

Heritage Consultant's summary reports on heritage areas

Aro Valley Shopping Centre Heritage Area



Introduction

Aro Valley is one of the city's oldest suburbs. It was part of the original allocation of town acre sections when the New Zealand Company first settled Wellington in 1840. Most of the land in the valley was set aside as Maori Reserves, for Te Atiawa of Taranaki, with only 13 of the 36 one-acre sections originally available for Pakeha settlement. The suburb was slow to grow, particularly while land remained in Maori hands; although Maori gradually left Wellington during the 1850s and 1860s, as European settlement intensified, they retained ownership of this land and leased their properties.

By 1891 still only five of the 36 town acres had more than one house on them but once Maori reserve land was opened up for settlement in 1891, the area developed rapidly. This was the catalyst for the formation of a commercial precinct, settling around the central part of Aro Street. Development was further assisted by the extension of the electric tram to Brooklyn in 1906, which included a spur running up Aro Valley. By the early 1900s the pattern of settlement in the broader



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suburb and in its Centre was well established and with the exception of some recent infill on its northern flanks, the suburb today looks much as it did in the early 20th century.

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The Aro Valley area has a predominantly working class history. It fell into sharp decline in the period following World War II, as many families moved to the new outer suburbs, but has recovered in recent decades as appreciation of the character and heritage value of the area has risen. The Centre has changed in use over time, with the butchers, bootmakers, confectioners and booksellers now replaced by cafés, video outlets and clothes shops. The small shops still serve the local community and remain viable at a time when many other Centres are in decline.

Aro Valley is one of the most architecturally distinctive and historically consistent built areas in Wellington, and is a rare and excellent representative example of a working class Victorian neighbourhood. Most of its heritage value is engendered in its buildings, of which the Centres buildings are the most prominent. The simple one and two-storey mixed-use timber buildings, most looking little different from their appearance in the 1920s, are an appropriate continuation of the unpretentious housing in the surrounding valley. The commercial buildings have a remarkably consistent quality of scale and design, perhaps best exemplified in the group on the northern side of Aro Street, and form a distinctive and historically authentic streetscape.

These buildings have served the residents of Aro Valley for over a century. They are places of great historic significance to the suburb and are one of the city's most important collections of heritage buildings in an inner-city suburb.

Description of area

Contents and extent of area

The heritage area contains a combination of single, semi-detached or terrace buildings, mostly two-storey, grouped around the intersections of Epuni and Devon Streets with Aro Street. There are 20 buildings in all, and all are on Aro Street itself. The area is limited to the existing buildings in commercial use or buildings that have previously been in commercial use.

Setting

Aro Valley is a long narrow and winding valley; oriented roughly on an east-west axis, it lies between steep and rugged hills at the north side of Aro Street and shallower hills to the south side. The local topography is such that comparatively little of the north side beyond the road is built, whereas the

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shallower slopes to the west are densely packed with houses and creating a classic Wellington “little boxes on the hillside” suburb. The wider area has town belt land in close proximity and many undeveloped hillsides creating a lush verdant background.

The main road, Aro Street, connects Willis Street with Kelburn to the west, via Raroa Road. Local topography dictates its narrow and serpentine form; it has several important tributary streets along its length, including Holloway Road, Devon and Epuni Streets, and Ohiro Road. The long view to the east offers a view-shaft to Mount Victoria in the distance.

Assessment of heritage significance

Aro Valley Centre is a place of considerable heritage importance. It is at the core of one of the city’s iconic inner-city suburbs, highly regarded for its character, charm and heritage significance. Established in the early 1890s, the proposed heritage area is characterised by low-rise timber commercial buildings, most of which have remained relatively unchanged for over a century; the Centre area is an excellent **representative** example of a late 19th century commercial centre in a working-class neighbourhood.

The area is of high **historic** value. Aro Street represents a nearly unbroken history of working class life, from the late 19th century to the present day, and most of the commercial buildings in the Centre reflect that continuum. The street’s residents were supplied by typical local retailers such as grocers, fruiterers, bakers, bootmakers and confectioners. Some businesses were remarkably enduring: one shop retained the same purpose for over a century, one family ran the same business for 60 years and another retailer was in the same shop for over 50 years.

The Centre is an important local **landmark** both in the valley and on the through route from the city to Kelburn and Karori. It has very high **group** and **streetscape** value for the remarkable consistency and authenticity of the buildings, a value further enhanced by the confined setting and close spacing of the buildings, as well as by the heritage values of the surrounding suburban area. The buildings have strong similarities of age, scale, style, details, and materials and this visual consistency creates very high **aesthetic** value.

The individual buildings are generally modest in their aspirations, reflecting their working-class neighbourhood origins, but many are of **architectural** interest and are good representative examples of their kinds (in particular the former butcher’s shop at 105 and the terraces at 88-92 and companion buildings at 94, 96 and 100, amongst others).

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Many of the buildings are the first and only ones on their sites and all (bar two) are late 19th or early 20th century buildings; the area has associated **archaeological** value. Should excavation ever be required, there is considerable potential for archaeological investigations to reveal information about the settlement and growth of the Aro Valley area, including the earlier Maori uses of the valley.

The area has high **educational** value for its illustration of the development of Aro Valley, as a typical worker's neighbourhood of the late 19th and early 20th centuries.

The Aro Valley Centre has high **social** value. The buildings are the focus of community attention, and are both the most visible and prominent buildings in the suburb, and the most visited. They are important places of social interaction; there are three cafés in the area as well as other shops that people meet in. Being sited on a major thoroughfare, the area is well known throughout Wellington and is much appreciated by locals and visitors alike for its history and historic buildings.

Berhampore Shopping Centre (Rintoul Street) Heritage Area



Introduction

The Berhampore Shopping Centre (Rintoul Street) Heritage Area comprises a compact grouping of late Victorian buildings, based around the intersection of Rintoul, Luxford and Milton Streets. Rapidly established between 1896 and 1900, it is one of two commercial areas in Berhampore – at either end of Luxford Street – that have survived into the 21st century. The eastern end is by far the more intact of the two in its built heritage.

Berhampore fell into socio-economic decline after the second world war; as cars became widely available and interest blossomed in Wellington's new outer suburbs, the area, and the shops struggled to survive. By the 1980s most had closed and with the exception of the dairy, they remain that way today. Most of the buildings have had a mixed residential and commercial use since their construction, and all, bar the church, continue to have residential occupiers.

The heritage significance of this area is derived principally from the integrity of its built form. The economic decline that led to the end of commercial activity also helped to ensure the physical survival of the buildings, which remain largely as they were at the end of the 19th century; they are all the only structures to ever occupy their sites. As a result, the



Berhampore Shopping Centre (Rintoul Street) Heritage Area

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group of buildings is significant as a rare and representative snapshot of a 19th century suburban streetscape and one that illustrates an important era in the history and development of Berhampore. The buildings have a high degree of consistency as a group in age, materials and style and very high group value as a consequence.

Two individual buildings are of particular interest – the Assembly of God church, an uncomplicated but dignified example of its kind that has an imposing presence in the streetscape, and No. 216 – 218 Rintoul Street, the only building still standing in Wellington known to have been altered specifically to accommodate the electric tram service. Aside from the church, all of the buildings are examples of different kinds of simple and typical mixed-use buildings of the late 19th century.

Description of area

Contents and extent of area

The proposed Berhampore (Rintoul Street) Heritage Area is set around the corner of Luxford and Rintoul Streets, with the majority of the buildings located along the east side of Rintoul Street. The heritage area encompasses the small group of commercial buildings on this side, which are bounded to the north by the substantial timber church of the Wellington Samoan Assembly of God and by the pair of shops at the southern corner of Milton Street. No 216 – 218 Rintoul Street, across the road, set around the convex corner intersection of Luxford and Rintoul Streets, completes the group of buildings and the area.

Setting

Berhampore occupies a large area of land between Newtown and Island Bay. It is a predominantly residential suburb with two small commercial areas divided between the extremities of Luxford Street; the commercial area is roughly central in the suburb and is set in a low-lying bowl of land. The proposed heritage area is towards at the eastern end of this bowl and is separated from what is now the primary commercial area at the western end of Luxford Street by a long and fairly desolate strip of low-rise buildings.

The local topography gently slopes around the proposed heritage area; the ground rises up to the north on Rintoul Street, to the east and south. The landform provides extensive views connecting the heritage area to the surrounding suburban area and hills beyond, and confers an open aspect to the proposed heritage area. The town belt is an important contributor in these views and enhances the suburb's sense of age and establishment.

Streetscape

Berhampore remains an almost entirely low-rise residential suburb, populated in the main by modest one and two-storey houses built around the end of the 19th century, and has a distinctive old and established character. The majority of the buildings are either a single room wide or two rooms wide, depending on the available section width and are fairly densely built up. Nearly all the houses are set back from the street edge, and nearly all the commercial buildings are set hard to the street edge; this relative positioning creates an important visual consistency between building types in the wider suburb.

The group of commercial buildings in the proposed heritage area follows this pattern; all, bar the church, are built hard to the street edge, the majority with verandahs sheltering the footpath. The group has a particularly interesting and distinctive visual quirk in the interleaved sequence of heights of the buildings, alternating between one and two storeys. The buildings have a strong consistency of use and character – they are all mixed use, are all the first buildings on their respective sites, were all built in a short period between 1896 and 1904, are all constructed in similar materials to a similar quality and style, and have a similar patina of age. These qualities firmly establish the visual character of the proposed heritage area and clearly link it to the surrounding residential areas.

The buildings are still in reasonably authentic condition and illustrate a distinctive and rare late Victorian suburban streetscape; the qualities of this area are further enhanced by the historic, architectural and visual connections to the surrounding residential areas.

Assessment of heritage significance

Berhampore (Rintoul Street) Heritage Area has **representative** value as a rare example of a late 19th century Centre surviving in a relatively unmodified form. The group of buildings contained in the area forms a distinctive local **landmark** and offers a rare vista of an early and important period in Wellington's history; it has high **historic** value for that. The area has a strong sense of place arising from its architectural and streetscape character and is familiar to many Wellingtonians.

The buildings have high **group** value; the group has a strong sense of cohesiveness related to the similarities of the buildings, including age, architectural style and materials, as well as by the use of verandahs and the alignment of the buildings to the street edge to create a consistent and relatively **authentic** streetscape, and the heritage

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area has concordantly high **streetscape** values. The many houses in the surrounding areas from the same period further enhance this value.

The individual buildings are, except the church, examples of typical mixed-use buildings of the late 19th century with histories typical for their time and location. This gives them **historic** value.

The buildings have **social** value for the 100 plus years they have been a part of Berhampore's commercial, religious and residential life, particularly the church which has remained in continuous use as a religious venue, and which has strong ties for the wider community. As one of two commercial hubs in the suburb, this intersection has played an important part in the suburb's history, although less so in recent years as commercial activity has waned. The area's buildings had a spectrum of typical suburban commercial uses, such as butchers, fishmongers, fruiterers, bookshops, general stores etc., together with residential tenants and a church. Today, only a dairy remains as a reminder of the area's former activity, although most of the properties remain in use, or partial use, as residences.

The area has **educational** value as a good example of a small satellite Centre that remains illustrative of the time it was established. It reflects the early settlement and growth of Wellington's first ring of suburbs at the turn of the 20th century, and also demonstrates the impact of effective public transport (the tram) on the development of these suburbs. 216-218 Rintoul Street, altered soon after it was built specifically to suit tramway curves, provides graphic evidence of the significance and importance of the tram and is of **technical** interest for that alteration.

The area has **archaeological** value, although any archaeological values may only be realised by removing one or more of the buildings. The individual buildings are of some technical interest for their materials and methods of construction.

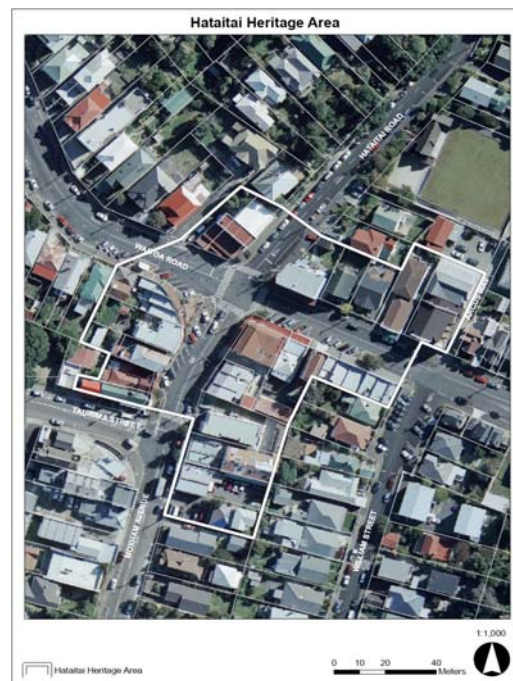
Hataitai Shopping Centre Heritage Area



Introduction

The proposed Hataitai shopping centre heritage area is situated on the eastern side of Mount Victoria, on a gently sloping area around the intersection of Moxham Avenue and Waitoa Road. The Centre includes many buildings of local heritage significance that illustrate the growth of the suburb from the late 19th century to the present day, and has a good collection of buildings from the 1910s and 1920s. The Centre reflects the character of the surrounding residential area and today stands as a good representative example of an inter-war suburban commercial centre.

Hataitai's first occupants were farmers but by the end of the 19th century there was a scattering of residences, mainly along a primitive Moxham Avenue. A handful of shops appeared in the early 20th century, two of which survive today at 6-8 and 10 Moxham Avenue. The suburb's growth was initially constrained by the obstacle of Mt Victoria and the difficulties in getting to and from town. Real impetus to growth, and the development of the commercial area at the nexus of Waitoa Road and Moxham Avenue, came with the opening of the Hataitai Tramway Tunnel at the top of Waitoa Road in 1907.



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In the decades that followed Hataitai grew quickly and the Centre, and much of the surrounding suburb, that we see today was largely established by the 1930s. Today Hataitai is an affluent, well-established area, close to the city, with a vibrant Centre.

The predominant era of building in the Centre is the 1910s and 1920s, the former showing the impact of the tram line and the latter reflective of the rapid development of the suburb after World War I. Two of the most significant structures in the area were built in the 1920s; the Realm Ballroom in Moxham Avenue, and the Hataitai Methodist Church at 22 Waitoa Road.

The Centre's first buildings were occupied by a typical assortment of grocery stores, bakeries, fruit shops, drapers, stationers and confectioners. Some of the early types of business survive, a handful in their original buildings and the majority of the buildings are still used for commercial purposes.

While several of the buildings are of individual architectural interest, it is the collective value of the buildings that is the most important characteristic of the area. The area has a consistent historic streetscape that is rare in Wellington, particularly so close to the city centre. The variety in type and style of the buildings and the strong historic and visual contribution that those buildings make to this well known part of Wellington makes the Hataitai Centre an important heritage area.

Description of area

Contents and extent of area

The proposed heritage area comprises a group of buildings around the intersection of Moxham Avenue and Taurima Street, and the intersection of Moxham Avenue, Waitoa Road and Hataitai Road. It is bounded at the north-east by Arcus Way and at the south-east by William Street. There are 18 buildings contained within the heritage area, of which the majority (15) are commercial buildings of different types, one is a Methodist church on the north-eastern boundary and the other two are houses.

The two residential buildings between Waitoa Buildings and the Methodist church are included in the area as they are part of a continuous historic streetscape and make a positive contribution to the heritage values of the area. The area excludes the group of relatively modern commercial buildings lying to the south-west.

Setting

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The topography of Hataitai is characterised by its steep hillsides and lack of flat land. The greater part of the area is confined by the hills of Roseneath, Mount Victoria and the Town Belt to the north and west, and by the hills overlooking Evans Bay to the east. The land between these two major sets of hills, more or less a valley, falls to the south and the very southern tail of the suburb runs down out to meet in to Kilbirnie.

The Hataitai heritage area is located roughly in the cartographical centre of the suburb. It is located within a gently sloping bowl that rises to the east, north and west from the Centre and falls slowly to the south from the Waitoa Road intersection. Waitoa Road, originating at the tram tunnel, is a wide street that slopes gently down to the south-east at a gradient to suit the early trams; this width is continued along Moxham Avenue, placing the Centre about a wide and open intersection with a sunny northerly aspect.

Archaeology

There are not known to be any pre-1900 buildings in the Centre and the area is not known to be of high archaeological value. However, given the area is intensively built, any archaeological values would only be realised by the removal of one or more buildings, and are therefore likely to remain unrealised over time.

Streetscape

The area surrounding the Centre is densely built with houses, nearly all one or two storeys high, the majority of 1920s and 1930s vintage. The hilly setting emphasises how closely packed the suburb is, but at the same time creates a generous sense of open space. There are also a number of schools and community facilities in close proximity to the commercial area.

The surrounding residential areas have a remarkably consistent visual quality. The most significant period of development for Hataitai was the late 1910s through to the 1930s and the majority of the buildings date from this era. Together with the numerous mature trees and close proximity of the Town Belt, these buildings give the streets a strong sense of established and historic character.

The Centre buildings are relatively uniform in scale, not more than two storeys high, and collectively have a consistent and distinctive 1910s to 30s character. With few exceptions, the buildings are set hard to the street, creating a strong street wall line, are built closely together, and are

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finished with verandahs, giving a strong overall harmony of form and scale.

This creates a distinctive and quite authentic inter-war streetscape that reflects the character of the suburb as a whole.

Assessment of heritage significance

The Hataitai Centre is important in Wellington as an excellent **representative** example of the development of new suburbs in the period from 1910 – 1930. Hataitai developed very rapidly in the inter-war period and changed little thereafter – the majority of the buildings in the Centre and surrounding residential areas date from this time. This gives the wider area a consistent visual quality and sense of historic character and **authenticity** that is rare in Wellington.

The area is a distinctive local **landmark**, due to its landscape setting and location at a major transport intersection. It has high **streetscape** value associated with the visual consistency and character of the buildings, further enhanced by the architectural and historic qualities of the surrounding residential areas.

The area has individual buildings of **architectural** significance and interest, including the church, 25 Waitoa Road, the terrace of shops at 31-33 Waitoa, 1 and 3 Moxham Avenue and the like; several of the buildings in the area are known to have been designed by prominent architects including J T Mair, William Fielding and Bernard Johns. This remains unusual and **rare** for a Centre in Wellington and reveals Hataitai enjoyed a certain level of status as it developed.

The buildings in the area have **group** value for their similarity of era, their enduring commercial uses, general architectural quality and for their historic values. These attributes are enhanced by the surrounding residential areas, which contain many buildings of similar era, scale and quality.

Hataitai's Centre is of high local **historic** importance because it encapsulates the history of the suburb's development in its form and buildings. Although typical of many Centres established after 1900, it has retained its core of commercial buildings from the late 1910s onwards (in some cases their early uses have also survived).

The Moxham-Hataitai-Waitoa nexus has been a major transport node since the inception of tram service. Of particular **historic** significance in this is the role of the two tunnels. The tram tunnel (1907), pushed hard for by the Hataitai Land Co., was the greatest impetus to the suburb's development. The tram's route through the Centre brought foot traffic

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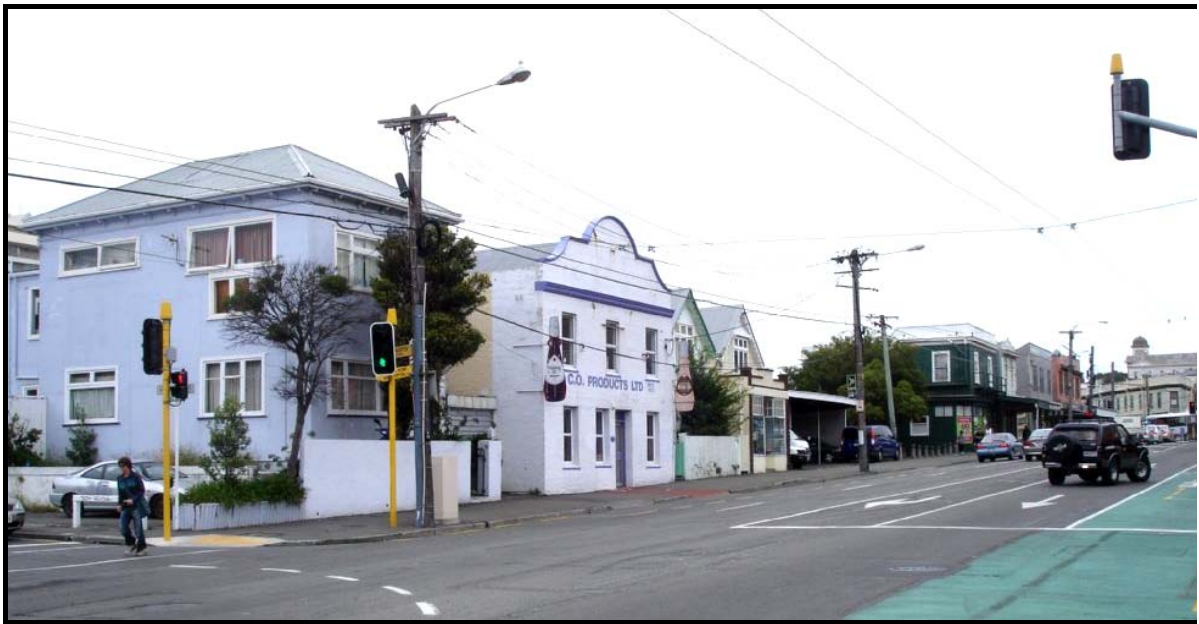
and custom, and the necessary track geometry shaped the unusual configuration of the intersection of Waitoa Road and Moxham Avenue. The vehicular tunnel (1936) brought an influx of motor traffic, and patronage, with the eastern portal being just a stone's throw from the Centre.

Hataitai's Centre has **educational** value for its representation of the main period of development of the suburb, and as a good example of an inter-war suburban commercial area; the wider residential suburb clearly illustrates the pattern of residential development in Hataitai in the 1910 – 1930 period.

The area contains buildings that are of **technological** value for their materials and construction, particularly the church and 6-8 and 10 Moxham Avenue.

Hataitai's Centre has considerable **social** significance. With its geographical location, mixture of buildings and styles and pleasing character, the Centre offers a palpable sense of place in a way that few other suburbs in Wellington can. As the focus of the suburb, it is passed through or used by many people every day and offers a strong sense of continuity for an established suburban area now over 100 years old.

John Street Intersection Shopping Centre (Newtown) Heritage Area



Introduction

The John Street intersection shopping centre heritage area is made up of a nearly continuous group of late 19th and early 20th century buildings established around the intersection of Adelaide Road and Riddiford Street. The survival of this group, sandwiched between the architecturally barren northern end of Adelaide Road and the Wellington Hospital campus, is noteworthy. It can largely be attributed to the actions of the Capital and Coast District Health Board and its predecessors in acquiring most of the properties in this area in the 20th century for future expansion of the hospital, effectively, if inadvertently, protecting these buildings from substantial change.

Development of the area in and around the Adelaide-Riddiford corner was sporadic until the turn of the 20th century. Despite its relative proximity to town there was little demand for land in the immediate area, and there were other commercial buildings further north along Adelaide Road. It took the arrival of the electric tram in 1904 to spur intensification of the area and even then it was not until the 1920s that most of the properties on Riddiford Street were finally occupied. Eventually, the intersection, pivotal to several suburbs, became one of the busiest outside the central city, with four feeding roads and the consequent traffic in horses, carts, trams, and later cars and buses, not to mention pedestrians and



John Street (Newtown) Heritage Area 03.57 14 21 28 Meters

John Street intersection shopping centre (Newtown) heritage area

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cyclists.

The area has a significant and rare concentration of heritage buildings, particularly from the Edwardian era, and is notable for the continuity, consistency and harmony of its collection of buildings. It contains some particularly old buildings – mainly houses, or buildings that began as houses – of which some date back to at least the 1870s and possibly earlier. There has always been a wide variety of building types and uses, including houses (a number remain although in different uses), industrial buildings, mixed use commercial buildings and single storey retail buildings and that variety remains one of the characteristics of the area.

Some of the buildings in the area are of considerable heritage significance, such as the former John Street Doctors and the wedge-shaped building at 2-14 Riddiford Street. There are other buildings, such as the CO Products factory, 183 Adelaide Road and 9 Riddiford Street, and the houses at 169, 171 and 175 Adelaide Road, which are also of individual heritage value.

The area stands today as an excellent representative example of an Edwardian commercial centre. It is the collective value of the buildings that is its most important characteristic – such an unbroken and consistent historic streetscape is rare in Wellington, especially so close to the city centre. The variety in age and type of the buildings and the strong historic and visual contribution that those buildings make to this well known part of Wellington makes the John Street Centre a significant heritage area.

Description of area

Contents and extent of area

The proposed heritage area is a cluster of buildings set at the intersection of John Street, Riddiford Street and Adelaide Road. This intersection has important physical and historical connections to Mount Cook, Berhampore, Newtown and Wellington city.

The proposed heritage area extends along the east side of Adelaide Road and Riddiford Street from the south side of Hospital Road to the hospital entrance adjoining the John Street Doctors at the south. It also extends across the road to include 2-14 Riddiford Street, which is a very important element in the streetscape of the area. The area contains a continuous group of heritage buildings of consistent age and character.

Other features

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The alley between 7 and 9 Riddiford Street and the brick walls at the rear of 187 to 191 Adelaide Road are features of interest within the heritage area

Setting

The John Street Intersection shopping centre heritage area lies at the open end of a broad shallow valley formed between the verdant hills of Mount Victoria to the east and Vogelstown to the west. The area has an expansive landscape setting with an open northerly aspect oriented around the major north-south axes of Adelaide Road and Riddiford Street and enjoys good sun and views (and wind exposure). Long flat areas alongside the two main roads run into gentle slopes that rise in to the hills on either side. The proposed heritage area is elevated above Te Aro – Adelaide Road takes a long rise from the Basin Reserve to the intersection – and this relationship creates good views through to the city and places the proposed heritage area in a visually prominent position. The land rises up to the west along John Street towards Hutchison Road and the Town Belt, and through the hospital campus to Alexandra Park and the Town Belt around Mount Victoria and Hataitai.

There is little in the way of mature trees or vegetation within the area itself – this is a predominantly built landscape – however the Town Belt (Alexandra Park in particular) is an important feature of views through the area.

Streetscape

The streetscapes around the northern end of Newtown are architecturally diverse and mixed in visual, architectural and historic quality; long stretches of contemporary commercial buildings bracket each end of the proposed heritage area, the hospital campus occupies the entire eastern side behind the Centre buildings (the 1940s Moderne hospital accommodation blocks are highly visible over the top of the Centre buildings); the surrounding areas to the west are predominantly residential, and mostly composed of old and interesting buildings.

Most of the visual quality of this wider area relates to the extensive remaining collection of old houses and commercial and other buildings, the majority of which date from the late 19th to the early 20th century. Government House, on its elevated site to the north, is prominent in views from John Street and Adelaide Road, and contributes to the visual and historic quality of the area. The old buildings collectively illustrate the establishment and growth of Newtown as a suburb and help to confer a distinctive and consistent late Victorian and

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Edwardian character to the wider Newtown and Mount Cook areas.

The street geometry at the intersection of Adelaide Road and Riddiford Street, combined with the width of the streets and the local topography creates good views through to the city, Newtown and the Town Belt, and the group of buildings that forms the proposed heritage area can be seen and understood together from many different vantage points and against a variety of different backgrounds. The convex sweep of Adelaide Road into Riddiford Street gives additional visual interest.

The historic and architectural character of the proposed heritage area is reinforced by the prevailing character of the surrounding residential areas, and is further enhanced by contrast with the generally low architectural quality of the adjacent commercial areas. The notably low calibre of modern commercial buildings along Adelaide Road helps draw further attention to the distinctive and interesting group of old buildings contained in the heritage area.

The buildings in the proposed heritage area have strong consistency in their age, scale, proportions, materials and design, and collectively create a visually appealing and relatively authentic early 20th century streetscape. All of the buildings in the proposed heritage area are old, some dating back to the 1870s or earlier; the newest reflect the development of the wider area through the 1920s – the majority of the buildings are from the Edwardian era and reflect the prime period of development in the suburb. The collection of buildings represents a diverse and interesting range of types and uses.

The prevailing building scale is two storeys; the buildings are typically small timber or masonry structures, set closely together on narrow sections, and there is a predominant sense of vertical proportion. The buildings are fairly consistent in height and create a relatively uniform street wall line. Most, but not all, of the buildings are constructed to the street edge and most have verandahs; this harmony of form and spatial relationship further enhances the group of buildings and the visual amenity of the area as a whole.

Nearly all of the buildings have a rear access from a service lane off Hospital Road – part of this lane is a stretch of the former Howell's Avenue. The rear elevations also make up an interesting streetscape – albeit one less authentic than that created by the main elevations – that adds to the value of the group.

Assessment of heritage significance

The Adelaide-Riddiford intersection, passed daily by thousands of people, is a particularly prominent and well known one in Wellington. The existence of this group of Victorian and Edwardian buildings in this area and in relatively unaltered form gives it considerable **rarity** value. The proposed heritage area is of both local and city-wide importance.

Little changed from the 1920s, the area has a strong sense of visual **authenticity** and historical continuity. The area illustrates the appearance of this important intersection from its establishment, and clearly shows the original character of development of this part of Newtown. It has very high **representative** value for that.

The area has high **architectural** and **streetscape** value. Although the majority of the buildings are modest in their aspirations and design, they share a general high quality of design, detail and materials and a consistency of scale and form that links them into a harmonious and cohesive collection. While several individual buildings stand out for their quality of design, including 2-14 and 9 Riddiford Street and 183 Adelaide Road, the collection of the buildings as a whole has architectural interest. The variety of building types included in the area – from small houses to large(ish) mixed-use buildings – adds further interest.

The area is of considerable **historic** value. It has considerable local importance, being the first Centre on the Adelaide Road-Riddiford Street axis. There has been commercial activity of one form or another here since at least the 1880s and the area reached its heyday from the 1920s onwards, when there was more housing in the vicinity and more pedestrian traffic.

Of particular importance is the role of the Wellington Hospital Board (and its predecessors and successors) in the history of the area. It has been an owner of many of the buildings, and played a role in their history, but in holding on to the properties well into the 20th century and through a period when so much of the city and its environs was being redeveloped and modernised, it, perhaps inadvertently, preserved this streetscape for future appreciation.

The area has buildings of individual heritage value. The former John Street Doctors at 27 Riddiford Street (ca. 1870s listed in the District Plan and registered Category I by the Historic Places Trust) was the premises of one of New Zealand's earliest group medical practices; the snub-nosed 2-14 Riddiford Street (1903 also listed in the District Plan) has both an interesting building form and a

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rich history; CO Products factory (1909) has been making polish in its building since 1924; the Victorian house at 175 Adelaide Road is a grand reminder of the kind of house that once graced the city's main boulevards; and the houses at 169-171 Adelaide Road recall a most significant event – the widening of the road in 1902, which left many houses hard on the roadside – these houses stand as the oldest buildings at the northern end of Adelaide Road.

The area and its collection of buildings constitute a distinctive **landmark** feature in the wider northern Newtown area. This is due to its landscape setting, the prominent location at one of Wellington's major street intersections, the quality of the group of buildings and the visual contrast with the flanking commercial and hospital areas.

The collection of buildings has high **group** value for its architectural and streetscape values, for the enduring mixture of residential and commercial uses and for its historic values. These attributes are enriched by the historic qualities of the surrounding residential areas which contain many buildings of similar era, scale and quality.

The area has potentially high **archaeological** values associated with its occupation and use since the 1870s or earlier. It has **educational** value for its representation of an authentic and nearly intact Edwardian commercial area and for its illustration of the establishment and development of this part of Newtown – and for the historical and physical links from this area to the wider Newtown and Berhampore areas. The buildings, particularly the earlier ones, have some **technological** value and interest embedded in their construction and materials.

The Centre has ongoing **social** value; the various retail outlets, and particularly the cafes and restaurants, provide places where locals and visitors can interact and have done so for 100 or more years.

Newtown Shopping Centre Heritage Area

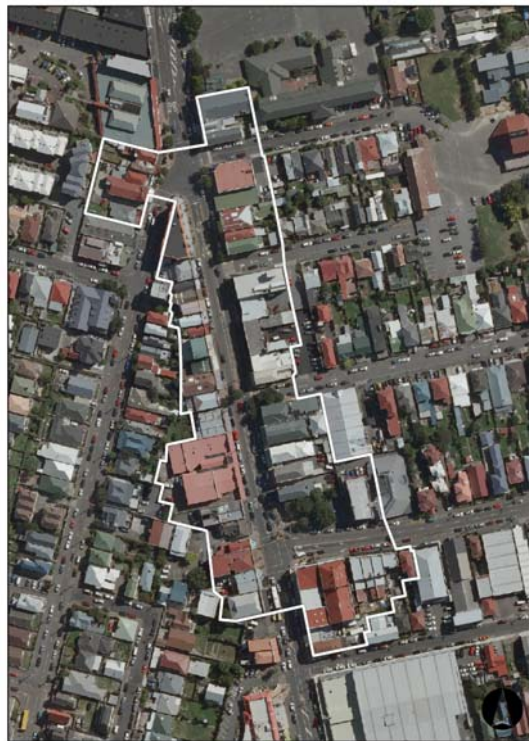


Introduction

The proposed Newtown shopping centre heritage area occupies a shallow valley directly south of Wellington city. It lies between two key intersections on Riddiford Street – the first at Rintoul Street and the other at Constable Street. The area includes many buildings of local heritage significance that illustrate the growth of the suburb from the 1880s to the present day.

Newtown is one of the city's largest and best-known suburbs. Originally surveyed by New Zealand Company surveyor William Mein Smith in 1840 as part of the survey of the new settlement of Wellington, Newtown was farmland for its first few decades and only lightly settled. Spurred by the relocation of Wellington Hospital to the suburb and the extension of the steam (later horse-drawn) tram to Newtown in 1880, the fortunes of the suburb were transformed. Subdivision took off in earnest and within 40 years the suburb was effectively filled. This was in no small way aided by the completion of the electric tram in 1904, which made the area even more accessible and brought in many more settlers and visitors.

Newtown's heyday was arguably the first half of the 20th century, when it was a busy, lively suburb with a strong sense of community. The suburb was defined to a large extent by its working class character but many different



Newtown Central Heritage Area

Newtown Shopping Centre Heritage Area

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strands of Wellington society inhabited Newtown. The suburb's self sufficiency was epitomised by the range of shops, specialist or otherwise, that lined Riddiford Street. Many shops had the same occupants for decades. The second half of the century saw much change, with the end of trams in 1964, the closing of many long-standing shops, the moving out of many families to suburbs further afield, and the influx of immigrants, particularly Pacific Islanders. Today the suburb is synonymous with its multiplicity of immigrant groups, all of whom add to the rich flavour of the area.

The proposed Newtown Central heritage area is significant for its largely uninterrupted streetscape of Victorian and Edwardian buildings. They impart a distinctive character and strong sense of identity to the area. Most of the buildings are two-storey and timber and date from the period of the suburb's early development. Most have long histories of occupation with a variety of uses and almost all are the first buildings to occupy their sites. The improvement in the appearance of many of the buildings in recent years helps to give the Centre a level of status and distinction more appropriate to its significance.

The collection of buildings has a strong harmony of age, scale, proportion, style and quality; it creates an interesting and regular street wall line through the area, further enhanced by verandahs and parapets, and confers a strong sense of historic and architectural consistency to the streetscape of the area.

Many are modest and small mixed-use timber buildings that exemplify the early establishment of the commercial core of the suburb, but are nevertheless carefully designed and proportioned. Later development often shows in the use of more prestigious and permanent materials as well as in more substantial and overtly "designed" buildings, reflecting a solid economic base as the suburb developed and a strong sense of confidence in its future.

There are a number of significant heritage buildings within the bounds of the area, including the former Ashleigh Court Private Hotel, Castle's Chemists, the former MED Substation and the former Ascot Theatre. The great majority of the buildings contribute positively to the character of the area. It is, however, the collective value of the buildings that is the most important single characteristic of the heritage area.

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Description of area

Contents and extent of area

The proposed Newtown shopping centre heritage area is defined around the two key intersections of Riddiford Street – the first at Rintoul Street and the second at Constable Street. Between these nodes, the area has a rich collection of Victorian and Edwardian commercial buildings, representing a wide range of types and uses that in conjunction with the predominant housing stock illustrates the definitive era of development of the suburb – from the 1880s to the 1920s.

Archaeology

The archaeological value of the proposed heritage area is likely to be high. Many of the buildings were built prior to 1900, making their sites and immediate surrounds archaeological sites under the terms of the Historic Places Act 1993. There has been major modification and even rebuilding in places and as a result, archaeological values in those places are likely to be low. Regardless of the level of change that has occurred, any archaeological value is likely to remain unrealised, because it would require the demolition of one of the buildings or an excavation for some other purpose to reveal any sub-surface remains.

Setting

The central area of Newtown is situated at the floor of a broad shallow valley. The land undulates somewhat to the east and rises gently to the west before meeting in to the constraining hills of Mount Victoria to the east, Melrose to the south, and Brooklyn to the west. The main axis of the valley is reflected in the line of the major traffic routes of Adelaide Road and Riddiford Street.

This is an open and expansive setting with a good northerly aspect to provide ample sunlight. The long straight runs of Riddiford Street and Rintoul Street provide extensive views along the main north-south axes of the area and visually connect the area with the wider suburb and its surroundings, including the enveloping Town Belt land that girdles the suburb in mature greenery. The majority of the side streets are planned on an orthogonal grid and further extend the views and connections through the area.

The immediate setting of the proposed heritage area is a densely built one with few mature trees and other plantings.

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Streetscape

The streetscapes of the wider Newtown area are diverse and mixed in visual, architectural and historic character and quality, but remain strongly reflective of the establishment and early development of the suburb.

The wider suburb hosts a multiplicity of building types and uses, ranging from light industrial to all kinds of commercial, the hospital and its epiphytic health care infrastructure – dominant in the area, public housing, the zoo and a wide variety of sporting and cultural facilities, and has a very diverse nature. The characteristic features and qualities of the suburb, and those that Newtown is best recognised for, are concentrated around the proposed heritage area and all derive from the early development of the suburb – a densely built low-rise core of Victorian and Edwardian commercial buildings along the main thoroughfares, backed and surrounded by a variety of housing of the same era.

The streetscapes of the enveloping residential areas have a consistent and predominant Victorian and Edwardian character, although interspersed with infill housing, the hospital complex, patches of light industrial development, and occasional large tracts of public housing. The commercial streetscapes vary from characterless modern expanses to important groups of old buildings that have been in place from the early establishment of the suburb.

Aside from the hospital complex and some of the public housing, Newtown is a low-rise suburb; the great majority of buildings are one or two storeys high and few exceed four storeys. In conjunction with the old buildings and streetscapes, these qualities define the characteristic architectural and historic qualities of the suburb as a whole, and of the Newtown Central heritage area in particular.

Riddiford Street, a wide and busy main thoroughfare, delineates the main axis of the proposed heritage area. The extended group of buildings that comprises the heritage area can be seen and understood together from a number of different vantage points and against a variety of backgrounds along Riddiford Street.

The heritage area is anchored at two key intersections along Riddiford Street, with an important building at each node; the intersection at Rintoul Street, marked by the imposing former Ashleigh Court Private Hotel, and the intersection at Constable Street, marked by the similarly imposing former Ascot Theatre. The streetscape

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of the heritage area between these nodes, although including a number of modern buildings, has a characteristic concentration of good quality Victorian and Edwardian commercial buildings.

The typical scale through this area is two storeys; the area includes one single-storey building and a few buildings of three storeys or more. Almost all of the buildings are built hard to the street edge and to one another; this yields an almost continuous street wall along the length of the area, broken only by side streets and rare gaps between buildings. Nearly all of the buildings have verandahs – this creates a strong horizontal datum line and harmony of architectural feature that helps bind the buildings together and enhances the group values of the buildings.

The old buildings in the proposed heritage area have a strong visual consistency in their age, scale, proportions, materials and design, and collectively form a lively, visually appealing and comparatively authentic early 20th century streetscape. Most of the buildings in the proposed heritage area are old, some dating back to the 1880s; the newer ones reflect development through to the 1920s. The collection of buildings illustrates a diverse and interesting range of types and uses.

The architectural quality of the old buildings is generally high. Many are comparatively modest mixed-use timber buildings that exemplify the early establishment of the commercial core of the suburb; later development is often reflected in the use of more prestigious and permanent materials as well as more substantial and overtly “designed” buildings.

The overall impression is of an architecturally and historically consistent and harmonious low-rise streetscape that is strongly representative of the early growth and development of Newtown. The heritage character of the Centre is reinforced by the historic character of the surrounding residential areas.

Assessment of heritage significance

Newtown shopping centre lies at the heart of one of the most distinctive and best known of Wellington’s suburbs. A product of Wellington’s late 19th and early 20th century expansion into its suburban margins, Newtown was the largest and most significant of the city’s inner-city suburbs. It played a crucial role in accommodating both those abandoning the packed inner city and also the successive waves of immigrants. It is perhaps the city’s best example of the impact of mass

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transport on expanding the city's boundaries.

Newtown Centre's role in the suburb's development is of great **historical** significance to the area. Riddiford Street was transformed by the construction of rows of commercial buildings, mostly built in timber, and mostly built in the period before and just after the turn of the 20th century. Many of them were built in anticipation of a coming influx of settlers. Large portions of that streetscape have survived intact. Over 130 years, Newtown's Centre and its commercial buildings have serviced its community through periods of stability and upheaval, economic plenty and depression. They played a key role in ensuring the cohesiveness of the community.

The proposed heritage area is a long-established feature of Newtown's streetscape and a very important element in the broader historic and architectural landscape of the suburb. Today the area presents an extensive, largely continuous and **rare** section of streetscape that strongly reflects the appearance of the area as it was by the 1920s. Newtown contains Wellington's greatest concentration of buildings of heritage value outside of the CBD. In a city where lengthy streetscapes of older buildings are rare indeed, the blocks of buildings along Riddiford Street in particular are of singular significance to Wellington.

This rare collection of old buildings has very high **streetscape** value associated with the age, quality and general authenticity of the buildings, enhanced by strong consistency of scale and the street wall line and further enhanced by its close relationship to the surrounding old residential areas.

Collectively, the group of old buildings has high overall **architectural** value – while the majority of buildings are modest and unpretentious commercial structures, they are well-designed and good representative examples of their kinds. The area includes some architecturally significant buildings like the former Ashleigh Court Private Hotel and the former Ascot Theatre – these two have significant **landmark** values for their prominent locations, scale and design. Overall, the collection of buildings has a high level of **authenticity**; it is strongly **representative** of the early 20th century core of Newtown.

The old buildings have high **group** value for their historic and architectural consistency and cohesiveness. In a wider sense, the old buildings have additional group value with the old residential buildings in the surrounding areas of the same era and which collectively tell the story

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of the establishment and development of Newtown.

The area has **scientific** value for its potential area to reveal information – through archaeological techniques – on the past activity in this urban area. Areas within the study area have been occupied continuously for 140 years and possibly longer and a number of these are relatively undisturbed. The area has **educational** value for the story it reveals of the establishment and development of Newtown as a suburb. Some of the major buildings are of **technological** interest for the materials and techniques used in their construction.

The Newtown Centre has high **social** value. It is a place that offers a continuity of history and a sense of place that is well understood in the community. Newtown's heritage has been advocated for and the pride taken in the appearance of many of the buildings is evidence of a lingering regard for the values of the area. The council's efforts at street beautification complement the buildings.

Thorndon Shopping Centre Heritage Area



Introduction

Tinakori Road is one of Wellington's oldest commercial areas outside the city centre. The street was first settled in the 1840s although the Centre was established later, in the 1860s, and grew from the intersection of Ascot Terrace and Tinakori Road. Never large, the commercial centre even today does not occupy the entire block south of Upton Terrace.

The commercial activity in the area was spurred principally by the presence of the Shepherd's Arms, and before it, the Karori Hotel, which were frequented by locals, and travellers moving between the city and Karori. At this time, this section of the street was populated with small cottages and houses, which over time gave way to larger commercial buildings, reflecting the steady intensification of settlement in wider Thorndon. By the turn of the 20th century the suburb was densely packed, with more and more buildings occupying ever-tinier sections.

The suburb fell into decline through the middle decades of the 20th century, in part due to the growth of the outer suburbs, and this decline was reflected in the general appearance of the Centre. Following the construction of the Wellington urban motorway, which dramatically severed west Thorndon from the east, the suburb had a



Thorndon shopping centre heritage area

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rejuvenation. A new type of resident arrived, attracted by the suburb's age and its picturesque streets and buildings. Tinakori Road's buildings attracted new uses – restaurants, galleries and speciality stores. In more recent years, new buildings (often based on old styles) have filled gaps in the street and the Centre now has a relatively consistent appearance to it.

The area contains some buildings of considerable local and regional significance. The Shepherd's Arms has occupied its site since 1870 and has been the major constant in the area's history. The group of six tall and slender houses at 296-306 Tinakori Road (1902) is amongst the most unusual and interesting in Wellington. Manchester House, once the Thorndon Post Office, had a most important role in the suburb in the late 19th and early 20th century. There are several buildings that date back to the 1860s and 70s, reflecting the antiquity of the wider suburb.

Many of the buildings in the core of the commercial area are modern. While the new buildings contribute little to the historical authenticity of the area *per se*, the scale of building, and the use of compatible materials, building styles and details have helped to keep these new buildings relatively unobtrusive. The sense of character of the area is the better for this low-key approach (particularly in comparison with other areas of Wellington that have been treated less sensitively).

The commercial area of Tinakori Road is one of the best known and recognisable Centres in the city. The buildings and houses that make it up include both the very old and the brand new. As the heart of west Thorndon, the area exemplifies the unique character of the residential portion of the suburb.

Description of area

Contents and extent of area

The proposed heritage area runs nearly to Upton Terrace at the north and across St Mary Street to the south (to pick up 356 Tinakori) and extends across both sides of Tinakori Road. The area includes several houses not currently in commercial use (296 – 306 Tinakori Road and 293 – 297 Tinakori Road), and two blocks of flats (332 and 340). In the case of the former, an obviously coherent group, some of the houses have commercial premises on their ground floors. The houses at 293-297 conclude the built portion on the eastern side of the Tinakori Road, while the flats are sandwiched between commercial properties. All can be considered integral to the

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immediate context of the commercial area.

Other features

Ascot Terrace is an important feature associated with the heritage area, both as a street of great heritage significance and as a key link with Tinakori Road. Its narrow dimensions, the dozens of tiny and picturesque cottages that line it and its conjunction with Tinakori Road offer a glimpse of a part of Victorian Wellington that is unmatched anywhere else in the city.

Archaeology

The potential archaeological value of Tinakori Road is high.

There was an important kainga nearby and the route out to Karori passed through the area, and there are likely to be pre-European archaeological remains still. Although some of the sites have been greatly altered by rebuilding, many of the buildings were built prior to 1900, making their sites and immediate surrounds archaeological sites under the terms of the Historic Places Act 1993.

However, the archaeological value is likely to remain unrealised, because it would require the demolition of one of the buildings or an excavation for some other purpose to reveal any sub-surface remains.

Setting

This part of Thorndon occupies a small area of relatively flat land on an elevated bench at the foot of Tinakori Hill and is separated from the city by a low spur on its east side. Tinakori Road runs roughly north-south through the area, falling gently in a straight line from the Botanic Gardens to the north. Both Tinakori Hill and the spur rise sharply up from either side of the road, with the consequence that the great majority of the buildings in the area are set above the level of Tinakori Road.

The Centre lies at the narrowest part of the valley, strongly suggesting its nucleus was originally at the end of Ascot Terrace. The local topography positions the Centre in a narrow corridor of flat land; in combination with two- and three-storey buildings on both sides built hard to the street (with some exceptions) this creates a condensed sense of space through the Centre.

The wider area has extensive vegetation and many substantial mature trees. The hilly topography gives many views of the wider area

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through and around the Centre, and in combination with the historic and visual qualities of the Centre, this connectivity confers a strong sense of established character to the proposed area.

Streetscape

The wider Thorndon suburb is predominantly residential (with scattered commercial uses) and the majority of the buildings are old, many representing the very early development of Thorndon from the 1850s onward. The area is intensively built; the majority of the lots are tiny; the buildings are consequently and characteristically packed very closely together. The buildings in the surrounding area range in scale and substance from tiny workers' cottages to Premier House (and everything in between).

Throughout the heritage area the prevailing building height is two to three storeys and most of the buildings are set hard to the street. Together with the small lot size, high density of buildings and with well-formed street edge, this gives a distinctive pattern to the streetscape and builds a strong sense of historical authenticity within the area.

The majority of the buildings in the suburban are between 80 and 120 years old. They have a collectively high level of visual consistency in form, materials and details and a consequent strong harmony of style and historic character. There are many new buildings within the area, however the majority of these have been designed "in keeping" with their surroundings, many using the same materials and general details. For this reason, these do not stand out overly amongst the old buildings.

Most of the buildings in the area have verandahs and parapets and this creates a further congruity of form and detail that helps tie the buildings together into a visually coherent group. The streetscape has a strong sense of historical authenticity and continuity; this is further enhanced by the historic qualities of the surrounding residential area.

Assessment of heritage significance

The Thorndon Centre has a special historic, architectural and streetscape character, a strong sense of place, and is of very high heritage value.

The heritage area has very high local and regional **historic** importance, being the focus of the city's oldest suburb and a place that has long been recognised for its heritage value through the city's

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district plan. It is home to buildings of considerable age and historic importance, including the Shepherd's Arms (1870) and the former Manchester House.

The area has high **streetscape** value conferred by the consistent two- to three-storey scale and architectural quality of the old buildings and the relatively unobtrusive modern buildings, a quality amplified by the close local topography and intensive building of the surrounding residential areas and mature trees and plantings; the streetscape has a strong sense of historic authenticity that reflects the established character of the wider Thorndon suburb.

The old buildings are of generally high **architectural** value. Although the buildings are by and large modest, unpretentious and not elaborately decorated, several of the key buildings were designed by prominent local architects and show a high amount of care and attention to their design. With or without well-known designers, nearly all of the old buildings show a high standard of design and composition and are of high architectural interest. Many of the buildings retain a strong sense of their past and are in comparatively **authentic** condition.

The buildings have very high **group** value, both overall, and as a collection of sub-groups – old houses (296 – 306 and 293 – 297 in particular), old commercial buildings and new commercial buildings. The old buildings collectively have very high group value – many of the buildings were built in pairs or terraces – and they have a high consistency of form, scale, materials and design detail that further enhances their group values.

Central to the development of Thorndon since the earliest years of the suburb, this area has potentially high **archaeological** values. However, as realising such values would require removing buildings, many of which are of heritage significance, these archaeological values are likely to remain substantially unrealised.

Many of the individual buildings are of high **technical** interest for their materials and methods of construction.

The area illustrates, in part, the colonial appearance of much of 19th century Wellington. A variety of extant physical landmarks can still tell us much about the development of the area, not the least Ascot Terrace – the cutting that offered a direct, but steep and narrow, route to Tinakori Road and places west, from the city – and the hotel that sat alongside it, the Shepherd's Arms.

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Tinakori Road still contains much evidence of the place it was prior to the arrival of the electric tram in 1904. The buildings today both represent almost all of the stages of the Centre's history and illustrate its ongoing change and development over time. The area has very high **educational** value for that, and for its contribution to the character and historic value of the surrounding suburb.

The Centre has high and ongoing **social** values – the Shepherd's Arms in particular has been a well-known pub for 130 years, and the area has been a centre of commercial and social activity since the 1860s, if not earlier. The Centre area (and the wider suburb) is highly regarded by locals and outsiders for its heritage values, its charm and its speciality shopping and eating places. The area that has been carefully watched over by local interest groups, particularly the Thorndon Society, a particularly successful and long-standing community group that has advocated strongly for retaining the suburb's built heritage.