92 Onewa Road	St Vincent De Paul House (1939 building only)	Religious/Social	25
136	4 Clarence Road		House	30
137	6 Clarence Road		House	30
138	7 Clarence Road		House	30
139	19 Clarence Road		House	30
140	25 Clarence Road		House	30
141	2/59 Gladstone Road		House	25

143	2 Milton Road		House	30
144	17 Onewa Road		House	25
11 Birkenhead Ward (Northcote) - Category B				
No.	Location	Name	Type	Map No.
145	95 Onewa Road		House	30
146	7 Princes Street		House	30
147	25 Princes Street		House	30
148	27 Princes Street		House	30
149	48 Princes Street		House	30
150	49 Princes Street		House	30
151	51 Princes Street		House	30
152	55 Princes Street		House	30
153	61 princes Street		House	30
154	1 Queen Street		House	30
155	9 Queen Street		House	30
156	15 Queen Street		House	30
157	17 Queen Street	Te Arotai	House	30
158	18 Queen Street		House	30
159	43 & 45 Queen Street		House	30
160	46 Queen Street		House	30
161	50 Queen Street		House	30
162	65 Queen Street		House	30
163	69 Queen Street		House	30
164	71 Queen Street		House	30
165	72 Queen Street		House	30
166	79 Queen Street		House	30
167	85 Queen Street		House	30
168	87 Queen Street		House	30
169	89 Queen Street		House	30
170	90 Queen Street		House	30

171	94 Queen Street		House	30
172	96A Queen Street		House	30
173	97 Queen Street		House	30
174	102 Queen Street		House	30
175	109 Queen Street		House	30
11 Birkenhead Ward (Northcote) - Category B continued				
	Location	Name	Type	Map No.
176	119 Queen Street		House	30
177	131 Queen Street		House	30
178	133 Queen Street		House	30
179	138 Queen Street		House	30
180	144 Queen Street		House	30
181	152 Queen Street	Old Council Chambers	Council/House	30
182	208 Queen Street (including street wall)		House	30
183	18 Raleigh Road		House	25
184	6 Richmond Avenue		House	30
185	8 Richmond Avenue		House	30
186	10 Richmond Avenue		House	30
187	37 Richmond Avenue		House	30
188	38 Richmond Avenue		House	30
189	39 Richmond Avenue		House	30
190	5 Rodney Road		House	30
191	7 Rodney Road		House	30
192	12 Rodney Road		House	30
193	139 Queen Street, corner Stafford Road and Queen Street	Methodist Church Hall	Hall	30
194	10 Stafford Road		House	30
195	6 Vincent Road		House	30
196	11 Vincent Road		House	30

197	12 Vincent Road		House	30
198	18 Vincent Road		House	30
199	6 Waimana Avenue		House	30
200	29 Waimana Avenue		House	30
12 Takapuna Ward - Category A				
No.	Location	Name	Type	Map No.
201	14A Esmonde Road	Frank Sargeson's Cottage (exterior and interior)	Cottage	26
202	187A Hurstmere Road	Old Post Office and Outbuildings	Post Office/Gallery	26A
203	Fred Thomas Drive	Lake House	House	26
204	194 - 196 Hurstmere Road	Earnoch	House	26A
205	Killarney Park, 37 Killarney Street	Pumphouse	Pumphouse	26
207	335 Lake Road	Belvedere	Commercial Building	26
208	8 Minnehaha Avenue	Thorne Estate Dairy	Dairy/House	26A
209	14 Muritai Road	'Porthcurnow' East	House	21
211	2 Taharoto Road	St Joseph's Convent	Convent School	26
212	14 Rewiti Avenue	Golder House (exterior and interior)	House	26
213	Kennedy Park Cliffs	Pillbox	Pillbox	21
214	Kennedy Park	Gun Emplacements and Tunnel System	Military	21
215	Anzac Street - Takapuna Primary School	War Memorial Gates	Memorial	26A
13 Takapuna Ward - Category B				
No.	Location	Name	Type	Map No.
216	23, Auburn Street, corner Auburn, Anzac and Killarney Streets	Takapuna Primary School	School	26A
218	8 Bayview Road		House	26
219	14 Bayview Road		House	26

224	1 Earnoch Avenue		Exchange/ Creche	26A
225	14 Eversleigh Road		House	26
226	Corner Fenwick & Shakespeare	Catholic Church of St Vincent de Paul	Church	21
228	9 Frater Avenue		House	21
13 Takapuna Ward - Category B continued				
No.	Location	Name	Type	Map No.
229	24 Hauraki Road		House	26
232	200 Hurstmere Road		House	26A
233	253 Hurstmere Road	Merkesworth Castle	House/Folly	21
234	288 Hurstmere Road	Hurstmere	House	26A
235	5 Jutland Road		House	26
236	26 Killarney Street	Pumphouse Residence	House	26A
237	17 Kitchener Road	The Stables (Black Rock)	House & Stables	21
238	68 Kitchener Road		House	21
239	429 Lake Road	Methodist Church	Church	26
240	212 Lake Road	Wilson Homestead	House/Home CCS	26
241	415 Lake Road		House	26
242	437 Lake Road		House	26A
243	7 & 9 Lakeview Road	Becroft House	House	26
245	18 Northboro Road		House	26
246	20 Northboro Road		House	26
247	30 Onepoto Road		House	26
249	14 Pierce Road		Kindergarten	21
250	46 Quebec Road		House	20
253	116 Shakespeare Road	Old House, Carmel College	House/School	25
256	2 The Strand	Former Takapuna Library	Library/Office	26A

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
259	28 Albert Road		House	32A
260	41 Albert Road		House	32A
261	21 Aramoana Avenue		House	32
262	14 Birkley Road	Ngateringa	House	31
264	58 Calliope Road		Shop/Restaurant	32A
266	26 Cheltenham Road		House	32
267	28 Cheltenham Road		House	32
268	11 Church Street	Duder House	House	32
269	18-20 Church Street	Holy Trinity Church (exterior and interior)	Church	32
270	47-49 Church Street	Devonport Power Station	Power Station	32A
271	41 Clarence Street		House	32A
272	16 Hastings Parade		House	32A
273	17 Sir Peter Blake Parade	Takapuna Boating Club	Boating Club	31
274	159 Bayswater Avenue	St Michael's and All Angels' Church (exterior and interior)	Church	26
275	King Edward Parade	Calliope Sea Scouts' Hall	Hall	32
276	5 King Edward Parade	Elizabeth House (exterior of building, and also main staircase and original dining room ceiling only)	Hostel/Hotel	32A
277	6A King Edward Parade		House	32A
278	29 King Edward Parade & 3A Church Street.	Masonic Tavern (Scheduling only relates to those parts described in Appendix 11A1)	Tavern	32
279	60 King Edward Parade		House	32
280	62 King Edward Parade		House	32
281	210 Lake Road	Takapuna Grammar	School	27
282	2 Lake Road	Buffalo Hall/Court Victoria Hall	Hall	32A
283	9 Mays Street		House	32A
284	Mt Cambria Reserve	Devonport Museum	Fmr Church	32

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
285	27 Niccol Avenue	First State house on the North Shore	House	32
286	14 Takarunga Road		House	32
287	128 Vauxhall Road	Fort Cautley and Gun Emplacement & Tunnel System	Military	32
288	100A Victoria Road	St Paul's Presbyterian Church and Graveyard (exterior and interior)	Church	32A
289	2B Albert Road	St Francis de Sales Catholic Church and Graveyard (exterior and interior)	Church	32A
290	1 Victoria Road	The Esplanade Hotel	Hotel	32A
291	3 Victoria Road	Old Post Office/Council Building (exterior and interior: main stair, upstairs Victoria Road frontage offices, Council Chamber and public foyer, back stairs)	Office	32A
292	5-19 Victoria Road	May's Building	Commercial Block	32A
293	10 Victoria Road	Old Post Office	Post Office/Museum	32A
294	14 Victoria Road	Former Bank of New Zealand	Bank/Restaurant	32A
295	16-18 Victoria Road	(facade, tiled roof and sidewalls only)	Commercial Block	32A
296	25 Victoria Road		Commercial Block	32A
297	37-39 Victoria Road		Commercial Block	32A
298	38 Victoria Road		Commercial Block	32A
299	41-32 Victoria Road	Buchanan's Building	Commercial Block	32A
300	49 Victoria Road	Johnstone & Noble Building	Commercial Block	32A
301	53-55 Victoria Road	Verran's Building	Commercial Block	32A
302	56 Victoria Road	Victoria Theatre	Cinema Block	32A

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
303	57-59 Victoria Road	Victoria Arcade	Commercial Block	32A
304	61-67 Victoria Road	Devonia Building	Commercial Block	32A
305	71 Victoria Road		Commercial Block	32A
306	73-79 Victoria Road	Allisons' Buildings	Commercial Block	32A
307	81 Victoria Road	Former Auckland Gas Co. Building (facade only)	Commercial Block	32A
308	83-85 Victoria Road	Watkin's Buildings (exterior only)	Commercial Block	32A
309	90 Victoria Road		House	32A
310	95-103 Victoria Road	Princess Buildings	Commercial Block	32A
312	112 Victoria Road		House	32A
314	197-199 Victoria Road	Former Takapuna Dairy Company	Dairy Company	32A
315	44 Williamson Avenue	Earnscliffe	House	27
317	Bayswater Avenue	O'Neill's Cemetery	Cemetery	31
319	Queens Parade	Drydock and Pumphouse (Pumphouse exterior - and those parts of the drydock that are above Mean High Water Springs)	Dockyard	32
320	Lake Road	Memorial Drive	Memorial	32
321	King Edward Parade, Devonport Waterfront	Shell Path	Path	32A
322	Mount Victoria	Mount Victoria Mushroom Vents	Military	32A
323	King Edward Parade, Marine Square	E.W. Allison Memorial and Clock	Memorial & Clock	32A
324	Windsor Reserve	Hydrographic Survey Station and Mast	Mark & Mast	32A
325	Windsor Reserve	World War 1 Memorial	Memorial	32A
326	Windsor Reserve	Fountain	Fountain	32A
327	King Edward Parade	Tainui Landing Monument	Monument	32A

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
328	Windsor Reserve	Memorial to J.P. Mays and H. Frankham	Memorial	32A
329	King Edward Parade	Commemorative Sea Wall (the seawall includes that part extending along the frontage of Queen's Parade including: King Edward VII Coronation Memorial, Commemoration Stone of Peace in the South African War)	Sea Wall	32A
320	Lake Road	Memorial Drive	Memorial	32A
445	King Edward Parade	Magazine Rock		32A
330	King Edward Parade	Watson Memorial	Memorial/Clock	32
331	Mount Victoria	Fort Victoria	Military	32A
332	King Edward Parade	Site of original Devonport Wharf	Wharf Site	32
333	King Edward Parade	Execution Site near Mays Street	Execution Site	32A
334	King Edward Parade	Plaque recording Boat Building Industry	Plaque	32
336	Torpedo Bay	Plaque to D'Urville of the Astrolabe	Plaque	32
337	Torpedo Bay	Te Puna Springs Site	Springs	32
338	Victoria Road	Public Graveyard	Cemetery	32A
347	95A Calliope Road	St Augustine's Church	Church	31
443	Queen's Parade, Garden Terrace, Kapai Road, Clarence Street	Bear Garden Wall	Wall	32A
450	Windsor Reserve	Nothing Happened Plaque	Plaque	32A
15 Devonport Ward - Category B				
No.	Location	Name	Type	Map No.
335	Torpedo Bay	Boat Repair Yards	Military	32
339	24 Allenby Avenue		House	32A
340	7 Anne Street		House	32A
341	13 Bardia Street		House	26

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
342	16 Beresford Street		House	31
343	13 Buchanan Street		House	32A
344	18 Buchanan Street		House	32A
345	4 Burgess Road		House	32
346	31 Calliope Road, corner Calliope Road and Huia Street	Dairy	Shop	32A
348	70 Calliope Road		Shop	32
349	86 Calliope Road		Shop	31
350	126 Calliope Road		House	31
351	115 Calliope Road		House	31
352	152A Calliope Road		House	31
353	2 Cambria Road		House	32
354	33 Cheltenham Road	Former Oceanside Rest Home	Rest Home	32
355	44 Cheltenham Road		Shop/House	32
356	36 Cheltenham Road		Kiosk/Restaur ant	32
357	28 Church Street		House	32
358	64 Church Street		House	32A
359	5 Clarence Street	Former Telephone Building	Exchange/Cafe	32A
360	23 Clarence Street		House	32A
361	24 Ewen Alison Avenue		House	32A
362	26 Ewen Alison Avenue		House	32A
363	28 Ewen Alison Avenue		House	32A
365	4 Flagstaff Terrace		House	32A
366	6 Flagstaff Terrace		House	32A
368	14 Glen Road		House	31
369	1 Grove Road		House	32
371	1 Hastings Parade	Salvation Army Hall	Hall	32A

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
372	14 Huia Street		House	32A
373	18 Huia Street		House	32A
374	5 Jubilee Avenue		House	32
375	15 Jubilee Avenue		House	32
376	17 Jubilee Avenue		House	32
377	3 Kerr Street		House	32
378	4 Kerr Street		House	32
379	9A, 9B, 9C, 9D, 9E, 9F Kerr Street	State Houses	House	32
380	21 Kerr Street		House	32A
381	25 Kerr Street		House	32A
382	21 Bayswater Avenue		House	31
383	14 Bayswater Avenue		House	32
384	30-33 King Edward Parade	The Works	Commercial Block	32
385	36-39 King Edward Parade		House	32
386	44 King Edward Parade		House	32
446	55 King Edward Parade		House	32
447	56 King Edward Parade		House	32
388	177, 179 and 181 Lake Road	State Houses	House	26/27
389	9 Matai Road		House	32
390	15 Matai Road		House	32
391	34 Mays Street		House	32A
448	Mt Victoria Reserve, Kerr Street	Signalman's House	House	32A
392	15 Mozeley Avenue		House	32A
393	26 Norwood Road		House	31
394	42 Norwood Road		House	31

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
395	57 Norwood Road		House	31
396	63 Norwood Road		House	31
397	51-57 Old Lake Road	State Houses	Houses	32
399	18 Queen's Parade		House	32A
400	8 Rata Road		House	32
401	10 Rata Road		House	32
402	12 Rata Road		House	32
403	14 Rata Road		House	32
404	1C Rosyth Avenue	Kindergarten	Kindergarten	31
405	27A Rutland Road	Rotheram House	House	31
406	19 St Aubyn Street		Post Office/House	32
407	30 Seacliffe Avenue		House	27
408	15A Second Avenue	Juriss House	House	31
409	15B Second Avenue		House	31
410	27 Stanley Point Road		House	31
411	39 Stanley Point Road		House	31
412	41 Stanley Point Road		House	31
413	6 Summer Street		House	31
414	7 Tainui Road	Domain Dairy	Shop	32
415	47 Tainui Road		House	32
416	11 Tudor Street		House	32
417	47 Vauxhall Road		House	32
418	51- 53 Vauxhall Road		House	32
419	57 Vauxhall Road		House	
420	126 Vauxhall Road		House	32
421	143 Vauxhall Road		House	32
422	60 Victoria Road		House/Flats	32A

14 Devonport Ward - Category A				
No.	Location	Name	Type	Map No.
423	151 Victoria Road		Shops	32A
424	157 Victoria Road		House	32A
426	27 William Bond Street		House	31
429	20 Wynyard Street		Business	32A

Appendix 11B: Schedule of Archaeological Sites

The site reference numbers are derived from *New Zealand Archaeological Association Site Record numbers*.

Site Number	Site Description	Map No.
3	Pa (Headland)	17
13	Pa (Headland)	21
14	Settlement	17
21	Pa (Headland)	21
35	Pa (Headland)	29
37	Pa (Island)	23
49	Midden (Shell)/Settlement (Headland)	23
50	Settlement (Headland)	23
52	Pa (Headland)	28
54	Pa (Headland)	30
94	Pa (Headland)	8
96	Pits/Midden (Shell)/Drain	7,8
97	Pa (Volcanic Hill)	32
109	Pa (Volcanic Hill)	32A
110	Pa (Volcanic Hill)	32
131	Burial Ground/Midden (Shell)	21
163	Village	16
188	Midden (Shell)	4
189	Midden (Shell)	4
190	Middens (Shell)	4
191	Middens (Shell)/Terraces/Pit	4

Site Number	Site Description	Map No.
192	Midden (Shell)	4
193	Midden (Shell)	4
199	Midden (Shell)	8
200	Midden (Shell)	8
201	Middens (Shell)/Terraces/Ditch (Historic)/Botanical (Figs)	8
203	Midden (Shell/Cultivation/Findspot (Adze))	32
232	Middens (Shell and Bone)	18
239	Pit/Findspot (Adze)	18
249	Midden (Shell)/Hangi Stones	8
250	Midden (Shell)	8
251	Midden (Shell)	8
252	Midden (Shell)/Fires	8
253	Midden (Shell)	21
255	Pits/Terraces/Mounds	17
256	Pit/Midden (Shell)	17
257	Middens (Shell)	17
258	Midden (Shell)	17
259	Pits	17
260	Midden (Shell)	17
261	Fireplace (Gumdigger)/Hut Site (Historic)	20
285	Pa (Cliff-top)/Findspot (Bricks, Glass, Pipes) (Historic)	23
287	Pa (Cliff-top)	23
288	Midden (Glass, Metal, Ceramics, Shell) (Historic)/House (Historic)	8
289	Midden (Shell)	8

Site Number	Site Description	Map No.
290	Pa (Clifftop)	8
292	Terraces (Reported)	4
295	Midden (Shell)	4
321	Midden (Shell)	4
384	Midden (Shell)/Hangi Stones/Post holes	21
392	Terrace/Pit	8
529	Pa (Ridge)	29
672	Pits	7
673	Terrace/Midden (Shell)	7
674	Terrace/Midden (Shell)	7
675	Pits	7
676	Midden (Shell)	3
677	Terrace/Midden (Shell)	3
678	Terrace/Midden (Shell)	7
681	Midden (Shell)	3
682	Midden (Shell)	7
700	Midden (Shell and Bone)/Burial	21
718	Midden (Shell)	21
719	Midden (Shell)	21
720	Middens (Shell and Bone)	8
831	Midden (Shell, Ceramics, Glass, Plastic) (Historic) (Reported)	24A
912	Middens (Shell)	25
913	Findspot (Adzes)	26
914	Ditch and Bank (European) (Historic)/Midden (Shell)	26

Site Number	Site Description	Map No.
916	Midden (Shell, Fish-bone, Glass and Metal) (Historic)	32
917	Middens (Shell) Hangi Stones	23
918	Pa (Headland)/Burial	30
919	Midden (Shell)/Mound/Depressions	23
920	Middens (Shell)	23
921	Middens (Shell)	23
922	Midden (Shell)	26
923	Middens (Shell)	26
924	Midden (Shell)	24
925	Middens (Shell)	28
926	Middens (Shell)	23
963	Middens (Shell)	27
964	Middens (Shell)	27
965	Middens (Shell)	27
966	Middens (Shell)	27
967	Middens (Shell)	25
968	Middens (Shell)	31
969	Middens (Shell)	31
970	Midden (Shell and Fish-bone)	31
971	Midden (Shell)	26
972	Terrace	26
974	Midden (Shell)	23
975	Pits	30
976	Middens (Shell)	23
977	Middens (Shell)	28

Site Number	Site Description	Map No.
978	Middens (Shell)	23
979	Middens (Shell)/Pits	23
980	<div>Plan Change 6 and Var 66 (see Modifications)</div> Findspot (Adze)/Terrace/Middens (Shell)	23
998	Midden/Terrace	4
999	Midden	4
1000	Midden	4
1001	Midden	4
1002	Settlement	4
1003	Midden	3
1004	Midden/Terrace	3
1005	Midden/Terrace	3
1006	Midden	3
1007	Historic Midden	7
1008	Midden	7
1009	Midden	7
1010	Midden	7
1011	<div>Plan Change 6 and Var 66 (see Modifications)</div> Midden	3
1256	Middens (Shell)	27
1257	Ditches	23
1304	Terraces/Midden (Shell), Hangi Stones	26

Site Number	Site Description	Map No.
1701	Stone Wall (Historic)	32A
1721	Fortification (Military) (Historic)	32A
1722	Fortification (Military) (Historic)	32
1723	Fortification (Military) (Historic)	32
1795	Brickworks/Jetty	32
1797	Midden	30
1799	Midden (Shell) (?Historic)	30
1809	Brickworks (Historic)	32
1817	Naval Station	32A
1819	Working Floor	32
1820	Wharf - Tiller's Wharf	32A