Under	the Resource Management Act 1991
In the matter of	hearings of submissions and further submissions on the Proposed Wellington City District Plan
By	**The Trustees of the Eldin Family Trust** Submitter

LEGAL SUBMISSIONS FOR HEARING STREAM TWO

24 MARCH 2023

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LEGAL SUBMISSIONS FOR HEARING STREAM TWO

1. The Trustees of the Eldin Family Trust own a residential dwelling at 9 Selwyn Terrace, Thorndon.

2. The proposed district plan (PDP) as notified adds Selwyn Terrace, Thorndon, to the City Centre Zone. This is a shift from the operative district plan, which has Selwyn Terrace as Inner Residential and subject to a demolition control for pre-1930 buildings.

3. The Trustees have lodged a submission opposing the proposed zoning for Selwyn Terrace. The relief sought by the Trustees is that:

   (a) Selwyn Terrace is not included in the City Centre Zone;

   (b) Selwyn Terrace is instead included in the Medium Density Residential Zone;

   (c) Selwyn Terrace is included in a character precinct;

   (d) As an alternative to the above, that the proposed minimum and maximum heights for Selwyn Terrace are replaced with a maximum height control of three storeys (11 metres); and

   (e) Viewshafts VS1 and VS4 in the notified PDP are retained, with minor wording amendments, and a further viewshaft is added from the intersection of Bunny Street and Waterloo Quay.

4. These legal submissions explain the Trustees' position further and in light of the expert evidence they have submitted from Benjamin Lamason, a landscape and architectural visualiser.

5. The Trustees wish to record that a number of other Selwyn Terrace residents have indicated their support for this submission, specifically the residents of 11 Selwyn Terrace (Sally Edmonds), 15 Selwyn Terrace (Belinda Ware), 16 Selwyn Terrace (Lesley Rothwell), 19 Selwyn Terrace (Margaret Feather), 20 Selwyn Terrace (Andy and Rebecca Wynes), 21 Selwyn Terrace (Erica Guy), 11 Guildford Terrace (Briar Gordon),[1] and 64 Hill Street (Alistair Griffiths).

[1] Submission 156.

Relationship with issues in other Hearing Streams

6. These submissions focus on the relief sought that relates to Hearing Stream 2. However there is unavoidable overlap with issues for other hearing streams.

7. The Trustees seek that Selwyn Terrace be changed from City Centre Zone (as notified) to Medium Density Residential Zone. This submission logically straddles Hearing Stream 2 (Residential Zones) and Hearing Stream 4 (Centre Zones). The section 42A officer's report recommends the issue is addressed in Hearing Stream 4.[2] However, the 'downstream' issue of whether Selwyn Terrace should be in a character precinct is within the scope of Hearing Stream 2.

8. The Trustees also seek that viewshafts VS1 and VS4 in the notified PDP be retained, with some wording changes, and the addition of a further viewshaft. Viewshafts are a topic for Hearing Stream 3. However, the Trustees' submissions in Hearing Stream 2 assumes the continued existence and protection of viewshafts VS1 and VS4.

9. While the Trustees would much prefer all aspects of their submission to be addressed in an integrated manner at one hearing, they acknowledge the broader systemic efficiency for the hearings panel in having separated topics to different hearing streams. These submissions will therefore address the full scope of the Trustees' submissions on the PDP, in the following order:

    (a) Issue One: Should Selwyn Terrace be in the Medium Density Residential Zone and not the City Centre Zone? This issue may in part need to be considered in Hearing Stream 4, to the extent it is a submission on the City Centre Zone chapter.

    (b) Issue Two: Are the proposed height controls for Selwyn Terrace appropriate?

    (c) Issue Three: Should Selwyn Terrace be included in a character precinct within the Medium Density Residential Zone?

[2] Section 42A report for Hearing Stream 2, Appendix B – Recommended Responses to Submissions and Further Submissions at page 50.

(d) Issue Four: Should viewshafts VS1 and VS4 be retained as notified or with amendments? This is likely an issue for Hearing Stream 3.

(e) Issue Five: Should an additional viewshaft from Waterloo Quay/Bunny Street be included in the PDP? Again, this is likely a Hearing Stream 3 issue.

10. The Trustees' submissions and expert evidence may need to be re-filed in later hearing streams, with amendments to respond to any developments in the Council's section 42A reports for those hearing streams. The Trustees also request that the overall relief they are seeking is assessed in an integrated manner as part of the Panel's "Wrap up hearing" in September 2023.

Issue One: Should Selwyn Terrace be in the Medium Density Residential Zone and not the City Centre Zone?

11. Selwyn Terrace is zoned Inner Residential under the operative district plan. The PDP changes the zoning to City Centre Zone.

12. The proposed rezoning would be a dramatic change to Selwyn Terrace. It would result in a broad range of central city activities including commercial activities, community facilities and educational facilities having permitted activity status. These sorts of activities would conflict with the current primary use of Selwyn Terrace as a distinct enclave of residential dwellings.

13. The Council's rationale for the zoning change appears to be to accommodate growth and development capacity in response to the National Policy Statement on Urban Development 2020 (NPSUD) directions.[3] The Council's s 32 report suggests that the City Centre Zone should extend to Selwyn Terrace because it "currently has a mix of land uses, to support a mixture of activities and growth in these areas".[4] The Council notes that there is a "mixture of uses along the eastern portion of Selwyn Terrace and the surrounding area more widely".[5]

[3] Section 32 Evaluation Report: Part 2: City Centre Zone, Special Purpose Waterfront Zone, Special Purpose Stadium Zone and Te Ngākau Civic Square Precinct at p 73.

[4] At p 135.

[5] At p 170.

14. These justifications for rezoning Selwyn Terrace are not compelling.

15. First, it is not correct to say that Selwyn Terrace has a "mix" of land uses. All buildings on Selwyn Terrace have a residential land use, except for the British High Commission and the Te Wahanga Atawhai Mercy Conference Centre.

16. While it adjoins Selwyn Terrace, the British High Commission has its primary street frontage on Hill Street. This sole diplomatic building does not significantly interface with the rest of Selwyn Terrace or contribute to a "mix" of land uses on Selwyn Terrace. Likewise, the Te Wahanga Atawhai Mercy Conference Centre is a convent for nuns but also an office, but does not significantly interface with Selwyn Terrace.

17. The surrounding area contains some non-residential land uses, including the Catholic Institute of Aotearoa New Zealand and St Mary's College. However as with the British High Commission, these educational and ecclesiastical facilities do not interface with Selwyn Terrace or detract from its distinct residential character.

18. Secondly, the Trustees do not agree with the Council's suggestion that a zone change is necessary to support a mixture of activities and growth in Selwyn Terrace. Selwyn Terrace has very narrow and steep vehicular access, with a single carriageway for much of its length. Access, turning, and parking are already highly constrained for residents, visitors, service providers, and emergency services. The footpath for pedestrians is too narrow for two people to comfortably walk side-by-side or to pass each other without stepping onto the road. A change to commercial and other non-residential land uses would place unreasonable demand on vehicle and pedestrian access.

19. The following photographs shows the narrow access along the single carriageway, including a blind corner:

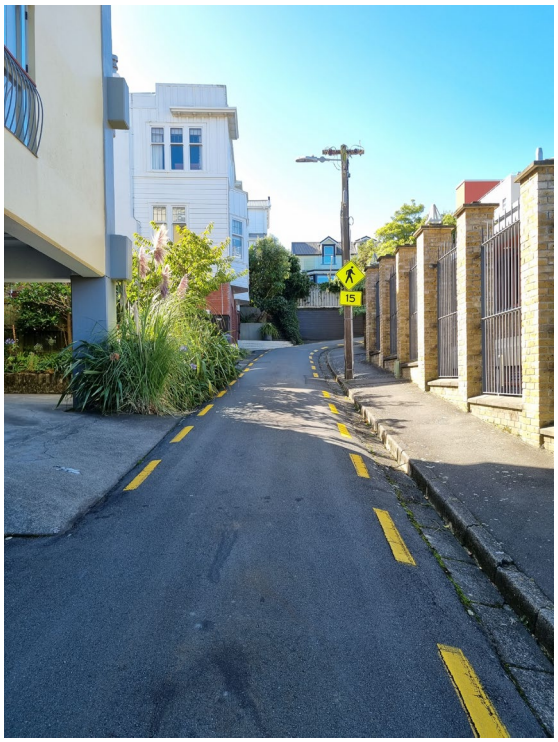

Figure 1: Photograph from the bottom of Selwyn Terrace, showing narrow vehicular and pedestrian access (taken 18 March 2023)

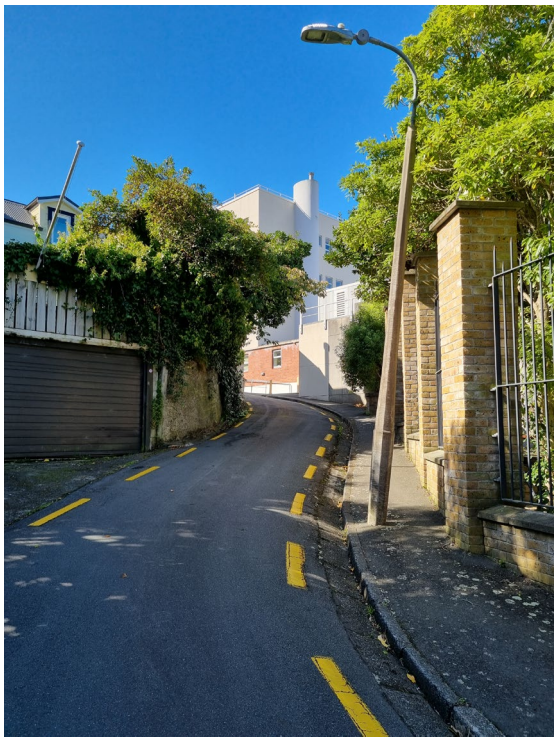

Figure 2: Photograph continuing up Selwyn Terrace, showing steep and narrow vehicular and pedestrian access (taken 18 March 2023)

Figure 3: Photograph showing continuing narrow and steep vehicular and pedestrian access to Selwyn Terrace, including a blind corner (taken 18 March 2023)

20. Thirdly, Selwyn Terrace has a high concentration of pre-1930 character and heritage dwellings. The Trustees rely on Boffa Miskell's 2019 report on its review of the pre-1930 character areas in the operative district plan.

21. Boffa Miskell's report found that the character of Selwyn Terrace is still largely intact and coherent, with the exception of some properties fronting Hill Street.[6] This character is predominantly seen from within the Terrace itself, which highlights its exclusive nature. The urban landscape of Selwyn Terrace cannot be assessed solely by reference to the streetscape and facades from Hill Street.[7]

22. The Trustees' property at 9 Selwyn Terrace, in particular, is an excellent example of the work of one of Wellington's pre-eminent architects of the 20th Century, William Gray Young. Gray Young's other designs include Wellington Railway Station, Wellesley House and Weir House. He is best known for his

[6] Pre-1930 Character Area Review prepared for Wellington City Council by Boffa Miskell dated 23 January 2019 at [3.1.2.4(c)].

[7] Statement of evidence of Dr James Jacobs on behalf of Heritage New Zealand Pouhere Taonga for Hearing Stream 2 (Character Precincts Statement, dated 16 March 2023) at [14]–[16].

work in designing neo-Georgian houses, of which 9 Selwyn Terrace is a well preserved and elegant example.

23. The following photograph shows 9 Selwyn Terrace from the street in front:

Figure 4: 9 Selwyn Terrace (taken 18 March 2023)

24. Boffa Miskell's list of properties indicates that the majority of properties in Selwyn Terrace have a "Primary" level of character contribution, which means they have attributes that define the character of the area. Properties in Selwyn Terrace with this level of character are numbers 9, 11, 19, 20, 21 and 22.

25. The following photographs are of numbers 11, 19, 20 and 21:

Figure 5: 11 Selwyn Terrace (taken 18 March 2023)

Figure 6: 19 Selwyn Terrace (taken 18 March 2023)

Figure 7: 20 Selwyn Terrace (taken 18 March 2023)

Figure 8: 21 Selwyn Terrace (taken 18 March 2023)

26. Boffa Miskell also consider that some of the properties in Selwyn Terrace have a "Contributory" level of character which means they have attributes that support the character of the area. Properties in Selwyn Terrace with this level

of character are numbers 14, 15 and 17, and are shown in the following photographs:

Figure 9: 14 Selwyn Terrace (left) and 15 Selwyn Terrace (right) (both taken 18 March 2023)

Figure 10: 17 Selwyn Terrace (taken 18 March 2023)

27. 15 Selwyn Terrace is of particular value, because it has been noted as the oldest cottage in the area, probably constructed in the 1860s.[8]

28. Numbers 17 (photograph above) and 16 and 18 (photographs below) were also constructed in the 19th Century.[9]

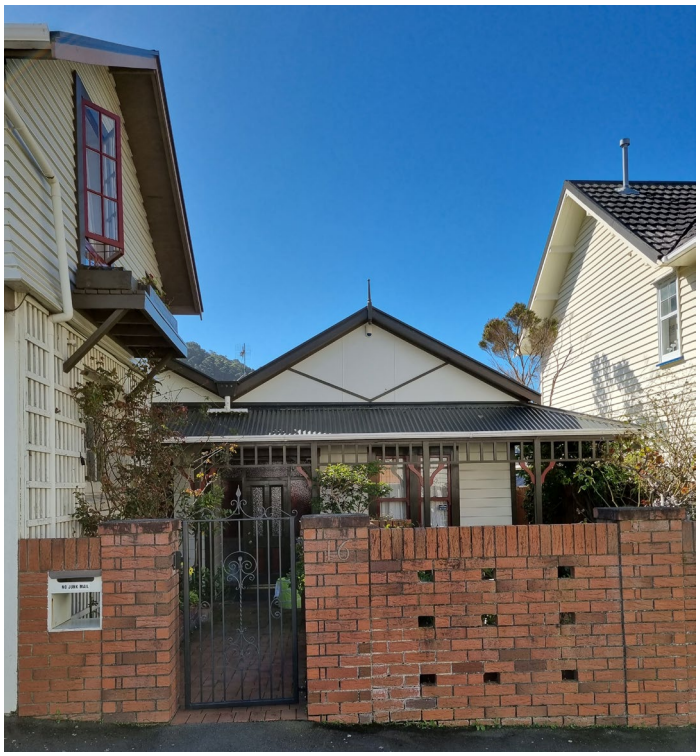

Figure 11: 16 Selwyn Terrace (taken 18 March 2023)

[8] Jane Black, Michael Kelly and Chris Cochran "Thorndon Heritage Project: Report for Wellington City Council" (December 2008) at 83. A copy of this report is **attached**.

[9] Jane Black, Michael Kelly and Chris Cochran "Thorndon Heritage Project: Report for Wellington City Council" (December 2008) at 83.

Figure 12: 18 Selwyn Terrace (taken 18 March 2023)

29. More broadly, Selwyn Terrace has a special historic context as a residential area. The area is a reminder of the original extent of the residential suburb of Thorndon, prior to the construction of the Wellington motorway. Some of the properties in Selwyn Terrace lost land through compulsory acquisition to the construction of the motorway, making the remaining historic residential character all the more valuable.

30. Overall, the majority of the houses in Selwyn Terrace were built before 1930 and display a range of architectural styles. The Boffa Miskell report notes that Selwyn Terrace has a "diversity of building types".[10] Other heritage experts have noted that the "townscape values of the street are strong, with constantly changing views as one moves around the corners and a number of buildings of architectural interest".[11] This concentration of dwellings as recognised by heritage experts should continue to be recognised and protected, by retaining a residential zoning.

31. Selwyn Terrace is a unique area of Wellington. It has remained as a surviving island of residential character surrounded by largely ecclesiastical, educational, diplomatic and government land uses. This established character and the narrow and difficult access makes inclusion in the City

[10] Pre-1930 Character Area Review prepared for Wellington City Council by Boffa Miskell dated 23 January 2019 at Appendix 3, WCC Pre-1930s Character Area Review – Thorndon.

[11] Jane Black, Michael Kelly and Chris Cochran "Thorndon Heritage Project: Report for Wellington City Council" (December 2008) at 83.

Centre Zone and general commercial activity inappropriate. The better zoning choice is Medium Density Residential.

Issue Two: are the proposed height controls for Selwyn Terrace appropriate?

32. Regardless of the zoning to be applied to Selwyn Terrace, the proposed building height controls are not appropriate.

33. The current proposed City Centre Zone would see new buildings in Selwyn Terrace have a mandatory minimum height of 22m (CCZ-R20 and CCZ-S4) and a maximum height of 27m (CCZ-R20 and CCZ-S1). In essence, new buildings would need to be six to nine storeys high.

34. The Council has suggested that the next alternative zoning for Selwyn Terrace would be High Density Residential with a maximum (rather than minimum) height control of 21m or six storeys (HRZ-R17 and HRZ-S2).[12] One other submitter supports this alternative for Selwyn Terrace.[13]

35. Either way, these height controls would be problematic when applied to Selwyn Terrace.

36. Primarily, this is because the height controls are inconsistent with the viewshafts overlays that capture Selwyn Terrace. Viewshafts VS1 (The Beehive) and VS4 (The Beehive and The Cenotaph – Whitmore Street) focus on the Beehive and Parliament buildings against the backdrop of Te Ahumairangi Hill (Tinakori Hill). These are important viewshafts that protect the Beehive as an important emblem of New Zealand's identity. For the sake of these submissions (in Hearing Stream 2), the Trustees assume that these viewshafts will be retained as notified.

37. Construction of new six to nine story structures in Selwyn Terrace (and the nearby areas of Hill Street and Guildford Terrace) would almost inevitably clash with these viewshafts.

38. This is demonstrated by the expert evidence of Benjamin Lamason, which provides a visualisation of six- and nine-storey building envelopes from VS1 and VS4. Those images speak for themselves. They show a change to the

[12] Section 32 Evaluation Report: Part 2: City Centre Zone, Special Purpose Waterfront Zone, Special Purpose Stadium Zone and Te Ngākau Civic Square Precinct at p 170–171.

[13] Wheeler Grace Trust, submission 261.

visual outlook from the protected viewshafts that drastically alters the relationship between the Beehive, Parliament buildings, the General Assembly Library, and the natural backdrop of Te Ahumairangi (Tinakori) Hill. These visual effects are clearly appreciable and damage the integrity of the viewshafts.

39. If the 22m minimum height control applies (CCZ-R20), then any developer planning a new building in Selwyn Terrace would either:

    (a) Require a resource consent to depart from the minimum height control and build a lower structure that does not intrude into the viewshafts; or

    (b) Require a resource consent to build a 22m or higher structure that intrudes into the viewshaft.

40. This inevitable clash makes the proposed planning regime incoherent and difficult to understand. It adds unnecessary compliance costs.

41. The conflict between the viewshafts and the height controls should be resolved at this stage, rather than left to future resource consent processes. The nationally important and iconic symbolism of the Beehive, Parliament Buildings, and the Cenotaph mean that the obvious resolution is to prioritise the viewshafts by adjusting the minimum and maximum height controls in Selwyn Terrace.

42. If the decision is left to future resource consent processes, then there may not be an ability to consider the precedent effects of one structure intruding into the protected viewshaft. A new building or structure that intrudes into a viewshaft would be assessed on a restricted discretionary basis, and case law holds that the precedent effects would not be able to be considered within the restricted discretion.[14]

43. This plan change process is therefore the only planning opportunity for an holistic assessment of the potential loss of the values protected by the viewshaft. Mr Lamason's expert visualisation enables you to undertake that holistic assessment.

[14] *Kirton v Napier City Council* [2013] NZEnvC 66 at [77].

44. It is also important to note that six to nine storey buildings would significantly detract from the established residential amenity of Selwyn Terrace. Tall buildings would create a feeling of "overcrowding" in the context of a narrow and steep street. They would overwhelm and detract from the special character and heritage of the pre-1930s dwellings in the street. And as noted above, vehicular access, parking and turning, and walking access in Selwyn Terrace are already highly constrained and will come under further pressure if housing or commercial development intensifies.

45. Overall, these difficulties with the proposed minimum and maximum height controls for either a City Centre Zone or High Density Residential Zone make such height controls inappropriate for Selwyn Terrace and the nearby houses in Hill Street and Guildford Terrace.

46. The primary relief sought by the Trustees is for Selwyn Terrace to be zoned Medium Density Residential. In the alternative, the height issues just outlined could be addressed by applying a specific and lower height control of three-storeys to Selwyn Terrace.

47. The relief sought may require the recognition of a qualifying matter in Selwyn Terrace, as it is within a walkable catchment of the edge of the City Centre Zone and therefore Policy 3(c)(ii) of the NPSUD is engaged. The basis for recognising a qualifying matter is explained below at paragraph 52.

Issue Three: Should Selwyn Terrace be included in a character precinct within the Medium Density Residential Zone?

48. Based on the factors already identified, Selwyn Terrace is an appropriate location for recognition as a character precinct.

49. Objective MRZ-PREC01 explains that character precincts are areas within the City's older suburbs that comprise a range of older houses reflective of the historical development pattern of the City. The Character Precincts Design Guide notes that character precincts have concentrations or observable patterns of both site-specific and streetscape level attributes that form a collective streetscape. The Design Guide goes on to explain that character is

a concentration of features and characteristics that contribute to a unique sense of place when viewed by the public from the street.[15]

50. These descriptions of a character precinct are apt for Selwyn Terrace. As already explained, Selwyn Terrace:

    (a) has a concentration of high quality pre-1930s dwellings;

    (b) is a reminder of the extent of Thorndon that was lost by the construction of the motorway;

    (c) has an exclusive character and streetscape viewed from a narrow and steep carriageway that leads to an island of residential dwellings; and

    (d) is within two viewshafts that protect nationally significant views of the Beehive, Parliament Buildings, and the Cenotaph against the backdrop of Te Ahumairangi Hill (Tinakori Hill).

51. In order to recognise a character precinct in Selwyn Terrace, the Council must demonstrate that the legal tests are met to override the default NPSUD and MDRS requirements by identifying a qualifying matter. Section 77L of the Resource Management Act 1991 and clause 3.33 of the NPSUD require the Council to undertake a three-stage approach to establish a character precinct as a qualifying matter:

    (a) First, identify the specific characteristic that makes the default level of development inappropriate in the area;

    (b) Secondly, justify why that characteristic makes that level of development inappropriate in light of the national significance of urban development; and

    (c) Thirdly, analyse in a site-specific manner the site to which the qualifying matter relates, the specific characteristics of the site, and a range of options to achieve the greatest heights and densities while managing the specific characteristics.

[15] Wellington City Council Appendix: Character Precincts: Residential Design Guide at p 4.

52. The three-stage approach justifies the identification of character as a qualifying matter for Selwyn Terrace for the following reasons.

(a) First, as identified above, Selwyn Terrace has a range of specific characteristics that make housing intensification inappropriate in the area. It has a special residential character, narrow and steep access, and is within two protected viewshafts.

(b) Secondly, while urban development is recognised as nationally significant, this needs to be placed in the context of forecast housing demand in Wellington. The most recent assessment is that the PDP (with expanded character precincts recommended in the s 42A report) would enable an additional 61,074 commercially realisable dwellings. This is around double the estimated number of dwellings required (31,242) to meet population growth over the next 30 years.[16] There will therefore still be more than ample plan-enabled housing capacity to recognise the need for urban development without the proposed intensification on Selwyn Terrace.

(c) Thirdly, the minimum and maximum height controls for either the City Centre Zone or High Density Residential Zone do not adequately manage the special character and other specific features of Selwyn Terrace. Those zone provisions would enable demolition of the existing character buildings and townscape, and replacement with much taller buildings. On the other hand, the planning regime for character precincts would manage these characteristics by requiring a resource consent to be obtained to demolish pre-1930s structures (MRZ-PREC01-R4) and construct any new buildings or structures (MRZ-PREC01-R5). The resource consent regime includes a Design Guide that will contribute to the preservation of the distinct character of Selwyn Terrace.

[16] Section 42A Report: Part 3 – Residential Zones: Part 4 – Character Precincts and Design Guides at pages 19–20.

53. The officer's section 42A report notes the Trustees' submission for Selwyn Terrace to be added as a character precinct,[17] but does not give any specific response to that submission. Instead, the report recommends other changes to the spatial extent of the character precincts, and baldly states that submitters outside those recommendations have provided "no evidential methodological basis … to support the changes sought".[18]

54. The Trustees do not consider that their submission has been fairly evaluated by the reporting officer. Their initiating submission contained detailed reasons and evidence for why Selwyn Terrace should be added as a character precinct, including by reference to the Boffa Miskell report, the Thorndon Heritage Project report, and other evidence.

55. In summary, there is ample justification to include Selwyn Terrace in the list of Character Precincts. It has a mix of buildings with primary and contributory character similar in nature and extent to the character precincts along Tinakori Road, and is also similar to the new Hobson Street character precinct that is recommended in the officer's s 42A report.[19] The Council should treat Selwyn Terrace consistently with those areas to ensure that its locally and regionally significant values are enhanced and preserved, rather than destroyed by housing intensification.

Issue Four: should viewshafts VS1 and VS4 be retained from the notified PDP?

56. The Trustees' submission on the viewshafts is expected to be dealt with in Hearing Stream 3. However, for context and to enable you to consider this submission in an integrated way, the Trustees' position is explained here.

57. The Trustees are pleased to see that the Council proposes in the notified PDP to continue the protection of views of the Beehive, Parliament Buildings, and the Cenotaph by VS1 and VS4 and associated provisions.

58. The Beehive and Parliament Buildings in particular are an internationally recognisable symbol of New Zealand. The outlooks towards Parliament from

[17] Section 42A Report: Part 3 – Residential Zones: Part 4 – Character Precincts and Design Guides at paragraph 142.

[18] Section 42A Report: Part 3 – Residential Zones: Part 4 – Character Precincts and Design Guides at paragraph 150.

19 Section 42A Report: Part 3 – Residential Zones: Part 4 – Character Precincts and Design Guides, Appendix 1, Thorndon map.

the corners of Bunny/Featherston Streets and Whitmore/Featherston Streets are significant contributors to Wellington's sense of place and identity.

59. The Descriptions of these viewshafts recognises the backdrop of Te Ahumairangi Hill (Tinakori Hill) as a context element. The green bush background provides a dramatic contrast and conveys a sense of New Zealand's clean green image and the high value that we place on nature and conservation. This is an important aspect of our tourism industry and international identity.

60. The Trustees submit that amendments should be made to the Descriptions of VS1 and VS4 to place greater recognition on the international significance of the Beehive as well as the contributing role of the Te Ahumairangi Hill (Tinakori Hill) backdrop.

61. The Trustees' proposed amendments to VS1's Description are (additions underlined):

> "A view of the Beehive against the backdrop of Te Ahumairangi Hill from a major thoroughfare for commuters. This is one of two significant viewshafts (the other being VS4) which, when combined, promote the image of Wellington as a capital city in views from key points within the northern end of the City Centre Zone.
>
> The Beehive and Parliament Buildings are two of the emblems of New Zealand's capital and key landmarks in the Wellington townscape. They are internationally recognised symbols of New Zealand. VS1, located on a major pedestrian route for commuters leaving the Wellington Rail Station, enhances wayfinding and contributes to Wellington's sense of place. The backdrop of Te Ahumairangi Hill adds striking contrast and visual interest."

62. The Trustees' proposed amendments to VS4's Description are (additions underlined):

> "VS4 is one of two viewshafts (the other being VS1) focused on the Beehive from the south and east as set against the backdrop of Te Ahumairangi Hill. Along with the Beehive this viewshaft includes the Cenotaph as an additional focal element. Both of these viewshafts are individually and collectively significant and promote the image of Wellington as NZ's 'seat of government' and capital city in views from key points. Additionally, as the Beehive and Cenotaph are important

physical reminders of Wellington's rich history the views to and from them, as provided by VS4, contribute to the city's sense of place. The Beehive is an internationally recognised symbol of New Zealand. The backdrop of Te Ahumairangi Hill adds striking contrast and visual interest."

Issue Five: Should a further viewshaft from the corner of Waterloo Quay and Bunny Street be recognised in the PDP?

63. Again, this is an issue for Hearing Stream 3. The Trustees' submission is set out here for context and to assist with integrated analysis.

64. The operative district plan contains viewshaft protection from the north west corner of Waterloo Quay and Bunny Street (Waterloo/Bunny Viewshaft). This is viewshaft 3 in the operative district plan. It contains the Beehive as a focal element, with the Old Government Buildings and Tinakori Hill/Ahumairangi Ridge as context elements.

65. The PDP does not carry over this viewshaft.

66. The Trustees submit that the protection of the Waterloo/Bunny Viewshaft should continue.

67. This viewshaft is from further back and captures some of the Old Government Buildings that now house the Victoria University Law Faculty. The Old Government Buildings are historically significant, and the outlook of them in contrast with the Beehive is a symbolic link between the past and present homes of New Zealand's Government.

68. Further, the Waterloo/Bunny viewshaft captures more of the Tinakori Hill/Te Ahumairangi Hill backdrop. This striking green bush backdrop is visually significant.

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24 MARCH 2023

Thorndon Heritage Project

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PART I: STATEMENT OF SIGNIFICANCE

The Thorndon heritage area encapsulates the residential part of one of New Zealand's oldest suburbs. This area is of great national significance for its housing stock, which includes some of the city's oldest houses and intact Victorian and Edwardian streetscapes. Most of the houses date from before 1930, but range from the very old (the 1860s) to the very new (of the last few years). No other suburb in Wellington, and few in New Zealand, contains such a range of residential buildings of such undoubted heritage value.

Residential Thorndon has not survived in its entirety – much of the housing on the eastern side has gone to commercial uses, while the Wellington urban motorway of the 1970s resulted in the loss of an extensive swath of houses through the suburb. There are pockets of new housing to the west of the motorway, built since industrial activity ended in the 1990s; there is scattered infill housing, as well as four large tower blocks were built on the western margins.

However, these inclusions do not diminish the value of a nearly unbroken stretch of heritage housing, from Patanga Crescent in the south to Stowe Hill in the north, and Davis Street to the east. Together with surviving pockets of housing around Hawkestone Street and Hill Street, this area contains Wellington's most significant collection of Victorian and Edwardian housing.

HISTORIC VALUE

Including values associated with particular events or people that have had an impact on the community.

Thorndon is New Zealand's most historic suburb. It contains the city's greatest collection of Victorian and Edwardian housing amidst a wider collection of nationally and locally significant heritage buildings. Thorndon was the home of many of the city's first settlers, a place where significant institutions were located and the scene of nationally important events. Even with the substantial changes made to the suburb in recent decades, it remains an historically significant area where important events continue to take place.

Thorndon's heritage significance is derived from a range of factors, starting with its pre- and post-contact Maori history, when Thorndon Flat was a favoured settlement place for local Maori, and then its role in the establishment of Wellington, its growth into an established suburb and its subsequent refashioning into two parts – one government / commercial, the other residential – after the construction of the motorway through the middle of the suburb in the 1960s and 70s. Being a suburb of considerable age and located so close to the city, Thorndon has always been characterised by the juxtaposition of its residential zones with a wide variety of other building types, such as churches, hotels and government buildings.

The ebb and flow of Thorndon's fortunes have been dictated by a series of significant events. The most important of these was the original decision to found the settlement at Lambton Harbour after Petone was abandoned. Wellington was the first and best known of the New Zealand Company's planned settlements, an extraordinary venture spawned in Victorian Britain that incorporated idealist notions of social, economic and improvement in a new political order.

Thorndon was further shaped by the move of Parliament to Wellington from Auckland in 1865 and the centralisation of power in 1876; the Vogel public works and immigration scheme of the 1870s and the flood of immigrants to the city; the expansion of the tram system in 1904 and the subsequent flight of inner-city residents to the outer suburbs and wider Wellington region; and finally, the Wellington motorway, which cut a devastating swathe through the suburb but ultimately led to a big shift in the appreciation of the suburb's historic character.

Thorndon's size and the variety of its topography have always given the suburb a broad range of housing types and sizes. This diversity was particularly pronounced by the end of the 19th century as the conspicuous wealth of the elite was on display in north Thorndon, while the working class were packed into cottages on tiny sections to the south. In other places the contrast was even more immediate and stark. This characteristic survives in Thorndon to this day, but the social dichotomy does not; no part of Thorndon can be considered working class today. Even its smallest cottages are expensive to own and as a result the demographic composition of the entire suburb has changed. Nevertheless, Thorndon's authentic Victorian and Edwardian streetscapes can still tell us much about the way that people lived in the 19th century and early 20th centuries. A street like Ascot Street – predominantly composed of 1860s and 70s cottages – is unique in New Zealand.

Thorndon has been home to some of the city's, and the nation's, most important historical figures. The proximity of the Wellington Provincial Council (from 1853) and then Parliament (from 1865) has played a considerable role in this, but even without that, the list of prominent figures who have lived in the suburb would still be long. Such a list includes the city's founders – New Zealand Company officials and staff, its early political leaders, significant churchmen, businessmen of various kinds, health practitioners and educationalists and prominent public servants, as well as the many typical or ordinary people that made up the bulk of the suburb's population.

Thorndon's population was served by a myriad of public and private institutions, some of great historic importance that have survived to this day. Thorndon still contains three important churches, including Old St Paul's (1864); three secondary and two primary schools, all of long-standing, and four historic hotels, including the Thistle Inn (1866).

The status of Thorndon's housing heritage is partly a result of intervention by the Wellington City Council in 1975 to offer planning protection to a selected area to the east of Tinakori Road, known then as the Thorndon Residential E Zone. Although since extended and superceded by more recent planning measures, this initiative, ground breaking at the time, has been vindicated by the passage of time. Not one house of the one hundred or so in the protected area has been lost to demolition or removal since it was enacted.

SOCIAL VALUE

Including matters of identity, sense of place and public esteem.

Since the late 1960s, Thorndon has been the centre of a strong and largely successful campaign to save and maintain the suburb's unique character. There are two facets to Thorndon's transformation; the restoration of houses by homeowners, and the resistance

by local groups to unwelcome planning initiatives and inappropriate development. Much of this work has been undertaken by the Thorndon Society and Thorndon Trust. These organisations, volunteer run, have bought and restored houses, lobbied and submitted on plans and strongly advocated for Thorndon's heritage fabric. This nearly 40-year campaign is probably the longest in the history of heritage advocacy in New Zealand.

Residential Thorndon, particularly around the southern end of Tinakori Road, is much admired by Wellingtonians and visitors alike for the quality and integrity of its historic streetscapes. It is a popular tourist destination and has been the subject of numerous books, three heritage trails, on-line guides, drawings, paintings and photographs, illustrated talks and, in the case of the Thorndon Society, hundreds of newsletters. Few other historic suburbs in New Zealand have roused so much consistent community interest and support over such a long period.

AESTHETIC VALUE

Including townscape and architectural values.

The aesthetic values of the residential areas of Thorndon are very high. They are derived first from the townscape values associated with groups of buildings, indeed sometimes whole streets of buildings, and secondly from the architectural values of individual buildings, which range from the simple unadorned cottages of the 1860s, to ornate Classical buildings, through to present-day modernism. These architectural values are discussed under the headings of age, scale, materials, style and architecture.

Townscape

Topography is a fundamental and defining characteristic of Thorndon, and it has a significant impact on the townscape characteristics of the place, affecting the layout and width of streets, and the location and design of the houses.

Tinakori Road stretches a very straight (although undulating) 1.5 kilometres along the Wellington earthquake fault line at the foot of Tinakori Hill. The land rises steeply on its west side to the defining ridge of Tinakori Hill – Ahu-mai-rangi, 'sloping down from the sky'. Houses climb the lower slopes of Tinakori Hill, especially at the southern end, at Patanga Cresent, Lewisville Terrace and Upton Terrace. Sections are small and houses close together. Further north, the hill is too steep for building, and Grant Road marks the edge of the housing until one gets to Newman Tce and Cottleville Tce on the border of Wadestown; these streets are again steep and houses close together.

To the east of Tinakori Road, the land is steep around Ascot Street and Glenbervie Terrace, but it becomes gentler further north around Hobson Street, reflected in the more open landscape, wide streets and bigger sections.

Despite the strict geometry of Tinakori and Grant Roads, and Hobson Street, streets laid out in the Mein Smith town plan of 1840, many others are contorted by the topography – they are narrow, steep and winding. These are frequently streets put through original town acres to aid sub-division of land, and they are more haphazard in their shapes and widths. This has forced the houses into unusual shapes and forms – witness the cottages of Ascot Street and Glenbervie Tce, the Wedge in Glenbervie Tce, and the tall one-room

wide houses at 296 – 306 Tinakori Road which are three storeys high at the front and just one storey at the back.

It has also forced houses into tight-knit groups, which give strong and consistent townscapes, often 'framed' by a steep hill at the end of the row orby a sharp bend in the road.

All these characteristics combine to provide a variety of interesting views – through narrow gaps, up and down steep streets, around corners, often closed and contained but sometimes wide and expansive, always with Tinakori Hill, or the harbour or the city providing a wider context. Without exception, Thorndon streets provide views of variety, visual interest, and drama.

Age

Given the particular history of the suburb, with building from the time of European settlement in 1840, Thorndon can still, in parts, evoke a strongly 19th century character. Very distinct periods of growth, especially during the 1870s and in the decades leading up to World War I, are still well represented in individual buildings, as well as in whole streetscapes.

The impact of later building has been spasmodic and generally discreet (with some exceptions), so that the general ambience is one of age and character, enhancing aesthetic values.

Scale

There are some surprising contrasts in scale in houses in Thorndon - a grand 15 room house can be found surrounded by worker's cottages, and Premier House, a large and rambling two-storey house, looks across the road at modest one and two-storey cottages.

There is also variety at a larger scale: as one traverses the suburb along the spine of Tinakori Road, from the Botanic Gardens at the south to its junction with the Hutt Road in the north, small scale housing squeezed onto small sections gives way to the grander homes of the wealthy. This is partly as a result of topography, as described above.

Such variety is nevertheless within certain bounds. No period house is higher than five storeys, and there is only one of these; one and two storey high houses predominate, with three storeys not uncommon. Where this height is exceeded, as in the tower blocks of apartments around the northern end of Tinakori Road, scale is severely disrupted and consistency broken.

Materials

One of the defining characteristics of Wellington architecture is the extensive use of that most versatile of building materials - timber. Even in the CBD, timber was the predominant building material for the first four decades after settlement; masonry construction became commonplace only after the construction of the High Court in 1879. For domestic architecture, timber continues to the present day as the main structural and cladding material for many houses. There are of course some exceptions – brick, stucco

and concrete are found – but timber weatherboards are a powerful underlying theme in the consistency of the architecture of Thorndon.

Timber is also important symbolically, being reflective of the great abundance of durable and workable native timbers that covered the hills of Wellington, and the hinterland, at the time of settlement. It was also quickly found to be the one material that could offer resistance to the destructive effects of earthquakes.

Corrugated iron is the vernacular roofing material of New Zealand – light, strong, easy to work, durable and nicely textured. Again there are exceptions – clay and concrete tiles in particular – but corrugated iron provides a consistent theme in roofing throughout the suburb, no matter what the pitch of the roof or the colour it is painted.

These materials contribute to the aesthetic values of the place, for their consistency, their patterns and textures, and their colours. Buildings that are clad in modern sheet linings, without texture, stand apart from the local vernacular, and unless they are of distinctive design, they detract from the general townscape and architectural qualities of the place.

Style

Variety of style abounds in the domestic architecture of Thorndon. One can find a modernist building of the 1950s in an enclave of cottages from the 1870s, or an Arts and Crafts style cottage alongside a Victorian villa.

We admire consistent streetscapes of buildings of similar style and age (and Thorndon has some very good examples in, for example, Ascot Street, Goring Street, and parts of Tinakori Road), but there can also be great visual interest in the juxtaposition of buildings of different styles. This is especially so where buildings are good examples of their style and age, and are of similar scale. Discordant notes can be struck by buildings that are out of scale with their surroundings, and this happens especially with the high-rise apartment buildings.

Architecture

The quality of the architecture of individual buildings deserves special consideration. Many of the houses are not architect-designed, but grew from an innate and accepted practice of building. The early cottages of Ascot Street for example, builder-designed, have a sense of proportion, of fitness-for-purpose, that gives them an architectural quality in their own right. This applies to the four-square villas of around 1900 too, their bay windows and verandahs being functional as well as visually interesting elements.

One-off architect-designed houses often follow the vernacular of the time – John Swan's own house in Glenbervie Tce seems typical (although large) for its period in its outward appearance, but it has special interior features that would not be found in a builder-designed house. Others, such as those by J W Chapman-Taylor, are stylistically quite different from their contemporaries, adding variety and visual interest to the streetscape.

Some of the important names in Wellington and New Zealand architecture are represented by houses in Thorndon – C J Toxward, Thomas Turnbull and his son William, W C Chatfield, James Bennie, John Swan, J W Chapman-Taylor and Gray Young, as well as early and later modernists including E A Plishke, Miles Warren, Peter Beaven, Roger

Walker and Ian Athfield. Their buildings individually have aesthetic interest for their style, form or inventiveness, and they provide richness to the architectural fabric of the place.

While we may tend to see our traditional timber-framed cottage or grand house as relatively commonplace, they are in fact (in their collective strength in Thorndon and Wellington) a unique cultural asset, of high aesthetic value, and are not found anywhere else in the world.

SCIENTIFIC VALUE

Including archaeological, educational and technological values.

Archaeological

The potential archaeological value of Thorndon is very high. Although some of the suburb's residential areas have been greatly altered by changes of use or rebuilding, many of the houses were built prior to 1900, making their sites and immediate surrounds archaeological sites under the terms of the Historic Places Act 1993. The archaeological values are likely to remain, for the main part, unexplored, as it would require the demolition of a house or part of a house, or an excavation for some other purpose to reveal any sub-surface remains.

Educational

Thorndon reveals, in part, the colonial appearance of 19th century Wellington. The layout of the suburb, the streets, the linkages between them, the houses and their sections and the dominant physical landmarks can all tell us much about the development of the area, and the growth of the city itself. The houses represent almost all of the stages of the suburb's history and illustrate its ongoing change and development.

Technological Value

Collectively, the houses and residential buildings of Thorndon constitute a vaste resource of information on building technology in Wellington, from the 1860s to the present day.

This applies particularly to timber technology. Information on timber species, the working of timber, the design and jointing of timber framing and joinery, the detailing of finishing and decorative work in timber, can all be derived from a study of existing buildings. And because of the wide range of periods and styles represented in Thorndon, this value extends over the whole of the 150 year history of building in timber.

While some information of this sort would be common to that from other parts of New Zealand, Thorndon's particular topography, Wellington's particular location, the forests that originally stood in the vicinity of the growing town, the understanding of earthquake resistant design, all mean that it would be unique to the particular time and place.

To a lesser extent, similar information can be found in buildings in masonry and concrete, and in particular materials such as corrugated iron and tiles, metals used in building, glass, and ceramic components such as tiles, chimney pots and drains.

PART II: THORNDON – A HISTORY

Founded in 1840 at the beginning of the settlement of Wellington, Thorndon is one of the country's earliest suburbs and was established as part of a planned settlement by the New Zealand Company. Situated at the northern end of Lambton Harbour, between the sea and the landmark of Ahu Mairangi or Tinakori Hill, it was partly made up of a promontory of land that jutted out into the harbour at Pipitea Point, since swallowed up by reclamation.

The New Zealand Company was formed in London in 1838. Headed by promoter and politician Edward Gibbon Wakefield, its intention was to offer systematic settlement of New Zealand to eager prospective emigrants and, through land sales, make a handsome profit. The organisation bought a ship, the *Tory*, and Wakefield sent his brother Colonel William Wakefield to lead the expedition.

Wellington was the first place chosen for settlement and the *Tory* arrived there in August 1839. Lambton Harbour was Colonel Wakefield's preferred site, but while he was away on other business, surveyor William Mein Smith opted for the flat Hutt Valley. When the main body of immigrants arrived in early 1840 they settled at Petone beach, but within three months they were flooded out and had to decamp to Lambton Harbour.

Thorndon was named after the home in England of New Zealand Company director Lord Petre. Like the rest of Wellington, Thorndon was purchased as part of what became a highly contentious sale by Maori to the New Zealand Company in 1839.

A detail from the New Zealand Company's map of Wellington, 1841. Note the wide expanse of the public reserve (Town Belt and Botanic Garden). (NZ Map 3761, Drawn by Matthew Felton, Auckland City Libraries)

The original New Zealand Company plan allotted settlers one town acre with 100 country acres, presold in London. The 1100 town acres were at Thorndon and Te Aro and the sliver

of land between, and the allocation and siting of these established the pattern of the city's development for its first two decades. The Company has its plan drawn up by July 1840 and made it available for public inspection. Selection by settlers of their preferred sections commenced on 28 July and by 14 August they were allocated.

MAORI OCCUPATION

Thorndon was the site of a substantial kainga, Pipitea Pa, which had been a centre of local Maori life and remained so for some period after the arrival of the Europeans. Pipitea was a place of plentiful kai moana (its name refers to the abundance of pipi in the vicinity) and was a safe landing site for canoes. Originally occupied by Ngati Mutunga, who had journeyed south from Taranaki in 1824, the pa was taken over by Te Atiawa after the former left for the Chatham Islands in 1835. There were other Maori settlements in Thorndon, at Tiakiwai (Stowe Hill) and near the western end of Hobson Street.

The New Zealand Company development allowed for, as part of the terms of the purchase of the land from local Maori, the allocation to them of a tenth of the available land. The allocation and its distribution were the basis of a lingering grievance amongst local Maori.

Pipitea Pa, Pipitea Point c.1843. (Melville after Brees, A-109-020, ATL)

Pipitea Pa and its inhabitants, as with Te Aro pa, were not left to get on with their lives. When the settlers moved to Thorndon, tension was inevitable; among other things, the occupants of the pa had not signed the Treaty of Waitangi. Thorndon Flat, the roughly triangular area occupied and cultivated by Pipitea Pa occupants that was bounded by the sea, the gully and Molesworth Street, was incorporated in the allocation of New Zealand Company land. The company's survey team set aside part of this land as native reserve and the other as public market reserve. Survey pegs were pulled up as a sign of Maori

unhappiness.[1] The Thorndon jail and a stockade were placed immediately outside the pa, while the police station, court and government office were, provocatively, built within the kainga itself.

In 1844 the occupants were paid compensation and the kainga, cultivations and wahi tapu excluded from the sale. But the Pakeha had their way in the end. In 1845, a survey of the pa later led to the kainga being laid out as a Native Village with 23 individual sections apportioned to residents and their descendants. In 1847, the cultivations and wahi tapu were given up in exchange for large tracts of land in Northland, Johnsonville and the Orongorongo. The core of the pa remained in Maori ownership even after most of the inhabitants moved to the Hutt in the 1850s and 60s. By this time, the bush had been removed, and with it the birdlife that formed part of their diet. After each section of the pa was given a certificate of title in the early 1870s, the land was progressively sold. By 1972, it was all gone, with the exception of that portion occupied by Pipitea Marae, on Thorndon Quay.

THE GOVERNMENT RESERVE

Thorndon's primary role in Wellington (and national) life was established at a very early stage. The area broadly occupied today by Parliament was designated the Government Reserve in 1840 and chosen as the site of the residence of Colonel Wakefield. Regarded as little more than a 'swampy clay mound', it was a place where local Maori had unsuccessfully tried to grow potatoes.[2] Wakefield's house went on to be purchased for the residence of the first provincial governor, Lieutenant-Governor Eyre of New Munster, in 1847, and doubled in size. The Government Reserve was also home to the first St Paul's Anglican church, built in 1844. The first building in the reserve was Dicky Barrett's tavern, built in 1840 on the corner of Molesworth Street and Lambton Quay, then right on the beach and adjacent to a waka landing place. In 1852 provincial government was established in New Zealand and the Wellington Provincial Council met the following year. In 1858, the Council moved into a large, purpose-built Gothic building to the north of Wakefield's old house. It's little wonder that from early on, Thorndon was regarded as the government end[3] of the city, as opposed to the commercial end at Te Aro.

Brick making in Wellington began in Thorndon in 1840 at Sinclair and Millar's works.[4] This may have been the same brickworks operating a year later in Sydney Street, behind Colonel Wakefield's house in the Government Reserve. Managed by a J. Pimble, it was selling bricks for 60 shillings per thousand.[5] Brick, not in wide use anyway, became an unpopular building material after the big 1848 earthquake and was virtually unused for decades after the huge 1855 earthquake.

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1 Yska R. 2006, Wellington – *Biography of a City*, Reed Publishing in association with Wellington City Council and Ministry for Culture and Heritage, Auckland p.16

2 Jerningham Wakefield, as recounted in Murray-Oliver A. 1971, *Historic Thorndon*, Wellington Regional Committee, New Zealand Historic Places Trust, Wellington pp.2-3

3 The painter Samuel Brees called it the 'court' end, while Te Aro he dubbed the 'mercantile' end.

4 *New Zealand Spectator* 23 May 1840

5 *New Zealand Gazette and Wellington Spectator* 1 December 1841

There were other public buildings not far from Wakefield's residence. Wellington's first hospital was established in 1847 in Pipitea Street, on the present site of Wellington Girls' College, with Dr John Fitzgerald as its superintendent. Fitzgerald arrived in 1840 as the New Zealand Company's surgeon-superintendent. Located close to Pipitea Pa, the hospital was patronised by local Maori, who appreciated Fitzgerald's ministrations. The hospital relocated to Newtown in 1881, where it remains. As noted above, there was a jail, police station and a court, all built within Pipitea Pa.

THE SETTLEMENT AND THE LANDSCAPE

At first, Thorndon's early development gave no hint at the extraordinary concentration of settlement that was to come. There was plenty of land, although not all landowners, especially absentees, made land available for settlement. Early roads followed the arrangement established by William Mein Smith, who named most of them after key New Zealand Company directors and backers. Tinakori Road, a curious concoction of pidgin English and inaccurate Maori[6] is a rare example of a road that gained a name via events on the ground (so to speak).

The grid that Mein Smith applied to Thorndon had to conform to geographical realities and Thorndon was not flat or even gently sloping in places. It was cut by a deep gully that ran from north of Hawkestone Street all the way to Thorndon Quay. A spur, steeply sided in places, ran from approximately Hill Street south to what became the Botanic Garden. Both of these features made crossing from Tinakori Road to the other side of Thorndon or to the city difficult in all but a few places. Bolton Street Cemetery was assigned to the eastern side of this slope. The ground cover was manuka, flax or fern. There was bush and forest in close attendance, teeming with birdlife; it was a simple matter to catch or shoot a tui, kaka or kereru within minutes of Thorndon Flat. However, the birds were soon gone, the victims of what one writer described as 'wholesale slaughter'.[7] The bush soon followed.

The irony of that destruction was that the New Zealand Company had purposely set aside a belt of parkland – the 'Town Belt' – to separate the town and country land allocation. Initially, the Company and the Governor protected the forest, but, as Walter Cook notes, it was 'probably the economic difficulties of the early years of settlement, resulting in near starvation and want for many settlers, that forced the authorities to open the resources of the Town Belt.'[8] Today, the only original forest left in Thorndon (in fact, in the city) can be found in some gullies in the Botanic Garden.

The Botanic Garden was, along with the regenerating forest and exotic plantings of the Town Belt, the primary legacy of the city fathers' determination to reserve areas for parks. The Garden was set aside in the New Zealand Company's 1840 plan but it took until 1870 before work on its development began in earnest, initially managed by the New Zealand Institute (later the Royal Society), under Sir James Hector's supervision. By that time it

6 Irvine-Smith F. 1948, *The Streets of My City*, A.H. and A.W. Reed, Wellington p.83

7 Hope Blake A. 1909?, *Sixty Years in New Zealand: Stories of Peace and War*, Gordon and Gotch, Wellington pp.216-217

8 Cook W. 'A Colonial Legacy: Thorndon's Historic Landscape' in *Thorndon News*, Newsletter 87, October 1992 p.4

incorporated a Wesleyan Reserve that had not been taken up. From 1891, control passed to the Wellington City Council. By the end of the 19th century the Botanic Garden, laid out with paths, gardens, exotic plantings and native forest, had assumed a form more than recognisable today. The Botanic Garden was a constant backdrop to the northern end of Thorndon and a place where its residents could recreate. For the suburb's working class in particular it was a place where they could escape their confined properties and manual jobs. The Garden's maturation and beautification turned it into a major city asset.

A view from the Botanic Garden (as yet undeveloped) towards the Hutt Valley and Tararua, between 1852 and 1856. (John Pearse, E-455-f-036-1, ATL)

Geographically speaking, Thorndon's overriding reality was that it sat directly on a fault line, in a city that was, to say the least, earthquake prone. The fault runs roughly along the line of Tinakori Road, at the foot of Tinakori Hill, but at the time of settlement, Europeans were unaware of just how dynamic the landscape was. Huge earthquakes in 1848 and 1855 were doses of reality. They spooked some settlers to the extent that they moved away, but the majority stayed.

It was on this diverse landscape that Mein Smith's surveyed roads had to be built. They were generally rudimentary, if they were formed at all. Tinakori Road was no more than a track, and remained that way for some time. Paradoxically, Brees' famous image of a waka being pulled down Hawkestone Street in 1843 shows a broad, sweeping thoroughfare. But this was either the exception or artistic licence; roads were pretty basic until closer settlement and better funded local government improved matters.

The *New Zealand Journal* of March 1949 reported that 'only the main streets in which sections were built upon, or otherwise occupied were ever marked out and only one or

two of the principal ones were made passable for wheeled vehicles, and except for the conveyance of heavy goods for which dray carts drawn by bullocks were chiefly used, locomotion was much easier on foot or on horseback.'[9]

Brees's view of Hawke-stone Street, about 1843, with Maori pulling a waka towards the sea, shows a well-formed street. Brees' own house is to the right. (A-109-021, ATL)

THORNDON FLAT

For the first few decades, Thorndon's settlers were well distributed and there was no pressure on land use. In the area between Molesworth and Thorndon Quay, known as Thorndon Flat, a semi-pastoral landscape evolved, with houses, allotments, fields and gardens arranged across the landscape. There was so much empty land that cricket games or musical performances could be organised on a given paddock. There were barracks built in what is now Fitzherbert Terrace in 1843 for the 65th Regiment. As a result, Thorndon Flat had a semi-official status, where troops were reviewed and army bands played formal concerts.

One writer described the parade-ground at Thorndon Flat, as 'like an English village green.'[10] It was during one concert on the parade ground, on an idyllic summer day in 1848, that the first of the two great earthquakes occurred.[11]

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9 *New Zealand Journal*, 10 March 1849 in Aston E. 1979, 'Thorndon Origins', paper submitted in partial fulfilment of B. Arch., Victoria University pp.26-27

10 http://rsnz.natlib.govt.nz/volume/rsnz_53/rsnz_53_00_000250.html [viewed 6 October 2008]

11 Hope Blake pp.43-44

Thorndon Flat, late 1860s, showing the open, almost semi-rural aspect on its western side. The army barracks are in the foreground, perched above the gully. (F3683½, ATL)

Even in the more geographically restricted areas to the south, cottages and houses were not crammed against each other as they later were. A 'Plan of the northern part of the City of Wellington' by Arthur W. Carkeek,[12] prepared in 1861, shows, in a curiously half-finished way, the emptiness of Thorndon at this time. Carkeek, an engineer, surveyor and soldier, was just 18 when he drew the map, which drew heavily on Mein Smith's original plan of the city two decades earlier. It shows that just a handful of new streets had been formed since Mein Smith's survey, although it does not reveal how many buildings were constructed by this date.

12 2008-23:9:52, Carkeek Map, WCA

Carkeek's map of 'north Wellington', 1861. (2008-23:9:52, WCA)

PARLIAMENT AND VOGEL – THE SUBURB TAKES SHAPE

Then three key events over the period of approximately a decade transformed Thorndon. After a long period of squabbling among the provinces, the decision was made by independent Australian commissioners to move the seat of national government from Auckland to centrally located Wellington. The first sitting of Parliament took place in Wellington on 26 July 1865. This brought Members of Parliament, their staff, the bureaucracy and associated activities to Wellington. It was a shot in the arm for a city that still had a wild west aspect to its appearance and it was an important factor in Thorndon's growth.

Even bigger things were to come. In 1870, Julius Vogel, colonial treasurer in the Fox government, introduced an ambitious programme of immigration and public works, funded by massive borrowing. Over the next decade or so huge numbers of immigrants arrived to work on the building of roads and railways or to take advantage of a boom economy.

New Zealand still maintained a provincial system of government, established in 1852, but that was also destined to change. Useful as the provinces had been when the country was fragmented and access was difficult, the different systems of government were beginning to be seen as clumsy and ineffective in such a small country. Vogel's scheme, dependent on centralised control, was becoming hamstrung by the provinces and in 1875 the Abolition of the Provinces Act was passed. It was enacted the following year and from that point on, Wellington was the seat of national government. Central government grew quickly, as illustrated by Government Buildings, which was built on reclaimed land at the bottom of Molesworth Street and opened in 1876. Intended to house the entire Wellington based civil service, it was hardly opened before the first department moved out. The expanded bureaucracy brought more settlers to the city.

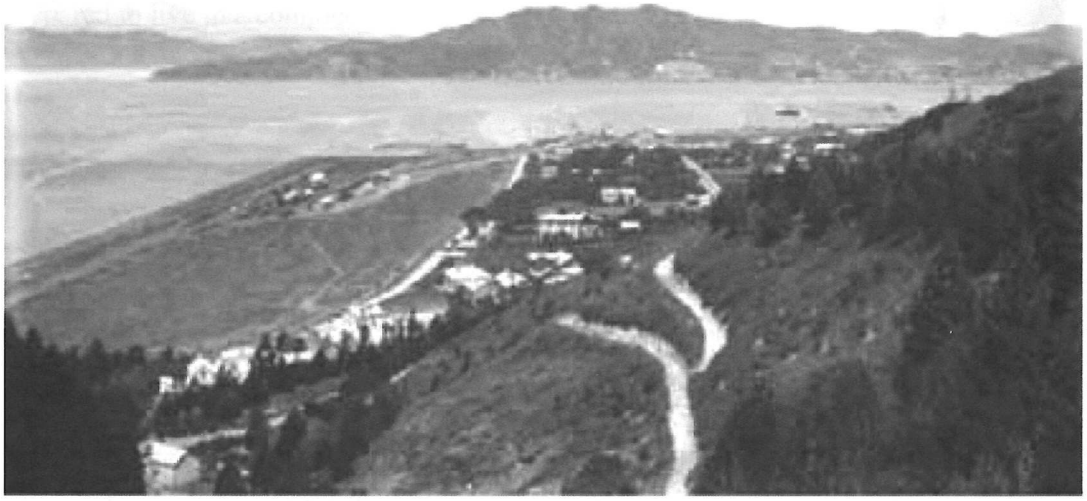
The construction of the first railway out of Wellington (initially to the Hutt and then the Wairarapa and Hawkes Bay) brought big changes to Thorndon. Work began in 1872 when the first sod was turned at Pipitea Point on a piece of land appropriated by the Crown for the railway. This was the only available land near enough to the town that could accommodate a station building and yard. Progress on the railway was slow and it only reached Petone in 1875. The section to Upper Hutt was completed the following year.

Work on a line to the west began in 1879 and by the middle of 1880 it had reached Johnsonville. It was then that work ceased and labour was transferred to the completion of the Wairarapa line. Work on the line to the west only resumed after a private company – the North Island West Coast Railway Co. (later the Wellington-Manawatu Railway Co. [WMR]) – was formed and given permission from the Government to reclaim land just north of Pipitea Point using spoil taken from work up the line.

> The 1882 Thorndon Reclamation Act allowed the WMR to reclaim 11.33 hectares of land. Small parcels of land were set aside for the widening of Thorndon Quay, for the Government railway and for a recreation area vested in the Wellington City Council. The majority of the land was used for the WMR's yard and station. The station building became known as Thorndon station. Work began in 1882 on a line to Longburn and progress was swift. By the end of 1885 track had reached Pukerua Bay. Train services ran to each successive station and locomotive and rolling stock numbers were increased to cater for gathering demand. By this time the company's

reclamation of Wellington harbour had been completed. The terminus was in full use before the last spike for the railway was driven, at Waikanae, on 3 November 1886.[13]

Although much of the reclamation was undertaken for railway purposes, it had a dramatic impact on Thorndon. It effectively landlocked the suburb and obscured its natural appearance as a promontory. If any Maori were left at Pipitea Pa, that ended kai moana gathering.



This view from the 1880s shows the reclamation off Thorndon Quay has been completed and a railway station built on it. (G25536 1-1, ATL)

For many years there were two stations in Wellington, even after the Wellington and Manawatu Railway Co. was nationalised in 1908. In 1878 the station building at Pipitea Point burned down and the station was moved closer to town, at a point alongside the rear of the grounds of Government Buildings, where Featherston Street runs today. Reclamation of the land around the newly completed Government Buildings was completed in 1876 and offered the opportunity to bring track back further than Pipitea Point. The new building was opened on 1 November 1880, about the same time the Wairarapa line had reached Masterton.

Amalgamation of the two stations was mooted for years. In 1922 a specific plan was devised and reclamation work began later that decade. A contract was let to the Fletcher Construction Co. Ltd to build a new station in time for the opening of the Tawa Flat Deviation, which took main trunk line traffic away from Wellington's suburban stations. Work began on the station proper in 1933 and the building was opened on 19 June 1937.

13 Kelly M. & McCracken H. 1997, 'Wellington Station and Yards: A chronological survey of land tenure – additions, reclamations and relinquishments', Tranz Rail, Wellington p.4

The huge building also housed the Railways Department's head office and was the terminus for both national and suburban passenger services, a role it continues to this day.

The railway has been an important factor in Thorndon life from the time of its inception and for a variety of reasons: It became a significant employer in Wellington, it brought wool to the port and aided the city's prosperity immeasurably, the grime and noise of the trains were a constant presence in east Thorndon (the engine smoke from steam engines covered nearby buildings in a fine layer of soot) and the station was conveniently located for anyone travelling in or out of the city.

The rapid transformation wrought by Vogel's grand scheme had a big influence on the city's fortunes and this was reflected in the pace of development in Thorndon. The city's new inhabitants needed somewhere to live and Thorndon was close to Parliament and Government Buildings, the port and the railway, and housing was cheap, if you were prepared to live in a confined area.

Molesworth Street is barely recognisable in this view from the 1870s, looking south. The road rises after the intersection with Little Pipitea Street (left). Mt Victoria is in the distance. (G000528 1-1, ATL)

To illustrate the pace of change and how significant the period from 1865 to 1880 was, consider the rate of building in Thorndon over that period. In 1865/66, Thorndon had 311 buildings (of any kind) within its boundaries. By 1870-71 this figure had jumped to 456, an increase of 50% over five years. By 1875/76 another 166 buildings had been constructed. By 1880/81 the figure was 854, an increase of 232 buildings over the previous five years. Both in volume and percentage terms the 15 years from 1865/66 to 1880/81 was the period of greatest growth in the suburb's history. From there on, until 1905/06, only one five-year period saw new building exceed a figure of 100. This may have been partly due to an increasing scarcity of land in the suburb.[14]

14 Information gathered by Wellington City Archives from permit records and ratebook searches.

Amidst this transformation, local politics were changing too. Firstly, the Wellington Town Board was established in 1862 by an act of the Wellington Provincial Council, keen to offload its more basic functions. The Board was initially confined to 'overdue works: repairing streets, buildings and clearing wooden drains, and issuing permits for erecting verandas and for butchering animals within town limits.'[15] It later took on water supply and drainage. In 1870, Wellington was given full borough status. The Wellington City Corporation was inaugurated under the Municipal Corporations Act of 1867. The Wellington City Council became the corporation's presiding authority. The arrival of a territorial authority meant closer attention to Thorndon's basic amenities, as elsewhere, but there was only so much the Council could do given its small rating base.

THORNDON FILLS

In Thorndon the surge in demand for more housing led to more subdivision. As a result, new roads had to be formed to provide access to new sections. As demand increased, subdivisions became smaller and, in some cases, severely restricted. Between Tinakori and Grant Roads, for example, some slender subdivisions only allowed for narrow lanes as access and the construction of cottages on small parcels. The legacy of this is a row of lanes off the main road, many celebrated for their picturesque qualities. (See Part 3 and the description of individual streets for more information on specific subdivisions and streets).

While the majority of Thorndon's housing was occupied by the working or middle classes, a significant portion of the suburb was becoming highly favoured by the city's 'merchant princes'.[16] Northern Tinakori Road and Hobson Street and their immediate environs (Thorndon Flat plus the slope beneath Tinakori Hill), became identified as the place where Wellington's elite were building their houses. It was a slow process though, with the wealthy in no hurry to subdivide; some were not even resident in Wellington. The town acres here (several owned together by the same person) resisted subdivision even while Thorndon was undergoing rapid growth in the 1870s. Some subdivisions did take place in the vicinity, with, for example, George Cottle's land on the western side of Tinakori Road leading to the formation of Cottleville Terrace. Otherwise, they remained in pastoral use or even unused for any purpose. By 1870, Hobson Street had just five houses on its seaward side and one on the other.[17]

Over time, the area took shape. Within a decade, the number of houses on Hobson Street had doubled. At this time, there was rarely more than one house per town acre and even by 1891 only slightly more than half the town acres had houses built on them. The contrast with the town acres to the immediate west could not have been more striking. The majority of building took place after 1900 and the street's character was largely established then. Subdivision of town acres took place, although by Thorndon standards the section sizes remained substantial and the houses grand.

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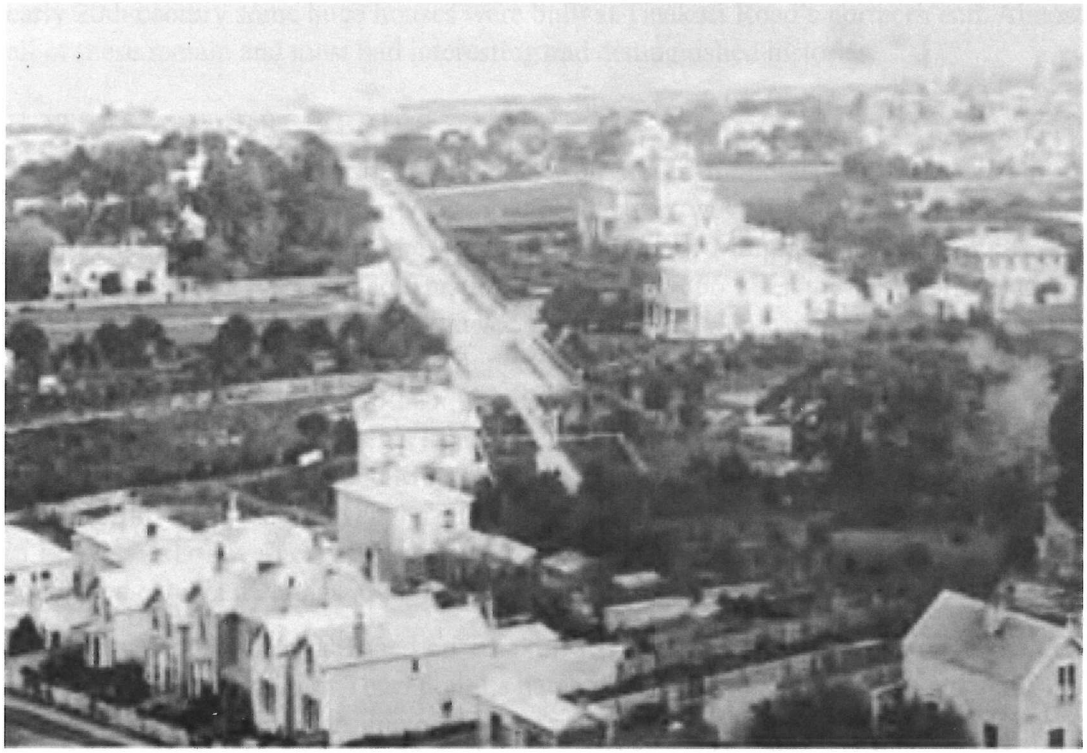
15 Yska R. 2007, *Wellington: Biography of a City*, Reed Publishing, Auckland p.36

16 Murray-Oliver p.14. It is not known who first coined this expression, but it almost certainly predates Murray-Oliver.

17 Lowe R.J., 'Historical background to the North Thorndon walk: Part I: Hobson Street, Hobson Crescent and Fitzherbert Terrace' in Thorndon News Issue 128, November 2001, pp.3-7



Hobson Street in the 1890s. Note the swing bridge over the gully. (BB-0361-10x12-G, ATL)

Little wonder that the street was known as 'Snobson' Street.[18] In the period that followed, Hobson Street underwent much change, with more intensive subdivision, the arrival of embassies, the demolition of significant houses and their replacement with multi-unit housing.

The northern end of Tinakori Road was separated from most of Hobson Street by the gully and a swing bridge, built in 1878, but the social and architectural connections were close. Some of the land here was part of the Clifford Estate, land owned by Sir Charles Clifford (1813-1893), an early Wellington settler and notable parliamentarian, businessman and investor, who was by then an absentee landlord in England.[19] Land was leased and houses built, mostly relatively modest. One lessee was Harold Beauchamp, father of Katherine Mansfield. Beauchamp built a modest two-storied house at 25 Tinakori Road in 1888, and Katherine Mansfield was born in that house the same year. The Beauchamps went on to own grander houses, in Thorndon and elsewhere, while Mansfield moved to England and became New Zealand's greatest writer. Beauchamp's business partner Walter Nathan built a house next door at 100 Hobson Street five years earlier.

In 1877 Thomas Clapham Williams bought a modest house designed by Colonial Architect William Clayton and turned it into a grand dwelling, complete with Italianate tower. It sat near the western end of Hobson Street, a short distance from the gully. It eventually became the home of Queen Margaret College. Towards the end of the 19th and in the

18 It is not known when the term was coined but it was in common currency in 20th century Thorndon.

19 Laing, H. A. L. & K. A. Simpson. 'Clifford, Charles 1813 – 1893'. *Dictionary of New Zealand Biography*, updated 22 June 2007, www.dnzb.govt.nz/

early 20th century some huge houses were built at Tinakori Road's northern end. Almost all of these remain and most had interesting and distinguished histories.

HOTELS AND BREWERIES

Thorndon was, like the rest of Wellington, well served by hotels and taverns from its inception. But unlike other parts of the city, it never went dry. The famous Barrett's Hotel (1840) was joined the same year, on the corner of Mulgrave and Sydney Streets, by the Thistle Inn. The second Thistle Inn, built in 1866 after the first burned down, stills stands on its original site. By October 1840, there were seven hotels operating in Thorndon, although most did not last long.[20] Of the hotels that stood for some period, the Queens Head was located near the army barracks on Thorndon Flat. The Princess Hotel, originally known as the Saracen's Head or Turk's Head, was established on the triangular intersection of Molesworth and Murphy Street in 1843.[21] The second building on the site was built in 1866 and this version of the Princess Hotel lasted until it was demolished in [*need date*]. Governor Grey, on his second foray as Governor, was reputed to have conducted cabinet meetings in the building.

The Karori Hotel was established on Tinakori Road in the early 1860s and was the first hotel in the southern end of Thorndon. Its name was a reference to the traffic to and from Karori, then an outlying farming area. It was followed in 1870 by the Shepherd's Arms Hotel, built on the corner of Ascot Street and Tinakori Road. The hotel had accommodation and stabling for horses and its name may have been a reference to the farming-related traffic that passed through. Alternatively, its first owner, Charlie Gillespie, was a Trustee of the Ancient Order of Shepherds.

The Metropolitan Hotel was built in 1869[22] on the site of what is today the disused former Lion Tavern, on the corner of Molesworth Street and Little Pipitea Street. The Shamrock Hotel was built diagonally opposite, on the corner of Hawkestone and Molesworth Street in 1893. As its name implies, it served Thorndon's largely working-class Irish. The hotel was moved by developer Rex Nicholls in two parts to the corner of Harriett Street and Tinakori Road in 1980. In 1912 the first part of the Wellington Hotel was built on the corner of Molesworth Street and Sydney Street East. Extended in 1917, it remains on its original site and is today known as the Backbencher. A legacy of Thorndon's long history of taverns and hotels is that four of its old hotels, all but one of which is over 100 years old, still stand in the suburb.

Along with the hotels Thorndon also boasted a major brewery. Staples Brewery was established in 1866 by William and John Staples[23] on land between Murphy and Molesworth Street and just north of Little Pipitea Street. Staples Brewery was amalgamated into New Zealand Breweries in 1923 but brewing continued on the site until 1988. A brewing tower, built in 1915 and now incorporated into a supermarket, is all that remains of the brewery.

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20 Ward p.70

21 Lawlor P. 1974, *Old Wellington Hotels*, The Millwood Press, Wellington p.52

22 *Evening Post*, 16 March 1869

23 The Cyclopedia Company Ltd. 1897, *The Cyclopedia of New Zealand Vol.1* [Wellington Provincial District], Wellington p..597

RELIGION

Thorndon was initially well attended by various denominations. A Congregational Church chapel was opened in Pipitea Street in the 1840s and later, in 1888, a substantial timber church was built on the corner of Bowen Street and The Terrace (later replaced by the Reserve Bank building).[24] The Thorndon Wesleyan Church, Molesworth Street, Wellington, was built in 1873, although services had been held in the suburb for some time prior to the construction of the church.

However, for all that, Thorndon was an Anglican and Catholic domain. The Anglican Church (or Church of England as it was then known) was given permission to build the first St Paul's Church in the Government Reserve in 1844, much to the chagrin of the other churches. The second St Paul's was opened in 1866. It was built on land bought by Bishop Selwyn in Mulgrave Street in 1845, augmented with a Crown Grant of Maori reserve from Governor Grey in 1853. Plans for the church were drawn up in 1862 by Bishop Selwyn's architect Frederick Thatcher, then vicar of the St Paul's parish, but the foundation stone was not laid until August 1865. The church grew with a succession of additions, mostly designed by noted architects of the day. Efforts to replace the church with a larger cathedral began in the late 19th century but did not become reality until a new church (originally designed in 1937) was finally constructed, in part, in the early 1960s on Molesworth Street. The future of Old St Paul's was then thrown into doubt, but after a strong protest that captured significant public support, the church was bought by the Government in 1967 and later vested in the New Zealand Historic Places Trust, which remains the manager of the church.

The Cathedral of St Paul, on Molesworth Street was opened in 1964 and extended to its present substantial size in 1995. The church has semi-official status as a place where state functions take place.

Roman Catholic history in Thorndon began in 1850 with the arrival of Bishop Philippe Viard from France. He was offered two town acres on Golder's Hill (the name given to the small hill between Hill and Hawkestone Streets[25]) by the Petre family, the wealthy Catholic family whose family home had give Thorndon its name. Augmented with nearby land he acquired, Viard was able to build a cathedral, which opened in 1851, on Hill Street. The street did not exist at the time he bought the land so presumably it was formed to facilitate the church's construction. The area of land he bought went on to be occupied by two schools – St Mary's Girls College and Sacred Heart School – several houses, a convent, a hall, as well as the cathedral. The latter was destroyed by fire in 1899 and replaced by a basilica of masonry construction, now known as the Sacred Heart Cathedral, completed in 1901. The Catholic Church's association with Golder's Hill remains to this day. In more recent times, the Archdiocese of Wellington has built a large administrative complex just east of the cathedral.

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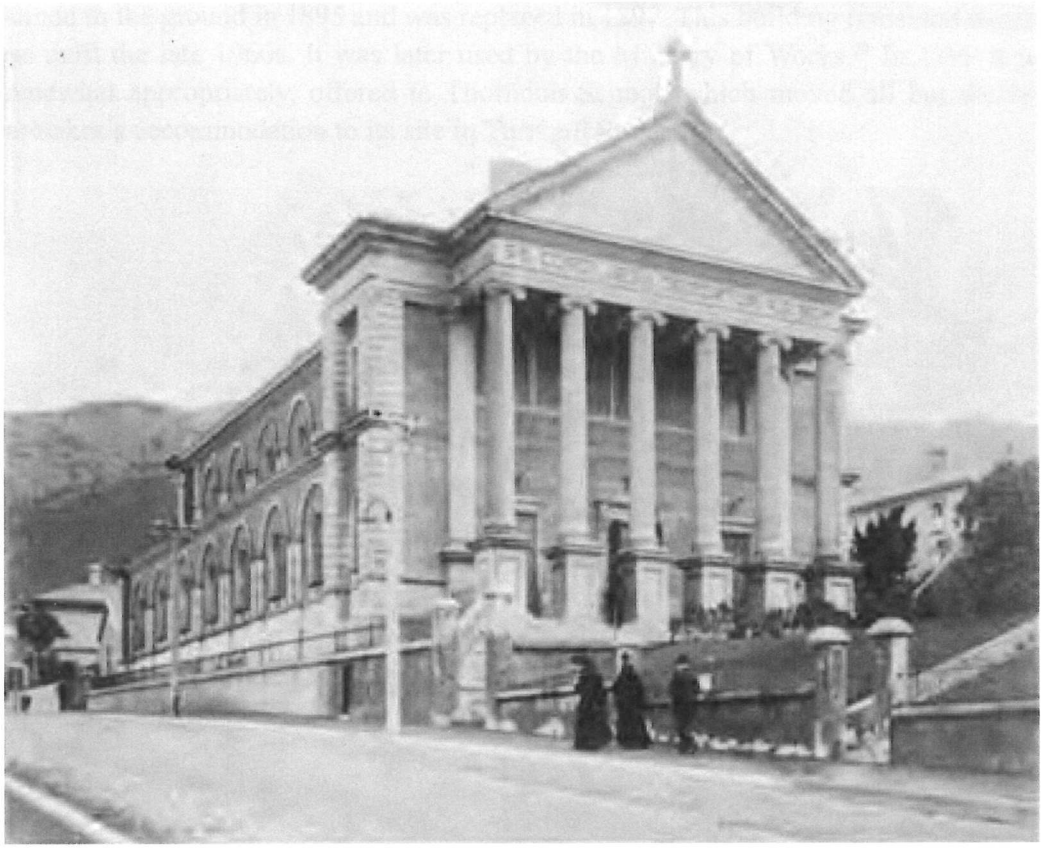
24 http://www.stanselms.org.nz/history.html [viewed 9 October 2008]

25 'The name was derived from an estate in Hampshire, which had been the original home of George Samuel Evans. He was an early settler whose name is associated with Evans Bay, an enthusiastic supporter of Wakefield and a vigorous advocate of settler rights.' Kelly D.J. 2001, *On Golder's Hill: A History of Thorndon Parish*, Parish of the Cathedral of the Sacred Heart p.3



The Catholic Cathedral of the Sacred Heart, possibly soon after the removal of its bell towers (post-1942). (F104804½, ATL)

EDUCATION

Thorndon's educational history goes right back to the beginning of the settlement. Louis Ward identifies a Miss Tilke as the first person to open a school in the nascent settlement, in 1840, 'in a long clay-built house with thatched roof, a little to the west of the corner of Mulgrave and Pipitea Streets.'[26] Her pupils were the children of Thorndon settlers. Other early schools came and went; few lasted long. From about 1850 onwards, Mrs Buxton had a celebrated school on the corner of Poplar Grove and Tinakori Road, after earlier having premises in Murphy and Mulgrave Streets respectively.[27] At 30 Ascot Street, in a small timber cottage that still stands, Granny Cooper had a school from the 1860s onwards.

In 1852, the Church of England Education Society built a school room, a short distance from St Paul's Church, in Sydney Street (later Sydney Street East and later still Kate Sheppard Place). This school came to be closely associated with William Mowbray, a noted educationalist who stayed 40 years with the school. The school was taken over by the newly founded Wellington Education Board in 1873 and became known as Thorndon School. It moved to its present site in Turnbull Street in 1880.[28] The old school room

26 Ward L. 1928, *Early Wellington*, Whitcombe and Tombs, Wellington pp.69-70

27 Irvine-Smith p.165

28 Stace H. 2002, 'Thorndon School 1852-2002: a School Reunion and Public History', a paper presented to PHANZA conference 'Historywork: Practice, Process and Presentation of Public History', November 2002.

burned to the ground in 1895 and was replaced in 1897. This building remained in parish use until the late 1960s. It was later used by the Ministry of Works.[29] In 1999 it was, somewhat appropriately, offered to Thorndon School, which moved all but the brick caretaker's accommodation to its site in Turnbull Street.

This grocery (built in 1915, photographed in July 1950) on the corner of Poplar Grove and Tinakori Road, occupied the site of Mrs Buxton's school. (G114-165-15, ATL)

Catholic education began at about the same time as Anglican initiatives. Following the arrival of Bishop Viard in 1850, considerable effort went into establishing a boys' and girls' schools, both named after St Mary. Accommodation was provided for both schools. In 1878, a new school building, with room for boarders, was completed. In 1883, a school room was built in Guilford Terrace, and this building still stands as part of the convent school,

29 Summary of the history of OSPS taken from a description by Wellington Anglican Diocesan Listing and Research Committee convenor Patricia Webb, 1985

albeit greatly altered. In 1914, the Marist brothers opened a school on Hawkestone Street (later demolished for the motorway) that catered for boys aged 9-12. St Mary's College grew out of the convent school and was registered in 1926, although it had been offering secondary education to girls, many of them boarders, since the 19th century. Its distinctive red brick buildings were built in 1931. Today, those buildings have been much changed and demolished in parts, but the school remains on its original site. The primary school remains on its Guilford Street site, just to the south.

Mrs Swainson's school was originally located in Thorndon and part of that school later became a separate day-school, Pipitea Private School, located on the corner of Pipitea and Murphy Streets and run by Esther Baber and Beatrice Richmond. It was designed by the architect Frederick de Jersey Clere and opened in 1898.

Wellington Girls' College (originally Wellington Girls' High School) was founded in 1883 in a small building in Abel Smith Street. The school was private but it was quickly full and new accommodation was required. The school moved to a site bounding Pipitea and Moturoa Streets, land originally allocated for hospital use, and there a Classical main building, with a distinctive turret, was completed in 1887. The school had a roll of 150 by the end of the 19th century. The school became public and later took over properties on its eastern boundary to extend its grounds. It demolished its original block and constructed a major new building in 1970. Wellington Girls' College is today the city's largest girls secondary school.

Queen Margaret College was founded in 1919 on a property in Hobson Street that already had significant historic associations. Colonial architect William Clayton bought land from Maori at Pipitea Pa and built a concrete house on the site in 1873, possibly the first concrete dwelling in Wellington. It also had hot and cold running water, another novelty.[30] Clayton died in 1877 and the property was sold Thomas Coldham Williams (1825-1907), fourth son of Bay of Islands' missionary Henry Williams. A wealthy man, he owned several large Wairarapa estates. Williams hired architect Charles Tringham to design additions to the house, including the Italianate tower, portico, conservatory and balconies. The Williams' house became well known for its social events.

The lease of the house was secured by the Presbyterian Church who opened two schools in succession. The first was Scots College, which began in 1916. After three years it moved to a new building in Strathmore where it remains to this day. Its place was taken by Queen Margaret College, a girls' school. It commenced on 19 February 1919, with a roll of 53. There have been many additions to the buildings since then to accommodate the expanding school, which dominates the western end of Hobson Street and Fitzherbert Avenue.[31]

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30 Irvine-Smith p.119

31 Boffa Miskell with Chris Cochran 2001, *Wellington Heritage Building Inventory: Non-Residential Buildings*, Wellington City Council, HOBS2

GOVERNMENT

When central government moved to Wellington in 1865 it took over the Provincial Council building (built in 1857) and expanded it considerably, with many of the additions designed by William Clayton, the first Colonial Architect. The Colonial Museum (1865) was built to the rear of the Parliamentary complex; it finally closed when a new museum was opened on Mt Cook in 1936. In 1870, a new Clayton-designed Government House was built to replace Wakefield's much altered dwelling. In 1876, Government Buildings was built – again to a design by Clayton – on newly reclaimed land at the foot of Molesworth Street, a stone's throw from Parliament. Government ministers even spent part of their year in the building, directly overseeing the work of civil servants.

In 1907, a devastating fire destroyed the timber Parliament buildings. Parliament was temporarily held in the nearby Government House. An architectural competition in 1911 saw the selection of the design of John Campbell (then Government Architect) and his assistant Claude Paton. The new building, a relatively restrained Edwardian Baroque edifice, was to be significantly larger than the old with a north and south wing flanking a colonnaded central section capped with a massive dome.

This remarkable image shows Sydney Street passing through the two sides of the Government Reserve c.1900. Following the 1907 fire the reserve was amalgamated and Sydney Street was split into two parts. It has since been reduced to a fraction of its former length. (G114-165-15, ATL)

Work on the new building commenced in 1911 on an extended site encompassing part of what had been the eastern end of Sydney Street. The redesigned precinct left a small portion of Sydney Street separated from its western half. Progress was slow, with World War I in particular draining the project of resources, and the first stage of the building was

only handed over to Parliament in 1922. The building was never completed and the grand central dome and the entire south wing were left on paper.

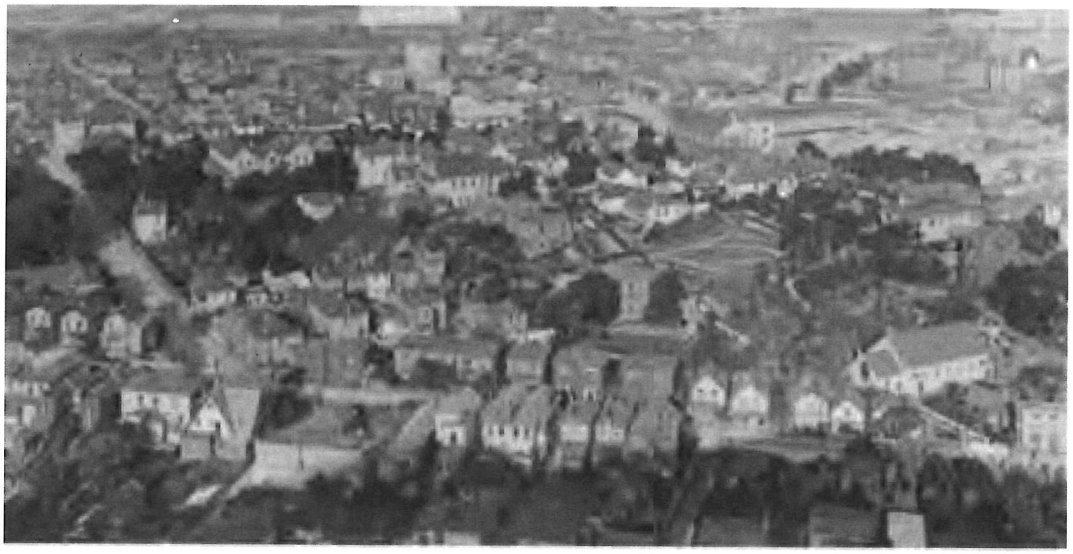
Following the 1907 fire, Government House was temporarily moved to Palmerston North and a new residence planned for the Mt View Asylum site in Newtown. It was completed in 1912. When Parliament reopened, Government House became the home of Bellamy's, the Parliamentary restaurant. The old Government House was finally demolished in 1970, ahead of the planned construction of the new Executive Wing, or Beehive, designed by Sir Basil Spence. This unusual, complicated building, a major Wellington landmark, was not completed until 1984.

Many decades worth of minor alterations at Parliament culminated in a four-year restoration, refurbishment and strengthening project, starting in 1992. It also resulted in the construction of additional office space and car-parking to the rear of and under the Parliamentary Library.

AN ESTABLISHED SUBURB

At the turn of the 20th century Thorndon was a densely settled suburb. It was home to a cemetery, a botanic garden, the nation's parliament, two major churches, and some of the city's finest houses and public buildings. In parts of the suburb, some of the city's poorest people lived in tiny cottages just a short distance from the city's wealthiest. The suburb was maturing in other ways. Some plantings were up to 40 or 50 years old; particularly in those areas developed first. Older, larger houses had established landscaping and gardens. All of this gave Thorndon a distinction and character lacking elsewhere in the city. Molesworth Street was the main shopping area, with the gradually settled mixture of grocers, butchers, dairies, green grocers and "Chinese" laundries.

The intensification of land use in Thorndon was a product of the city's lack of public transport. The tram, which had served the city since 1878, had a limited coverage. Apart from its first two years of operation, when the trams were steam driven, horses provided motive power. Its only extension beyond the city centre was to Newtown, a service added in 1880 and it had a providential impact on that suburb's growth. The Wellington City Corporation bought the privately-owned service in 1902 and then proposed spending £1 million on converting and expanding it to an electric service. When the first stage of the new service was completed in 1904, the safety valve came off.



By 1913, south Thorndon had taken on an almost European character. Virtually every spare piece of land not used by churches or schools was occupied by houses. Development followed the contours of the land and in this view Golder's Hill – topped by St Mary's School and the Mercy Convent – dominates the surrounding townscape. ([detail from] G114-165-15, ATL)

THE RISE OF THE SUBURB AND THE DECLINE OF THORNDON

Within a few years of its opening the tram had been extended to most parts of the city. It allowed Wellingtonians, poor and rich, to start a new life away from the city centre. It gave immigrants the opportunity to avoid the very place that many had escaped from. The city was portrayed by politicians and the media as a squalid, disease-infested place, after numerous incidences of illness caused by inadequate drains and insanitary living conditions. Even the Governor-General and his family, occupying the palatial residence alongside Parliament, succumbed to drain-borne disease.[32] The suburbs, on the other hand, promised a life free from grim urban misery.

Initially, Thorndon was not greatly affected. New houses continued to be built and if anything, intensification continued. Even after World War I, little disturbed the quiet development of Thorndon. The extensive reclamation eastward from Thorndon Quay reinforced the importance of the port and the railways as employers of the men of Thorndon. However, the suburb was undergoing a slow decline; many larger houses were turned into boarding houses or rental properties and the suburb took on a shabbier aspect, with a consequent loosening of community bonds. The suburban flight became a reality, with many residents choosing to live in the city's new outer suburbs. As with the city as a whole, the Depression hit Thorndon hard, with many unemployed and relief sought.

However, in the pre-World War II period, the population remained fairly stable, with new residents taking over from those who left. The boarding houses were where single men, many of them immigrants from the British Isles, were housed. They ensured the continuing popularity of the competitively large number of pubs – seven in all, with

32 McLean G. 2006, The Governors: *New Zealand's Governors and Governors-General*, Otago University Press, Dunedin p.166.

four on Molesworth Street. The largely manual labour associated with railways and the waterfront gave the men the basis for a hearty thirst.

Some of the larger houses in the southern part of Tinakori Road became lodgings and semi-permanent residences for MPs and cabinet ministers. One exception was Premier House, as it is now called. The first Labour Prime Minister, Michael Savage was a bachelor who continued to live in a small house in Northland and had no desire to occupy the designated residence. Instead, it was made available for public use and was turned into a dental clinic. In 1990, it was restored as the Prime Minister's residence.

World War II brought change of its own. On the corner of Glenbervie and Tinakori Roads, Anderson Park, formed in 1910 by the levelling of a ridge and the filling of a gully, a wartime camp was established. It was used firstly by United States Marines and then the Royal New Zealand Air Force. What was before the war the Hotel Cecil, on Lambton Quay opposite the Railway Station, became the head quarters of the American Red Cross. It was their task to help Marines and other American servicemen to make the most of their periods of leave in the city. They became a common sight in the area and made especially good use of St Francis Hall, on Hill Street, where regular dances were run by the Red Cross, with music provided by musicians from within the ranks of the servicemen. Troop ships were a common sight anchored off shore or moored at Thorndon's Quays.

A GOVERNMENT CENTRE

On the eastern side of Thorndon, the suburb's transformation was heralded by the election of the first Labour Government in 1935. Coinciding with the emergence from the Depression, this brought a period of government intervention in the economy and increased expenditure on social problems such as health and ageing. A subsequent increase in public servant numbers required more accommodation and this brought attention to areas of housing – mainly timber and of poor quality – to the immediate east of Parliament.

The first evidence of this was the construction of a building in Aitken Street to house the new Social Security Department. It was built in anticipation of the legislation coming into effect after the 1938 election. However, just before it was occupied, the building was burned to the ground. It would have been the first building in what would become the government centre, a concept that had already been proposed for the area. John Mawson, a British town planner who had moved to New Zealand, produced a government centre plan during the 1930s. His 'farsighted' redesign[33] was never pursued, although subsequent events made the concept real, albeit in a haphazard way.

Two decades after the end of World War II, the government centre took shape, but not in a planned way. Molesworth Street's old shops and houses were progressively demolished, while the blocks to the east of Parliament (behind Molesworth Street), which included very old streets, were also swept aside over the ensuing decades. In their place came

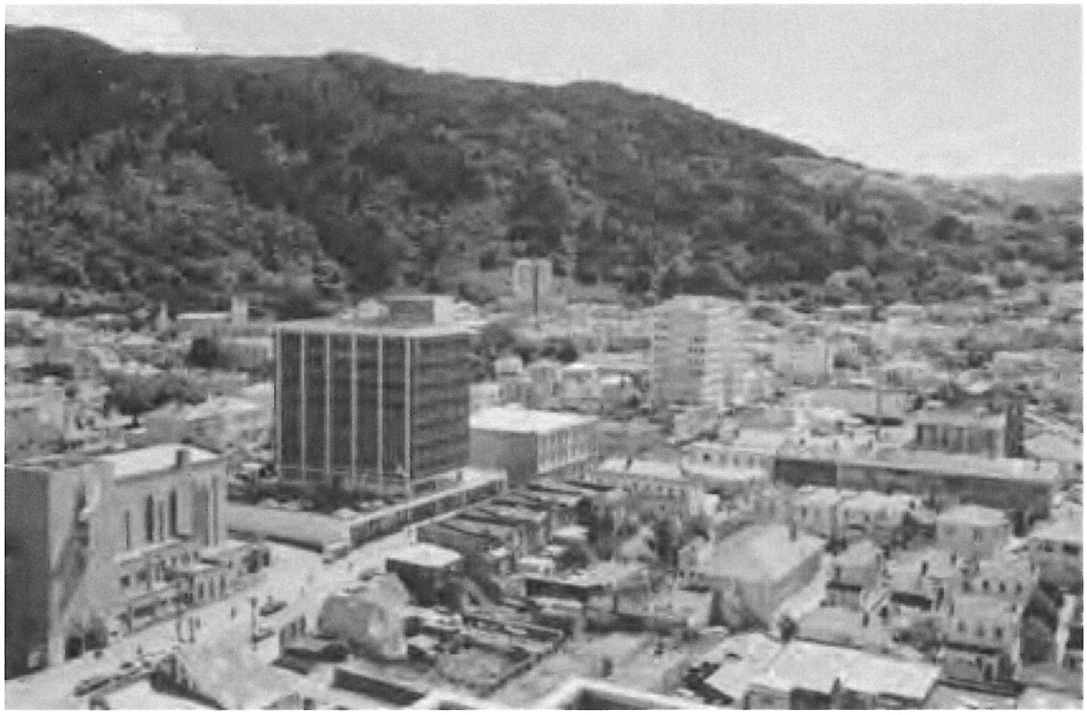
33 Miller Dr. C. 2002, 'Town Planning New Zealand: The Formative Years of the Discipline', *Planning Quarterly* December 2002 p.13

The burnt out Social Security Building dominates Aitken Street in this view from c.1938. The density of this part of Thorndon is still evident. Within a few decades it was all different. (G48908¼, ATL)

Government and commercial buildings. The trend was begun by buildings such as ICI House and Aorangi House, Molesworth Street, in the late 1960s, and Vogel House, in Aitken Street (1969), built on the site of the former Social Security building. During the 1970s and 80s more followed, including Freyberg Building, Aitken Street (1979), William Clayton Building, Molesworth Street (1982), National Library, Molesworth Street (1987), State Services Commission Building, Molesworth Street (1988), High Court, Molesworth Street (1993) and many more. In 2007, the New Zealand Defence Force Headquarters were built on the corner of Aitken and Mulgrave Streets.

To the west of Parliament, in an area once occupied by Colonial Museum and private houses, the government built two major buildings – Bowen State Building (1961) and Charles Fergusson Tower and Annexe (date?), along with Broadcasting House (1963), now demolished.

All these tall, modern buildings rendered the area from Molesworth Street to the north and east of Parliament unrecognisable from a generation earlier. Many of Molesworth Street's traditional businesses gradually disappeared, although shopfronts were included in new buildings. To an extent, the rapid change in the Molesworth Street area was highlighting the growing separation between the two sides of Thorndon, with the motorway the dividing line between them.



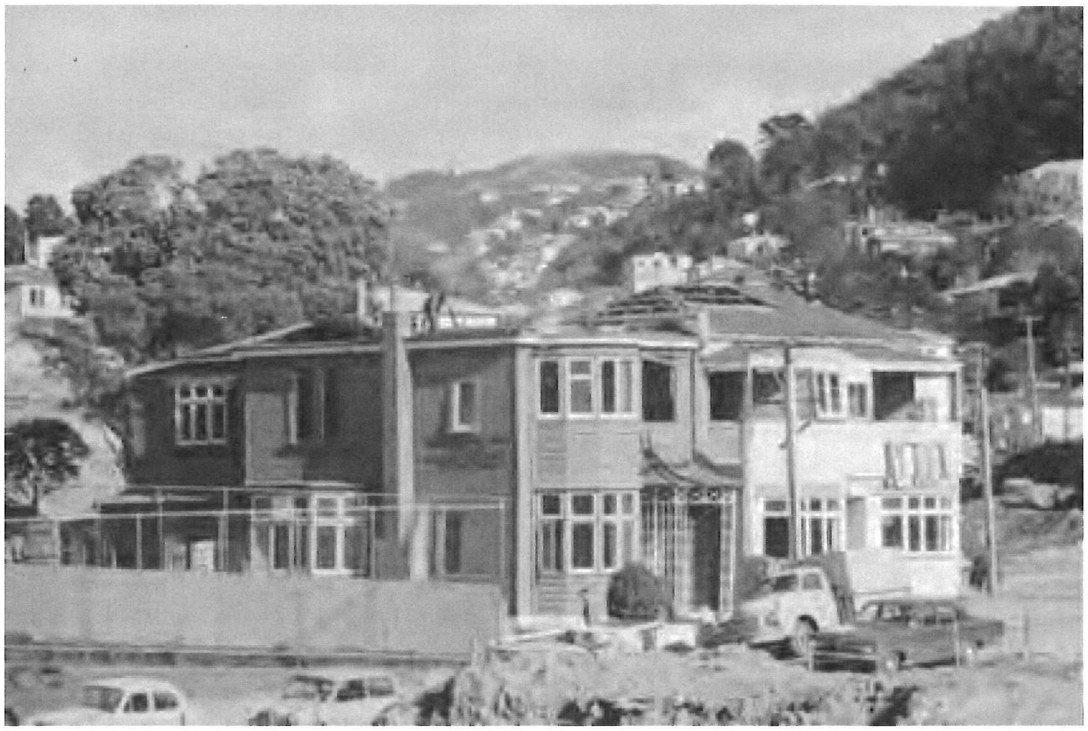
This late 1960s image (taken from the Vogel Building) shows the Molesworth Street area on the cusp of big change, with new buildings – ICI House and Aorangi House – dwarfing old Thorndon. In the foreground are the houses, streets and lanes of the Aitken-Molesworth Street block, now the home of the government centre. (F120-0812-440, ATL)

THE MOTORWAY

Post World War II, Wellington's fast filling suburbs and the population growth of the Hutt Valley and the Porirua Basin began putting considerable pressure on the capital's roads. In the late 1950s the National Roads Board began investigating ways of coping with the increase in motor traffic and proposed the construction of a motorway between Ngauranga and Wellington airport. Ironically, some of the population growth outside the city was coming from former Thorndon residents. In the decade from 1956 to 1966, Thorndon's population fell from about 6700 to just over 5000.[34]

The first motorway proposal was released in 1961, but it was rejected, partly because it would have led to the destruction of part of the Basin Reserve, the country's most revered cricket ground, and public disapproval was vociferous. However, part of its route, through Thorndon, was always in the plan, and it never went away. The general decline in the suburb's appearance and particularly its housing stock encouraged the view that much of it would not be a great loss. The devised route was an excavation from Thorndon Quay, via the Hobson Street gully, through houses and streets to the east of Tinakori Road to Hill Street, and then south through Bolton Street Cemetery, to what was known as Shell Gully (the remnants of Kumutoto Stream) and a tunnel portal to the west of The Terrace.

34 'Changes in Thorndon Population and Dwellings since the 1950s' in *Thorndon News*, Newsletter 114, November 1997 pp.4-5

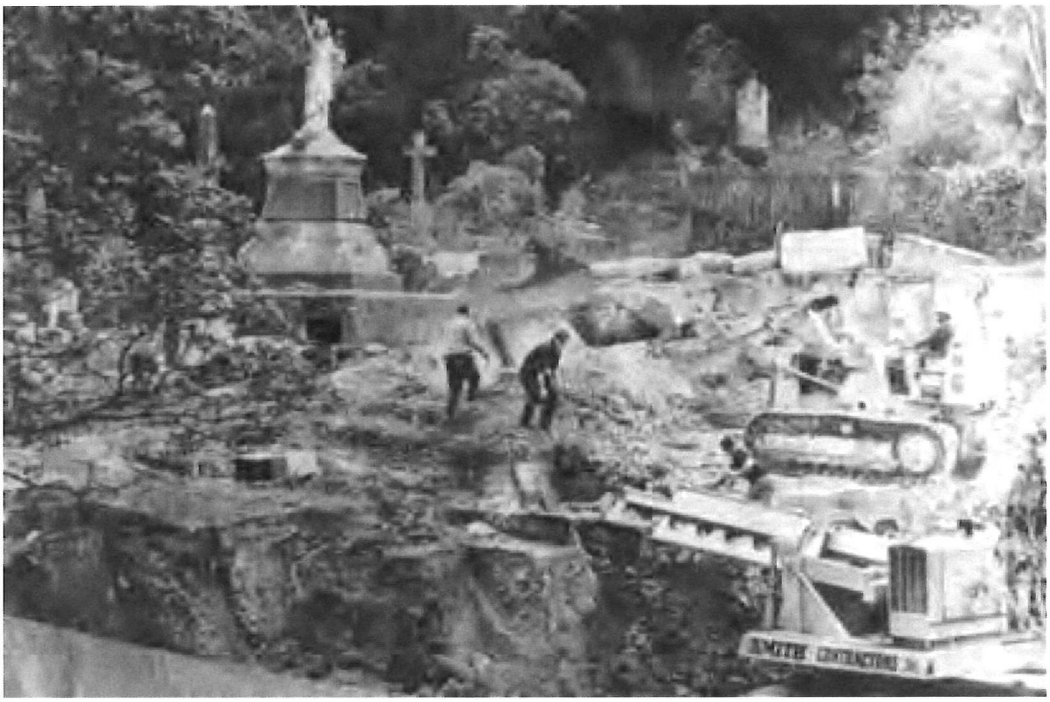


Houses in Hawkestone Street awaiting their fate as the motorway construction progresses, 1969. (F16497¼, ATL)

Work began in 1965 and while the loss of the streets and houses and the forced relocation of hundreds of people received considerable publicity, the biggest reaction was reserved for the loss of a large chunk of Bolton Street Cemetery. However, unlike with the Basin Reserve, the route was not amended before work started. The controversy raged on while the cemetery was temporarily closed to public access, from 1968 until 1971. During this time about 3,700 burials were exhumed; most were later reinterred in a large vault beneath a lawn in the Bolton Street Memorial Park (as the cemetery is now known). The majority of grave stones and monuments that were recovered were subsequently repositioned in other parts of the cemetery.

The row over the destruction of the cemetery was a milestone in the conservation movement in Wellington, but it rather overshadowed the massive impact the motorway had on the lives of Thorndon residents forced to leave their homes. The impact on Thorndon's population and house occupation was remarkable. Between 1966 and 1971, the suburb's population dropped by over 1000 to 3800. Some 400 dwellings disappeared in the same period. The population bottomed out in 1991 when about 2500 people were living in the suburb.[35]

35 Ibid.



Road works moving through Bolton Street Cemetery, April 1969. (PAColl-5522-3-001, ATL)

However, the legacy of the destruction wrought by the motorway was apparent well before work was finished. In 1967, a book of illustrated images of pen and ink drawings by Ron Burt of Thorndon houses was published. *The Last of Unscarred Thorndon* opened eyes to the destruction being wrought on the suburb. Alarmed by the loss of so much of its historic fabric, and partly as a response to a growing appreciation for the country's built heritage, people started to see Thorndon in a fresh light. A new kind of resident, who cherished the area for its history and aesthetic charm, moved in. Meanwhile, older residents, upset by the dramatic changes to their suburb, began to stir.

SAVING THORNDON

While the Thorndon that emerged from the destruction of the motorway years was in a parlous state, it was not cowed. In 1972, architect Martin Hill, who had drawn attention to Thorndon's charms in newspaper columns in the late 1960s, television researcher Gillian MacGregor and lawyer Shirley Smith, wife of the economist William Sutch, joined forces to save Granny Cooper's Cottage. The cottage, built in the 1860s, was up for sale and threatened by demolition. Its removal would have permitted access to land locked houses further up the hill, which might also have demolished and replaced by something wholly inappropriate. The Thorndon Trust was formed, bought the cottage and over the following several years restored it with much voluntary help from the community. Its success led it to buy other properties to achieve a similar outcome, and several of these were then on sold to sympathetic owners. Today, the Thorndon Trust is still going strong and owns two properties, Granny Cooper's Cottage and Rita Angus Cottage.


THORNDON SOCIETY NEWSLETTER 1

The front page of the first Thorndon Society newsletter, October 1973. (Cochran Collection)

However, the Thorndon Trust was too small and 'unrepresentative of the people living in the area',[36] so in 1973 it initiated the formation of the Thorndon Society, which became, in a sense, the advocacy arm of the Trust. Formed in July that year, it was embraced by the core of Thorndon residents who were keenly feeling the threats to their suburb. A committee was established, newsletters written and activities started. The Society was primarily concerned with advocating for the protection of Thorndon's heritage and it was frequently at great pains to explain that it was not a residents' association.[37] However, it did fulfil other functions – as a community focus, as an events organiser, and as a social outlet.

Supported by the Thorndon Trust, the Society became a formidable adversary of developers and a tireless submitter to council on plans and consents. It quickly moved to persuade the Wellington City Council to protect as the suburb's historic streets and houses. Crucially, it had the support of local residents.

In September 1973, after lobbying by the Society, Trust and others, the Wellington City Council notified a proposal to change the 1972 District Scheme to protect an historic residential zone centred around the streets of Glenbervie Terrace, Ascot Street, Sydney Street West and Parliament Street. Tellingly, the eastern boundary of the area was the motorway where it crossed Bowen Street and Hill Street. After submissions and hearings the Residential 'E' Zone (at it was known) was adopted on 11 April 1974. In making its decision the committee noted that the work of the Thorndon Trust in buying and restoring

36 Hill M. 'The Thorndon Trust' in *Thorndon News*, Newsletter 64, June 1984

37 There was a Thorndon Residents' Association for five or six years in the 1970s. It wound up in 1979.

four cottages had 'done much to engender a community spirit within the Thorndon area and has generated enthusiasm among local residents for the preservation of the Ascot Street locality as a unique and charming part of the city.'[38]

Unfortunately, the Planning Tribunal disallowed the change early the following year and in December 1975 a revised zone was notified, including that part of Tinakori Road from Bowen Street to Harriett Street and Hill Street. It was not until 12 May 1976 that the 'E' Zone was finally adopted. It was the first protected 'conservation area' in the country. However, the controls were not draconian. As Chris Cochran described it:

> Demolition was allowed but not encouraged, there was a three storey height limit, no minimum section size (so that cottages on small sections could be rebuilt if they burnt down) and new buildings or additions had to be clad in weatherboards and a pitched roof in corrugated iron. These simple controls worked to the extent that of the 100 or so houses in the area at the time of the plan change, all are still standing.[39]

In 1977, the Council made its first moves toward extending the 'E' Zone to the western side of the road, from Patanga Crescent to Harriett Street, but it never made the change. To this day, despite regular lobbying by the Thorndon Society, no further extension has been granted, although other concessions were made. In 1993, the Council published its draft District Plan under the new Resource Management Act. It proposed that the 'E' Zone become a character area and that its western boundary should be extended to include some houses on the western side of Tinakori Road. However, again, the boundaries stayed put. A design guide was prepared to replace the old 'E' zone rules.

In 1998, the Council partly met the Society's expectations by publicly notifying Variation 14 to the proposed District Plan to protect inner-city character in Thorndon and Mt Victoria. It included provisions on the control of multi-unit development, plus a design guide, and made the demolition of pre-1930s buildings subject to a resource consent.

One of the other aspects of the work the Society regarded as important was its vigilance over (and efforts to prevent) creeping commercialisation. It has always been quick to object to what it saw as inappropriate commercial use of dwellings, and there was a lot of pressure for this. Tinakori Road properties especially were highly desirable for commercial and professional uses, given their closeness to the CBD, easier parking and easily adaptable buildings.

In 2008, the Society remains as active as ever. The extraordinary longevity and tenacity of the Society has had an undoubted impact on Thorndon's historic streetscapes. Without its efforts it is likely that the suburb would look much different; there would certainly have been far more development in residential areas. It provided a focus for residents, it galvanised local opinion on local issues and helped revive a sense of community in Thorndon.

There were other efforts made to save Thorndon's heritage, although these settled on individual buildings. Two of the most significant were Old St Paul's and the Katherine Mansfield Birthplace.

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38 Supplementary Report 2 of the Town Planning Committee, Wellington City Council, 10 April 1974 p.3, Thorndon Society Archives

39 *Thorndon News*, Newsletter 134, September 2003, p.8

The construction of the new Anglican cathedral in Molesworth Street in 1964 threw the future of St Paul's Church in Mulgrave Street into doubt, but after a strong protest that captured significant public support, the church was bought by the Government in 1967 and later vested in the New Zealand Historic Places Trust. It undertook restoration and reopened the church (by then known as Old St Paul's) to the public in October 1970. It is today considered one of the country's finest timber-built churches and it remains one of the city's best known tourist attractions.

Katherine Mansfield's birthplace was, by 1970, the only surviving house in Thorndon that Katherine Mansfield had lived in. The other two – one in Fitzherbert Avenue, the other on the eastern side of Tinakori Road – had fallen to the motorway construction. Anxious about the future of the house and motivated to preserve the memory and legacy of New Zealand's most famous writer, a group of people, led by art historian and heritage advocate Oroya Day, formed a group to buy the house in 1987. The house underwent conservation work and opened to the public on 14 October 1988, although restoration work continued on for a further eight years. The house, known as Katherine Mansfield Birthplace, has been a significant tourist attraction since then.[40]

21ST CENTURY THORNDON

Thorndon today is as diverse a suburb as it has ever been. This is due partly to the impact of the impact of the motorway. It physically split Thorndon into two parts and in the ensuing years this separation has only widened. Over time, eastern Thorndon has become dominated by government, commerce and apartment buildings and this process continues apace. The west is now residential Thorndon, a mixture of the old and infill. The dichotomy has, to some extent, allowed residential Thorndon to develop more slowly and under less pressure. In a sense, the motorway has helped 'save' west Thorndon by providing a buffer to the expansion of commerce.

Thorndon's diversity is still apparent in its residents. Although seen as the preserve of the upwardly mobile and wealthy, it is also still home to many older residents, to those renting properties, students and young families. The suburb's residential heritage is now much prized and even small cottages are expensive to own. Northern Tinakori Road and Hobson Street still draw the elite but the workers' cottages are now rarely the homes of the working class. Meanwhile, Shirley Smith and Martin Hill, who began the fight to save Thorndon, have died and others have moved on, to be replaced by a new generation of Thorndon residents, still committed to protecting its heritage.

Thorndon is now a place lauded for its rich heritage. Its houses are a celebration of what is best about 19th and early 20th century timber architecture and construction. It is one of Wellington's best known attractions, and tourists can be found in its lanes and roads virtually every day. It is, in part, and in the most genial way possible, a living museum. Primarily though, Thorndon is still a place where people enjoy living and working, 169 years after it was established.

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40 See www.katherinemansfield.com [viewed 6 November 2008]

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PART III: THORNDON ARCHITECTURE

This brief survey covers the main periods and styles of domestic architecture to be found in Thorndon. It includes good representative examples of the different periods; invariably, more could be quoted, so the those listed should not be taken as unique.

EARLY SETTLEMENT 1840 – 1870

Thorndon today still has an extraordinary collection of early cottages, dating from the first decades of European settlement through to the 1870s and later; some can be found around Ascot Street, but there are many other scattered examples in Tinakori Road and the small lanes running off it.

The archetypal example is the two-room cottage with lean-to at 251 Tinakori Road, representative of many that were built in the first decades of settlement. The distinguishing feature of this cottage is the central door, with a double-hung window on either side, the gable roof running the long dimension. The front door opens into the living room, bedroom on the left, with the kitchen in the lean-to at the back; toilet and laundry are in a small outbuilding.

Houses of this early period are distinguished by simple forms, with gable roofs more common than hipped roofs. Some have verandahs across the front of the building, while others are of 'bay' form with a gable coming forward closing off the end of the verandah. Cladding is generally plain lapped weatherboards, windows are double-hung and front doors are 4-panelled, sometimes with a fanlight above. Many of these buildings originally had roofs sheathed in split totara shingles; corrugated iron is now the universal covering. (Among several of the early cottages, shingles are still in place under the corrugated iron.)

Good Representative Examples		
Date	*Building/Address*	*Architect*
Pre-1860	Cottage, 5 Torless Tce	
1860s	251 Tinakori Road	
1868?	Granny Cooper's Cottage, 30 Ascot Street	
1867	Semi-detached cottages, 255/257 Tinakori Road	
?	Randal Cottage, 14 St Mary Street	

STRONG GROWTH 1870s

The 1870s saw very strong growth in inner city housing in Wellington, partly because of the expansion of the Government bureaucracy (following its shift from Auckland in 1865) and partly because of the economically prosperous times. In 1874, the *New Zealand Times* reported a building frenzy. 'Cottages, cottages everywhere, and still the cry is "more". The streets of Te Aro at one end of the town, and Tinakori Road at the other, resemble carpenters' workshops at some particular spots where building operations are thickest'.

And while cottages similar to those of the early period continued to be built, the design of them became more varied, perhaps larger, and modest decoration of gables or verandahs became more common. More intensive use of valuable land meant that many were two storeys high, and some one room wide cottages were built up to one of the side boundaries with a path down the side of the building to the front door.

Pattern book designs made an appearance at this time. These were standard designs for cottages that could be economically built from drawings and schedules of materials, included in such books as 'Brett's Colonist's Guide'. They were simple, logical designs, and fitted the local vernacular of the time.

The decade of the 1870s also saw the construction of some very substantial houses. These were the homes of wealthy merchants and businessmen, and they were generally designed by architects. Prior to 1870, there were few architects working in Wellington, and those that were often designed just one or two special buildings. The exception was C J Toxward who was active from his arrival in 1866; Thomas Turnbull was in practice by 1872.

Premier House, Pendennis in Burnell Avenue and Thomas Turnbull's own house in Grant Road (now the Italian Embassy), and are very good examples of the grand houses of the period. Formal Classical compositions and detailing is seen in these buildings – wide rusticated weatherboards for example, with 'quoins' at the corners, bracketed eaves, round columns supporting verandahs – indicative not just of the design input of an architect but of the wealth and status of the owner. The Italianate-style tower of Queen Margaret College, part of the house designed by Charles Tringham for T C Williams (1878) is perhaps the most sumptuous feature of any of these grand houses.

They were built on large sections (perhaps the whole of an original town acre) with large formal gardens and driveways; these have subsequently been subdivided. The only example of such a house in its original setting is Premier House, still sitting in a mature garden of three original town acres; (possibly the only un-subdivided town acres left in the city).

Good Representative Examples of Cottages and Modest Houses		
Date	*Building/Address*	*Architect*
1871	Argyle House 24 Murphy Street	
1875	Rita Angus Cottage 194a Sydney Street West	
1875	Cottages in Ascot Street 17, 19, 21 Ascot Street	
?	Cottage 13 Barton Tce	
?	House 30 Tinakori Road	
?	Cottage 222 Tinakori Road	

Good Representative Examples of Substantial Houses		
Date	*Building/Address*	*Architect*
1872	Premier House, 260 Tinakori Rd	W H Clayton
1874	Pendennis, 15 Burnell Ave	F W Petre
1878	Queen Margaret College, Hobson St (now in educational use)	Charles Tringham
1877	Italian Embassy, Grant Road	Thomas Turnbull
1879	Old Bishopcourt, Mulgrave Street (now in commercial use)	W C Chatfield

TURN OF THE CENTURY 1880 – 1914

The 1880s was a time of economic depression, and there is no distinctive group of houses that are representative of the decade. Houses continued to be built of course – the most interesting one of the period is that at 25 Tinakori Road, famous now as the birthplace of Katherine Mansfield. This is an extremely important exemplar of the architecture of the period, since it has been carefully restored to its original form and detail.

During the 1890s, and through to the time of the First World War, Thorndon saw the construction of houses catering for all classes of society and in a variety of styles.

Inner city working class housing from the turn of the century is well represented. Glenbervie Tce has a very good example of a development of small scale working class housing. This is the tightly juxtaposed group of cottages at number 2, 4 and 8 (a fourth at number 6 has been replaced with a modern building), squeezed together on steep land, with large concrete retaining walls. One of them, no 2, has back entrance steps that go in underneath the cottage above, no 4.

A collection of more substantial villas can be found on the north side of Aorangi Tce; these were single-storey with bay windows, wide rusticated weatherboards and low-pitched roofs. While all were exactly matching in 1903, later modifications have seen some modest variation in form and detail in the row.

The most dramatic group (in a townscape sense) is that at 296 to 306 Tinakori Road – one-room wide houses, two or three storeys high, and one extending to five storeys following additions made early in its life. They too were built in response to the value of inner city residential land, making intensive use of small sections. Such buildings are something of a Wellington vernacular, being rarely found elsewhere in the country. While such groups of buildings are often designed by builder or developer, these examples in Tinakori Road were designed by architects.

This period saw the emergence of domestic styles of architecture that later became very popular, most particularly the Californian bungalow, which was the ubiquitous style of the new suburbs of the 1920s and 30s. John Swan designed a particularly interesting house in this style in 1910, 21 Eccleston Hill, but this is now quite severely altered. By the time the style became popular a decade or more later, much of the residential land of Thorndon was built on, so typical bungalows are quite rare.

Although not to become widely popular, J W Chapman-Taylor designed several early arts and crafts style houses in Thorndon. These reflected his commitment to 'unassuming good taste, honesty of purpose' in careful handworking of natural materials, including hand-adzing of timber beams, natural and unadorned finishes, small-scale and homely spaces.

The style can be found, in part, in the finish and decoration of grander houses, for example in the small-paned windows and spaces lined in natural timber in the house William Turnbull designed 60 Tinakori Road.

Good Representative Examples		
Date	*Building/Address*	*Architect*
1888	Katherine Mansfield Birthplace, 25 Tinakori Road	
1897	50 Tinakori Rd	F deJ Clere
1897	2, 4 and 8 Glenbervie Tce	
1902	196, 198, 204, 206 Tinakori Rd	R R MacGregor
1902	200, 202 Tinakori Rd	Crighton and McKay
1903	Row of villas, 1 – 15 Aorangi Tce	
1898/1904	Row of villas 13 – 25 Goring Street	
c.1905	Row of villas 35 – 43 Grant Road	
1904	The Moorings, 31 Glenbervie Tce	J S Swan
1905	The Wedge, 20 Glenbervie Tce	James Bennie
1906	48 Hobson St	Hurst Seager?
1908	32 Tinakori Rd	J W Chapman-Taylor
1910	60 Tinakori Rd	Thomas Turnbull and Son

BETWEEN THE WARS 1920s and 1930s

The architecture of the post-World War I period contributes much less to the character of Thorndon, simply because residential land was already closely developed and fewer new houses were built. Change continued of course, as buildings were replaced or large sections more intensively developed; it is not until the 1970s that larger scale developments were carried out on the amalgamated sites of earlier buildings.

The period between the wars saw Victorian and Edwardian styles give way to the influence of the United States, and in particular to the great popularity of the Californian bungalow. This style is characterised by low-pitched roofs with big overhangs and exposed rafter ends; casement windows and fanlights (often with leadlight patterns) in place of double-hung; bevel-backed weatherboards in place of rusticated; shingles in gable ends, and porches rather than verandahs. Given that Thorndon was well built up by this time, bungalows are only lightly represented, and nowhere do they constitute a coherent streetscape. Aorangi Terrace has a good example.

The period also saw several other distinct styles emerge. The English domestic revival style – cottage-like houses with asymmetric forms and gables, sometimes shutters, prominent chimneys and tiled roofs – is represented by several houses in Fitzherbert Terrace.

Georgian-style houses became fashionable during the period. Often built in brick, they can stand apart for this reason, and also for their very strict formality and symmetry. Classical details can be found in porches with columns and entablatures, while windows were often (by then) the 'old fashioned' double-hung, with small panes of glass. William Gray-Young is the best known practitioner of the style in Wellington, and there are several modest examples of his work. A very good example of the style is the house designed by P H Graham at 45 Grant Road.

Good Representative Examples		
Date	*Building/Address*	*Architect*
1929	45 Grant Rd (Georgian)	P H Graham
	19 Fitzherbert Tce (English Revival)	
	45 Hobson Street (English Revival)	
	29 Tinakori Road	Modified by Gray-Young
1930	17 Aorangi Terrace	

EARLY MODERNISM 1940 – 1960

The late 1930s saw the first glimmerings of modernism in New Zealand, the stripping away of period styles in favour of simple, unadorned, 'style-less' buildings. In domestic architecture, this meant functional plans including open plan living areas, easier access to the outside, large areas of glazing, simple forms (including flat or mono-pitched roofs) and a complete absence of decoration.

Some of these features can be seen in Thorndon, for example in an early modernist block of flats by Swan and Lavelle, 1937, tucked away in Murrayfield Drive; this is built in concrete and is free of any period overtones. For an individual house, Douglas Lilburn's in Ascot Street is worthy of note: it is simple and unadorned, with black creosoted weatherboards and white painted joinery, and a mono-pitch roof.

Quite typical 'ordinary' houses of the period, perhaps builder or owner designed but influenced by the precepts of the modern movement, are represented by a few scattered examples; one is the house at 17 Barton Tce, which has a simple gabled form and large windows which are shaped to follow the slope of the roof. Many such houses were built throughout the country, and Thorndon has several good examples.

Good Representative Examples		
Date	*Building/Address*	*Architect*
	21 Fitzherbert Tce (Moderne)	
1937	Murrayfield Apartments, Murrayfield Drive	Swan and Lavelle
1952	Douglas Lilburn's house, Ascot Street	Frederick Schwarzkopf
1955?	Francis house, 26 Burnell Ave	E A Plishke
1960	House, 17 Barton Tce	

MODERNISM 1960 – PRESENT

The most distinctive feature of the modern period in Thorndon has been the construction of high density housing, both in low rise complexes (say two or three stories) and in high rise blocks of flats.

The best of the former type is Thorndon Mews and Pitarua Court in Pitarua Street, which was a landmark design for its time, an example of how modern architecture could be integrated into a long-established residential community. Individual units, even individual spaces, were clearly defined in the exterior forms; this, and elements such as dormer windows and verandahs, led to an easy association with the colonial buildings of the setting.

This applies to some buildings of the last decade as well. The house designed by Miles Warren at 100 Hill Street is idiosyncratic and unashamedly modern, yet fits well in its context and adds to the layering of history of the area.

During the 1990s, and up to the present, groups of individual houses and low-rise complexes of flats have been designed in a pseudo-colonial style. In some cases this is because of the influence of design guidelines in the District Plan, which have encouraged forms, proportions and details based on period styles. Although this has generally meant compatibility in terms of scale, the architectural quality of the buildings has been low, with awkward proportions and unconvincing details. Whether history will judge them kindly it is impossible to know (they are, after all, a response to a legitimate current concern), but to many observers 'modern compatible' will always be better than 'imitation'.

High rise blocks of flats were a different response to the demand for high density use of residential land. In Thorndon, these buildings are concentrated around the northern end of Tinakori Road and Grant Road. Although some may have merit as individual examples of the modernist style, they are quite severely out of scale in their context; several are somewhat less intrusive than they would otherwise be because they back on to Tinakori Hill.

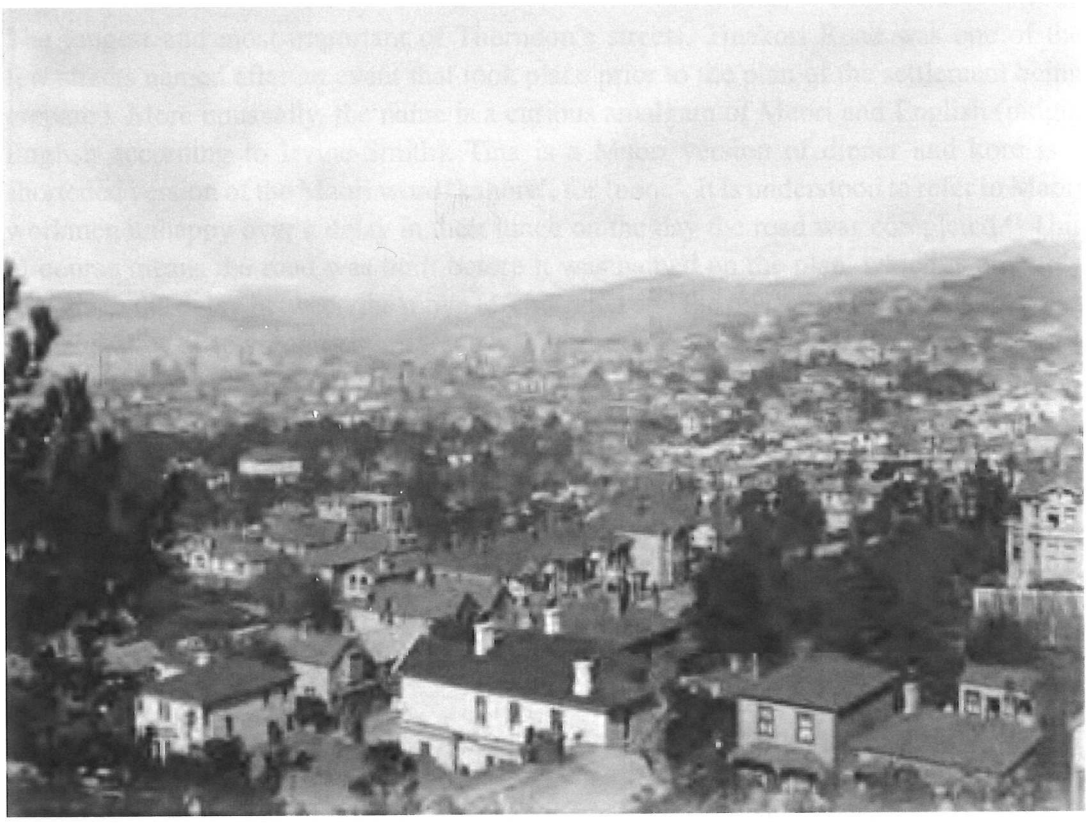
Even in the heart of residential Thorndon, industry has been present for a long time. Nowhere is this better exemplified than in the cement works that stretched between Tinakori and Grant Roads, north of Malcolm Lane. Remnant buildings of these works survive today, converted for residential use, providing modern living conditions yet

reflecting an important episode in the suburb's history. The concrete warehouse building of J J Curtis in Harriett Street is another good example.

Good Representative Examples		
Date	*Building/Address*	*Architect*
1971-1975	Thorndon Mews and Pitarua Court Pitarua Street	Beaven and Hunt
1988	Bornholdt House 100 Hill Street	Miles Warren
1999?	175 Grant Rd	Roger Walker
2006	96 Hill Street	Gerald Parsonson

PART IV: THORNDON'S STREETS

A street-by-street analysis of history and architecture



Tinakori Road is described first, then all other adjacent streets are arranged from south to north, in geographic groups on either side of Tinakori Road; sections 6, 7 and 8 describe areas on the city side of the motorway. These groups generally have some physical and architectural similarities, and often some consistency in their built environment.

1 TINAKORI ROAD

Tinakori Road

New Zealand Company street

The longest and most important of Thorndon's streets, Tinakori Road was one of the few streets named after an event that took place prior to the plan of the settlement being prepared. More unusually, the name is a curious amalgam of Maori and English (pidgin English according to Irvine-Smith). Tina is a Maori version of dinner and kore is a shortened version of the Maori word 'kahore', for 'none'. It is understood to refer to Maori workmen unhappy over a delay in their lunch on the day the road was completed.[41] This of course means the road was built before it was named on the plan, which is probably true given the delay between the move to Thorndon and the release of the company's plan for the ballot of town and country acres. The formed street was not much more than a track in 1840. By the time the first photographs were taken of the street in the late 1850s it was not in a much better state.

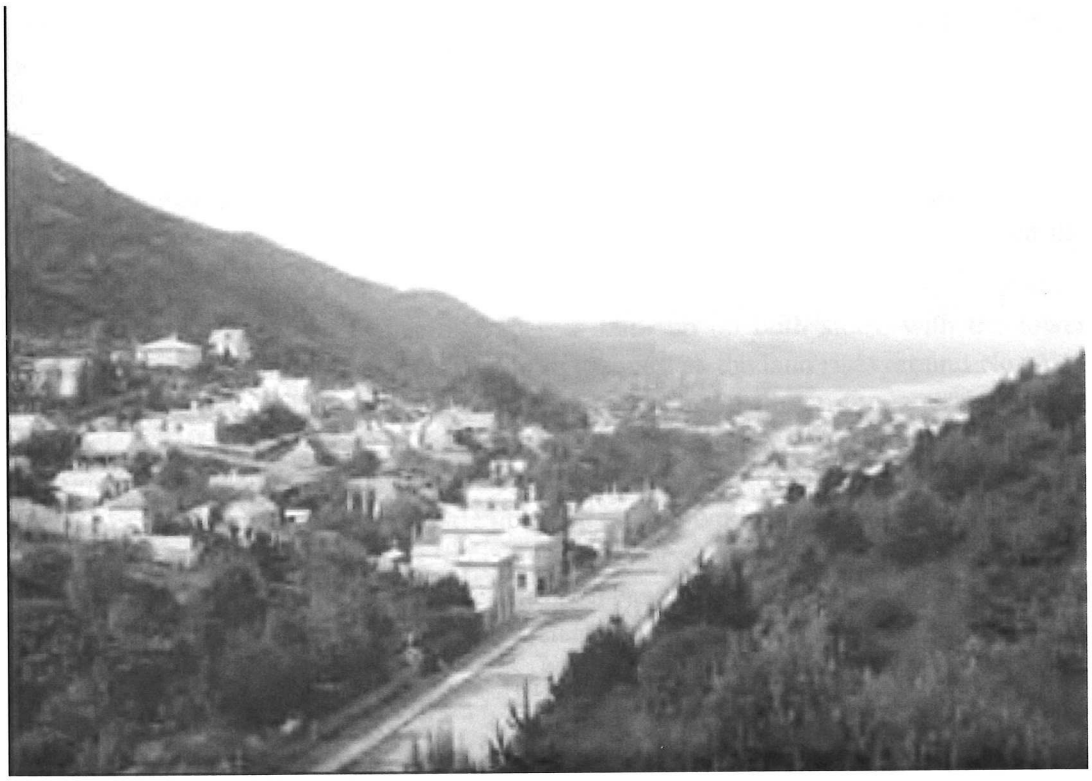
Tinakori Road c.1863. The building in the middle left of the picture is situated close to where the Shepherds' Arms (1870) is located today. (F021174½, ATL)

It was quickly distinguished as significant for a variety of reasons. It offered access to the western suburbs via routes over the hills to Northland and Karori. It linked southern Thorndon with the north and ran almost as far as the sea at Thorndon Quay. At that point it intersected with Hutt Road, the most important route out of the town.

41 Irvine-Smith F.L. 1948, *The Streets of My City*, A.H. and A.W. Reed, Wellington p.83. This story has been repeated ad infinitum in various publications but Irvine-Smith's account is as straightforward as any other.

Over time Tinakori Road developed into a distinguished and attractive boulevard. By the turn of the 20th century it was lined with the characteristic Thorndon mixture of small cottages and larger mansions, with the latter particularly prominent in the north. Only one shopping area developed on the street, not far from its southern end, at the intersection of Ascot Street and Tinakori Road. The electric tram, commissioned in 1904, ran most of its length (from Molesworth Street to Glenmore Street). After 1949, following the completion of Bowen Street (1940), the trams only ran a short section on Tinakori Road, from the Bowen Street intersection to Glenmore Street.

The status of Tinakori Road as a street of extremely high architectural and townscape values was severely diminished by the construction of the motorway, begun in the 1960s. It resulted in the loss of all the houses on the eastern side of the road, from opposite Harriett Street in the south to just before Hobson Street in the north, as well as whole lanes, a gully and bush. Something of the richness of what was lost can be glimpsed from the buildings on the west side, which to some extent mirrored those on the east.



Tinakori Road in 1882, from the Botanic Garden. The slope to the right (foreground) was later removed to form Anderson Park. (F021174½, ATL)

Today, Tinakori Road links the extremities of residential Thorndon, running for some 1.5 kilometres in a straight north-south line along the foothills of Tinakori Hill and the Wellington earthquake fault, and carrying a high volume of traffic. The street has the full spectrum of house styles and ages, from the 1860s to the present day, as well as commercial buildings, and some groups of buildings have very high townscape value.

The southern end of Tinakori Road is densely built up on either side, and is contained within the slopes of Tinakori Hill on the west and the Glenbervie ridge on the east. This part of the road has a very strong and consistent period character and high townscape values, with houses built close together and to the street boundary. Variety comes with the commercial architecture centred around the Shepherd's Arms Tavern, the dramatic one-room wide and three storey high houses at 196 to 206 Tinakori Road, built in 1902, the cottages near the entrance to Glenbervie Terrace, the long street frontage and garden of Premier House, 1872, set well-back in its three acre section, and several modern buildings further north. There is a rich representation of 19th century period architecture in this section of the road and a high degree of authenticity.

The middle section of Tinakori Road is more open, with lower ground and a long string of buildings on the west side, and the tract of open space of the Wellington urban motorway on the east. A landmark period building marks the beginning of this section, the former Shamrock Hotel (1893), and a mix of mainly two-storey buildings stretches north. Some are cottages, one-room wide, some are substantial, all relate well to each other. Although a 'one-sided' streetscape, with a footpath on the east side only, it nevertheless has a strong period character and some very good individual buildings. The two on either side of Poplar Grove are worthy of note, one a commercial building, c.1905, the other at number 192 is dramatic for its huge gable end facing the street.

North of Malcolm Lane, an industrial building, a group of 'design guide' infill houses, and further north the service station on the corner of Park Street, serve to weaken the period character of the road in this area.

The northern section, north of Park Street, is built up on both sides, with the lower slopes of Tinakori Hill playing a part again to the west as the land rises around Newman Terrace. Some houses here have large concrete retaining walls on the street boundary, acknowledging the steepness of the land. On the eastern side, a single line of houses remains to hide the motorway, so that the road maintains its original physical make-up in this section; the zig-zag at the extreme northern end, down to Thorndon Quay through a stand of mature pohutukawa trees, remains a landscape feature that gives context to the stories of Katherine Mansfield. This section again has a strong period character, somewhat different from the southern end – here it is determined by a predominance of large houses, most dating from the late 1880s through to 1914. They are individually interesting houses, many architect-designed, some still set in large gardens, and they are relatively unmodified in their external appearance. Discordant notes are struck only by a high rise block of flats, Newman Court, and the Wellington Bridge Club building opposite.

2 SOUTHERN END OF TINAKORI ROAD, WESTERN SIDE

Patanga Crescent

Patanga Crescent around the turn of the 20th century serves as the backdrop to a picture of a man and child in the Botanic Garden. By this time, Patanga Crescent is nearly fully formed. (G76361½, ATL)

The southernmost street in Thorndon, Patanga Crescent was originally known as Karori Street (the short, straight portion at the bottom) and Karori Crescent (the rest).[42] Karori Street was in place by 1891, while Karori Crescent followed soon after.[43] There may have been thoughts that a route to Karori from there lay through the Town Belt. There was, and still is, a walking track to Northland from Patanga Crescent. The origins of its present name are not known for certain although Jeremy Lowe suggests that, as patanga means boundary in English, the change was simply the application of a Maori word to denote the traditional southern edge of Thorndon.[44]

The oldest house in Patanga Crescent is The Anchorage (c.1882), built before the road in its present form was formed. According to Tony Burton, co-owner of The Anchorage, the

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42 Ward Map 1891, Sheet 20, WCA

43 Karori Street is noted on the 1891 Ward Map. The earliest permit approved for a house built in the Karori Crescent portion is dated November 1893, although earlier houses may be found. See: Dwelling, 19 Patanga Crescent / Lot 3 DP 641, 15 Nov 1893, J Munford, 00053:13:602, WCA

44 Lowe J. 'Thorndon Streets that were (and Streets that are)' in *Thorndon News*, Newsletter 147, November 2006

distinctive alignment of the road follows a natural landscape feature – a shingle bank.[45] Until Karori Crescent was built, development of Town Acres 621 and 622 was all but non-existent. Boardman sold the land that was later subdivided for housing.

Patanga Crescent climbs the lower slopes of Tinakori Hill in a winding, almost zig-zag layout; it starts as a normal width road, with footpaths on both sides, and becomes narrow in the top section with no footpaths. There are expansive views out over the Botanic Gardens and the city, especially from the top of the street, which is high up on Tinakori Hill.

The street is closely built up, with buildings of a mix of style and ages, and important groupings of period buildings. A prominent streetscape feature is a very consistent row of east-facing villas, dating from the mid- and late 1890s, and accessible from a footpath rising well above the street. Of special note is the one large period house, The Anchorage, which is set well back in mature garden. A four-storey block of modern flats occupies a prominent site and intrudes somewhat on the character of the street.

St Mary Street

New Zealand Company street

The origin of St Mary's Street is the subject of speculation by Irvine-Smith. She attributes the name to the official church of Cambridge University, Great St Mary's. Cambridge was a university that a number of New Zealand Company directors and members attended. Just to be safe, she notes too that Oxford University's church is St Mary of the Virgin.[46]

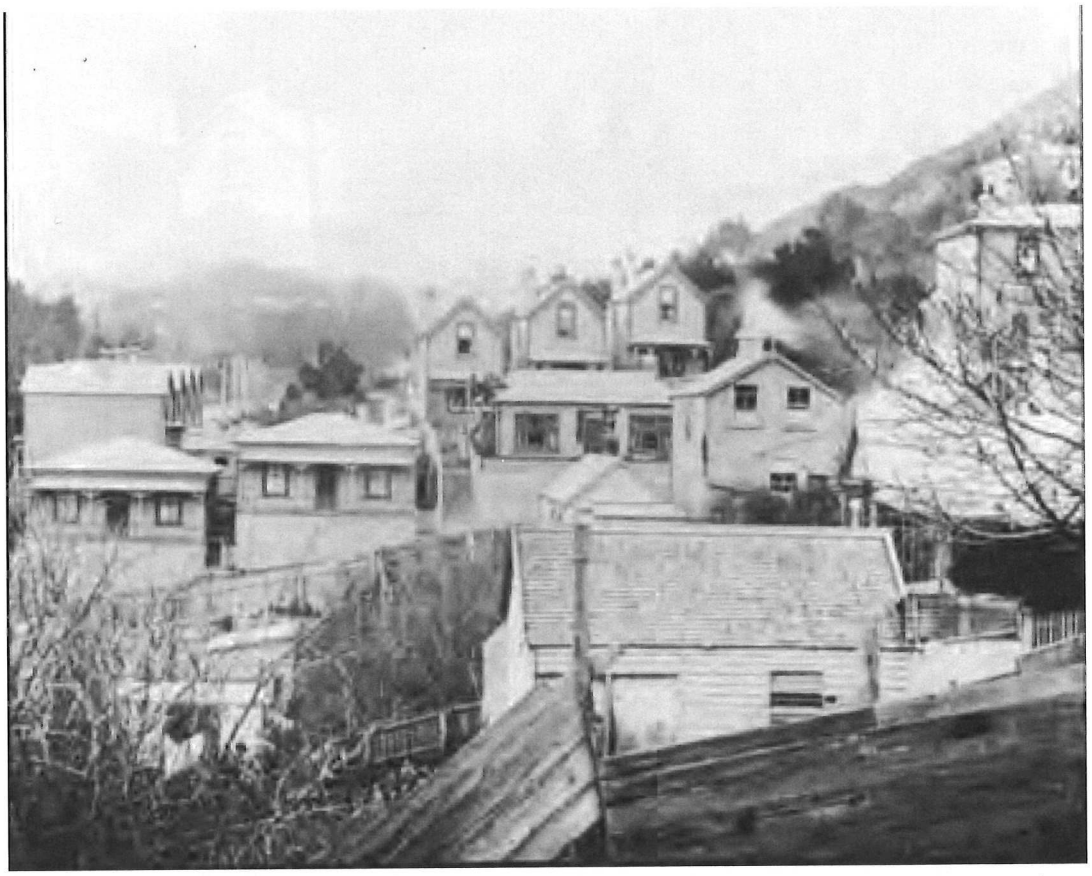
The lower part of St Mary Street was densely settled by 1891, with some of the cottages dating from the 1870s. For a few decades, that lower portion would have been a sharp contrast with other less crowded sections nearby.

St Mary Street's junction with Tinakori Road is marked by a prominent three-storey corner dairy building. The street goes straight up from Tinakori Road to the Town Belt; it is wide, with footpaths on both sides, until the very top where the right side footpath peters out, the street narrows, and the last few houses on the left take their access from a zig-zag path that goes on into the Town Belt.

The street is closely built up on both sides, with houses of a range of styles and ages (1870s to 1930s); it is a consistent streetscape on both sides, with one prominent house (no.11) high above the street on the south side, and no discordant buildings. Just up from Tinakori Road, a narrow path goes off the street on the left giving access to a tight group of three early and matching cottages, an authentic group.

45 Pers. comm. Tony Burton to Michael Kelly, 24 October 2008

46 Irvine-Smith p.60



St Mary Street, looking south, possibly in the 1890s. The row of cottages in the middle of the picture (5a, 5b and 5c) were built in the 1870s and are set back from the road. They still stand. (F52479½, ATL)

Lewisville Terrace, Upper Lewisville Terrace, Barton Terrace

Irvine-Smith credits a Mr Lewis, a businessman, as the inspiration for the name of the street.[47] He lived in the street (or owned the land in question) during the 1880s, but little more is known of him. The Lewisville development involved the subdivision of Town Acres 625 and 626, with two side roads coming off the east-west Lewisville Road (as it was known). At the bottom of the street was Leydon's Forge (now occupied by Wilmor Flats), where horses were shod for many years. The street has been much changed and there are relatively few old houses in the street itself.

Barton Crescent was named for a settler Richard Barton (1790-1866), who arrived in 1840 on the Adelaide. He had been gifted 100 acres by the Duke of Sutherland. He later went on to establish the White Rock sheep station and was a member of the Wellington Provincial Council.[48] Interestingly, the street was first known as Lower Lewisville Terrace, which was formed in Town Acres 625 and 626 (along with Lewisville Terrace and Upper Lewisville Terrace), long after Barton's death.

47 Irvine-Smith p.166

48 rvine-Smith p.71

The lower part of Lewisville Terrace during construction of the apartment blocks on its southern side, 1968. (F52479½, ATL)

Lewisville Terrace goes straight up the lower slopes of Tinakori Hill, and is the steepest of this group of streets. Upper Lewisville Terrace at the top, and Barton Terrace half way up, branch off on the right, climb a little more and then they level out around the contours of the slope; each has a footpath on the upper (left hand) side.

Lewisville Terrace has a somewhat mixed collection of buildings, the dominant buildings on the left being modern and mundane blocks of flats. Upper Lewisville Terrace and Barton Terrace are more authentic, being closely built up, with an array of building styles and a wide range of ages represented from the 1870s to the present; this gives mixed but interesting streetscapes, despite several more intrusive buildings (an over-scaled although low-rise block of flats in Barton Terrace is one of these). The three streets form an important enclave of Thorndon housing, representative of the whole span of the history of the suburb.

Upton Terrace

The land at Upton Terrace was once owned by J. G. Holdsworth, who arrived in Wellington 1853 and was later Commissioner of Crown Lands.[49] Mt Holdsworth in the

49 Irvine-Smith p.166

Tararua is named after him. It is not certain when he sold his land for subdivision but he is remembered in the street, which was named after Holdsworth's home town in England.

Upton Terrace was formed to less than half its present length just prior to 1900. By this time six houses straddled the road.[50] The earliest of these were built about 1895. The extension to Upton Terrace is likely to have been formed in the early 1940s or thereabouts. Most of the second wave of housing was built from 1949 onwards.

Upton Terrace shares some of the physical characteristics of the other streets that climb Tinakori Hill – it is wide and straight in its lower section with footpaths on both sides, while the upper section has a zig-zag shape, is narrow, and has no footpaths. Large trees in the elbow of the street give a feeling of privacy to the top section.

The street is closely built up throughout; two-storey houses of c.1900 predominate in the lower section, with three on the left hand side hard on the street boundary and one large one set back from the street. These are followed higher up by some 1930s blocks of flats, and some large period houses dominate the top section against the Town Belt.

3 SOUTHERN END OF TINAKORI ROAD, EASTERN SIDE

Ascot Street

Ascot Street was formed in the 1860s, almost certainly by 1864, when the road was extended from Sydney Street to Tinakori Road through Town Acres 518 and 516 (the latter fronting Tinakori Road). The road, very steep indeed before a cutting was made at the top, was formed by William Pickering after he bought part of Town Acre 516 in 1860. The first reference to the 'lane' came in 1864, when William Cooper bought a section from Pickering.[51]

This tiny lane (known variously as Sydney Street cutting, then Karori Place and after 1928, Ascot Street)[52] became – for about 20 years – the principal access route to Tinakori Road, and from there to Karori via Glenmore Street. It also became the favoured route for funeral processions to Bolton Street Cemetery (as it is known today).[53] However, steep, narrow and frequently muddy, it was a difficult proposition at the best of times.

With the construction of the road, houses followed, slowly at first and then with a rush in the mid-1870s. Most of the houses were in place by 1900. The last house built in the street was 22 Ascot Street, for Richard Collins, in 1953. Now known as Lilburn House, it was the home of celebrated New Zealand composer Douglas Lilburn (1915-2001).

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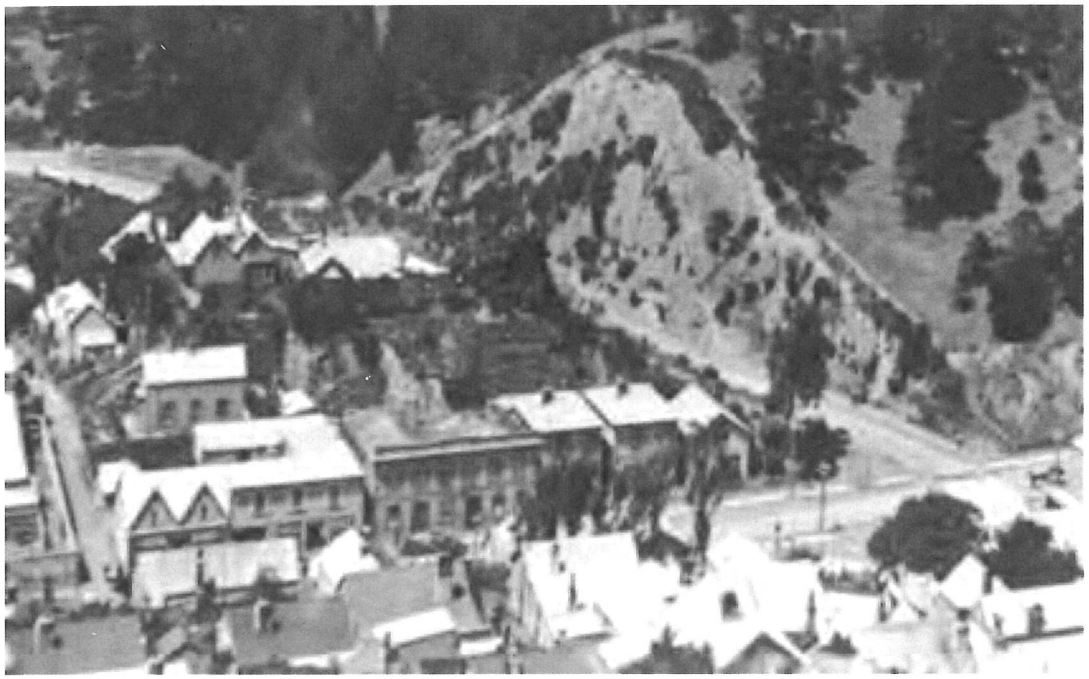
50 Ward Map 1900, Sheet 14, WCA

51 7 Deeds, Folio 716, LINZ, Wellington

52 Alington M. 1978, *Unquiet Earth, A History of Bolton Street Cemetery*, Wellington City Council and Ministry of Works and Development, Wellington p.138

53 Ibid. p.132



Ascot Street can be seen at the far left of this picture, which is a detail of a larger image of Thorndon south taken in 1905. The Karori Hotel is to the immediate right of the street. Glenbervie Road occupies the position of the present Bowen Street. (F052464½, ATL)

The Ascot Street-Tinakori Road intersection may have precipitated the growth of commercial activity in the vicinity. The Karori Hotel, established in the 1860s and the first hotel in this area, was built to the south and may have even preceded the cutting. In any event, a small group of shops grew around this intersection, and further growth was spurred by the completion of the Shepherd's Arms Hotel on the corner of Ascot Terrace and Tinakori Road in 1870.

Ascot Street was eventually superceded as the main traffic route by Glenbervie Road,[54] in 1885-86, when it was pushed through a little further to the north (where Bowen Street is today). However, the street survived and today is the centrepiece of Thorndon's collection of Victorian streets.

Ascot Street remains steep, curving and narrow (it is little more than a metre wide at its narrowest), and there are no footpaths on either side. Although cars park in the street, there is only one garage providing off-street parking, reinforcing the Victorian character of the place. The cottages are squeezed tightly onto small sections, many at odd angles to the street, close together and close to the street frontage. Some buildings are set behind others, some are high above the street with zig-zag paths, and some are off at a tangent along a path that winds around the hill to the north. There are several 1860s cottages, a mix of one and two-storey cottages from the mid-1870s, and there are a few houses from later periods (c.1900, 1920s and 1953). The group of three cottages climbing the hill at 17, 19 and 21 are very good examples of the development of working class housing in the late 1870s. The single storey cottage at the wedge-shaped junction of Ascot Street and

54 Not to be confused with Glenbervie Terrace, which loops above Tinakori Road a little to the north.

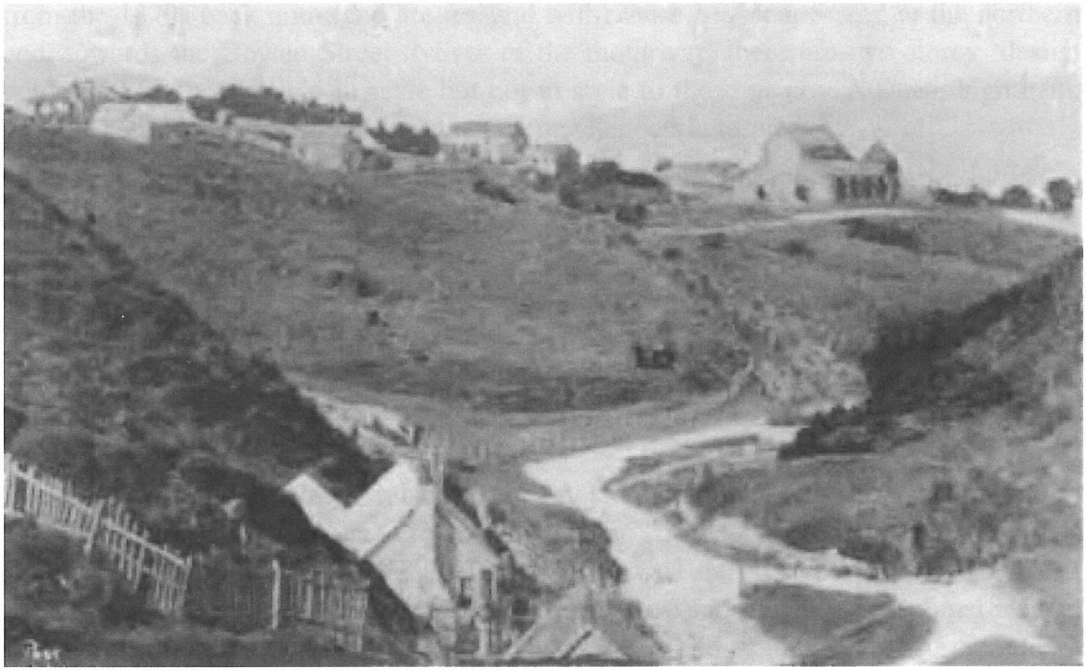
Sydney Street is the most prominent in the townscape, while the Rita Angus Cottage (at 194a Sydney Street West) is so discreetly sited behind houses and trees that it is barely visible from the street.

This is perhaps the most authentic 19th century streetscape in Wellington, with a high concentration of early cottages and intriguing, ever-changing views whether walking up or down the street. It is strongly evocative of 19th century working class housing in Wellington.

Sydney Street

New Zealand Company street

Sydney Street was probably named for Australia's largest city, with which Wellington shared a lot of early sea traffic. Alternative explanations for the name have been offered (the maiden name of Colonel William Wakefield's wife [Sidney], or an early resident in the street – Sidney Hurst) but given that the spelling is wrong in both cases, neither seems plausible.[55]



Sydney Street's form is recognisable in this image from the late 1860s, which shows the difficult terrain it passed through at its western end. In the distance is St Mary's Cathedral on Hill Street, in its earliest form. (Evening Post, from Views of Old Wellington, Blundell Bros., 1950)

Sydney Street extended from Mulgrave Street in the west, past the Government Reserve to a point just beneath the ridge that separated Tinakori Road from places east. In Mein Smith's plan of Wellington, Sydney Street continued on to Tinakori Road, but the ridge forced the street to end beneath it. The ridge remained an impediment to movement until Ascot Street was formed over it, by 1864. The middle portion of Sydney Street was incorporated into the Government Reserve, which extended north across Sydney Street

55 Irvine-Smith p.62

to Hill Street to allow the construction of the Wellington Provincial Council chambers (1858), later taken over by central government after it moved to Wellington in 1865.

When Parliament Buildings burnt down in 1907, the opportunity was taken to redesign the entire site and that middle part of the road was taken over for the construction of the new Parliament Buildings. Sydney Street was then divided into two parts, Sydney Street East and West. The latter was further reduced in length later in the 20th century through the construction of new buildings i.e. Charles Fergusson Building and Bowen State Building.

In the meantime, in 1886, Glenbervie Road was pushed through to Tinakori Road as a bench road in the hill, alongside Sydney Street West. This reduced the Sydney Street-Ascot Terrace route to secondary importance. Glenbervie Road itself disappeared during construction of Bowen Street, completed in 1940.

Sydney Street East was renamed Kate Sheppard Place in the 1990s, leaving Sydney Street West as the only street with the name. The use of the term 'west' has since been ended.

The buildings of Sydney Street are divisible into two parts: at the southern end, cottages from the 1870s back onto (and are integral with) those of Ascot Street; at the northern end, towards the Bowen Street flyover of the motorway, there are two storey 'design guide' houses, compatible in scale but not in style to those nearby. A steep, high bank behind these houses rises to houses that are on Glenbervie terrace.

The street itself is gently sloping along the bottom of a small gully below Bowen Street; an unusual feature is a long row of garages on the eastern side which are built in under Bowen Street. The best views of Sydney Street and Ascot Street are actually from Bowen Street or the Bolton Street Cemetery, from where the geographic complexity of the hillside can be understood, and houses not visible from lower down can be seen. Some at the top of the hill actually have their access from Tinakori Road or Glenbervie Terrace.

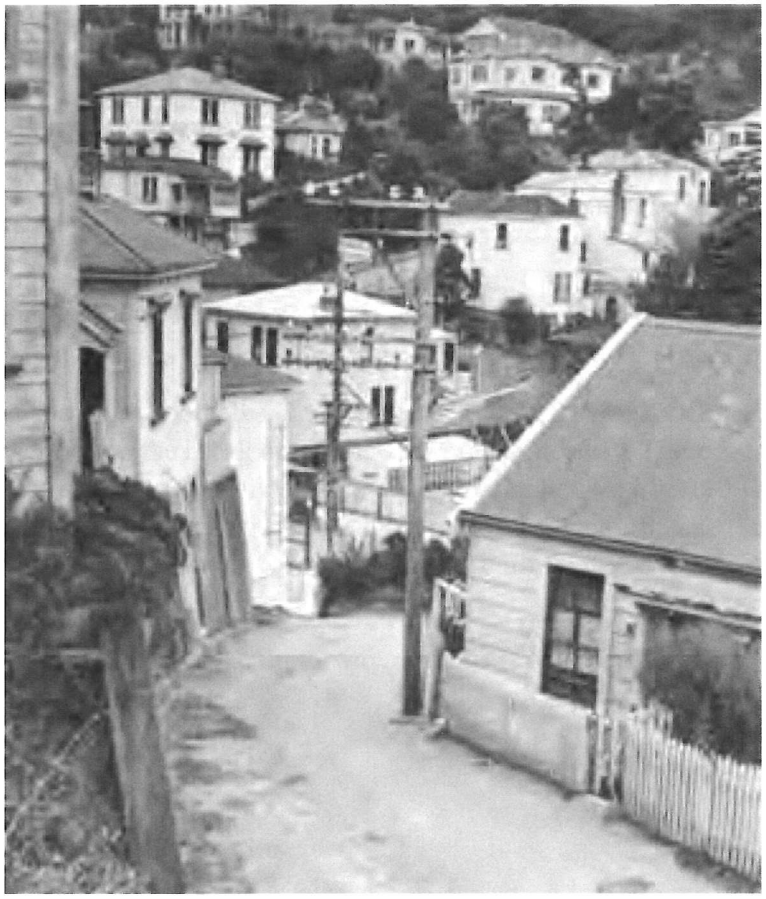
Glenbervie Terrace

The Glenbervie was a New Zealand Company store ship that arrived in Wellington on 7 March 1840. It gave its name to two significant Thorndon streets, one of which has survived and one that has not. The latter was Glenbervie Road, which was formed between Kumutoto Street (now the bottom end of Bowen Street) and Tinakori Road in 1885-86. It offered a more direct route from the city to west Thorndon and suburbs further afield. Previously, traffic used the steep and narrow Ascot Terrace, or Hawkestone Street, which was even more of a diversion. Glenbervie Road survived until it was obliterated by the formation of Bowen Street, which was completed in 1940.

The surviving Glenbervie Terrace was formed in 1865 by a subdivision of Town Acres 519 and 521 by Benjamin Smith, who planned the subdivision and road formation then sold parcels of land to various individuals.[56] The street has always been a private road. The sections alongside the street were not built on in its early years. With the increasing demand for housing near the city, streets like Glenbervie Crescent, with its steep, small sections and difficult access, became more acceptable for settlement. Towards the end of

56 11 Deeds, Folio 762, LINZ

the 1880s more houses appeared and there was a flurry of construction either side of the turn of the century. In the late 1960s, some original houses were lost to the motorway from the eastern side of the top of the road, but these were later replaced by a multi-unit dwelling and a group of four terrace houses.



Glenbervie Terrace in the 1950s. (F021174½, ATL)

Glenbervie Terrace is an unusual 'loop' street, climbing steeply up from the east side of Tinakori Road, running along a prominent ridge and turning sharply at its southern end to descend back to Tinakori Road; the two entrances are on either side of the house at 253 Tinakori Road. There are no footpaths, and while cars can negotiate the northern part of the street to its highest point, the southern third reduces in width to pedestrian access only.

Although the street has several cottages from the 1860s, and it was sub-divided at this time, its character today is dependent on buildings that are somewhat later. These include a most ingenious juxtaposition of cottages within the loop, numbers 2, 4 and 8, which date from 1897, a group of tall narrow houses dating from c.1900, the Moorings (1904), and the Wedge (1905).

The Moorings is a large and dramatic building in this setting, while the Wedge, built up to the street boundary on three sides is an iconic Wellington building, making full use of an

awkward, almost unbuildable site. These, with a mix of buildings of the modern period, add up to a diverse, intricate and surprising townscape quality for the street.

Hill Street

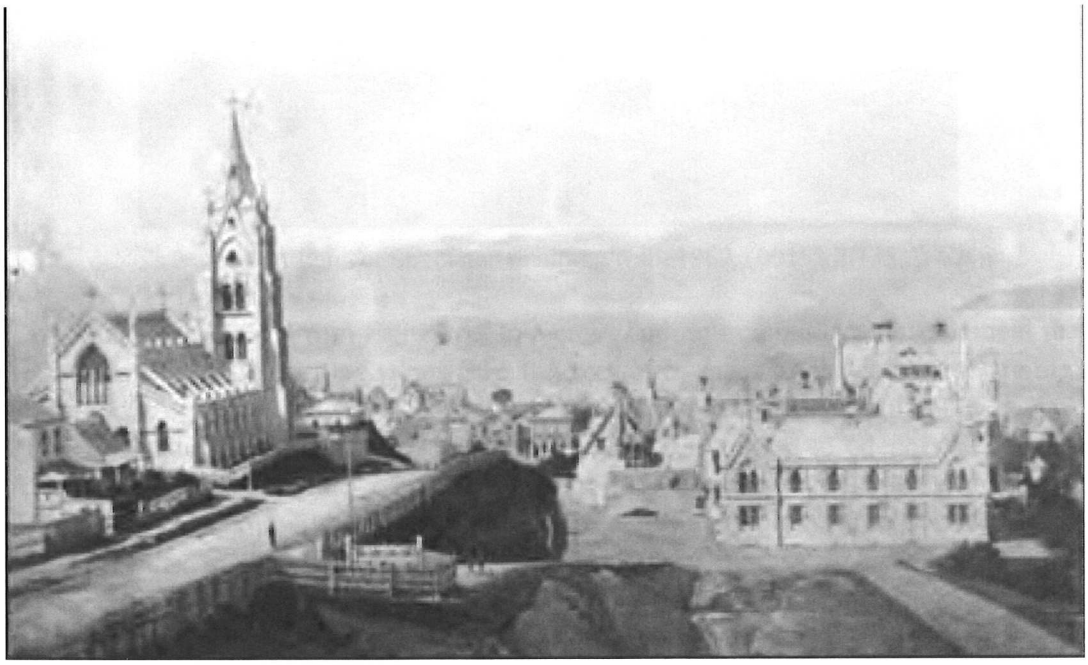
New Zealand Company street

Hill Street was named for General Rowland Hill, second in command to the Duke of Wellington at Waterloo.[57] It is one of the street names that alludes to the naming of the city itself. Although an original New Zealand Company road, Hill Street was certainly not formed in the 1840s because Hawkestone Street was the most southerly access road to Tinakori Road. It is fairly certain that Hill Street was formed by 1850, the year that Bishop Viard had the Catholic cathedral built on Hill Street. Construction would have been nearly impossible without a decent access road. Like its counterpart Hawkestone Street to the north, Hill Street's western end was partially obliterated by the construction of the motorway in the late 1960s.

Hill Street is wide, with footpaths, and it rises gently from Tinakori Road with a small cluster of houses before the break of a bridge over the motorway. There are two plastered 1920s buildings on the corner, followed by several large houses of c.1900 on both sides, finishing before the motorway with some modern houses. One of these (number 100) is an idiosyncratic work of architect Sir Miles Warren, entirely modern yet compatible with its heritage neighbours.

(Hill Street continues on over the motorway, and this is described in part 3 Southern end of Tinakori Road, eastern side.)

57 Irvine-Smith p.61

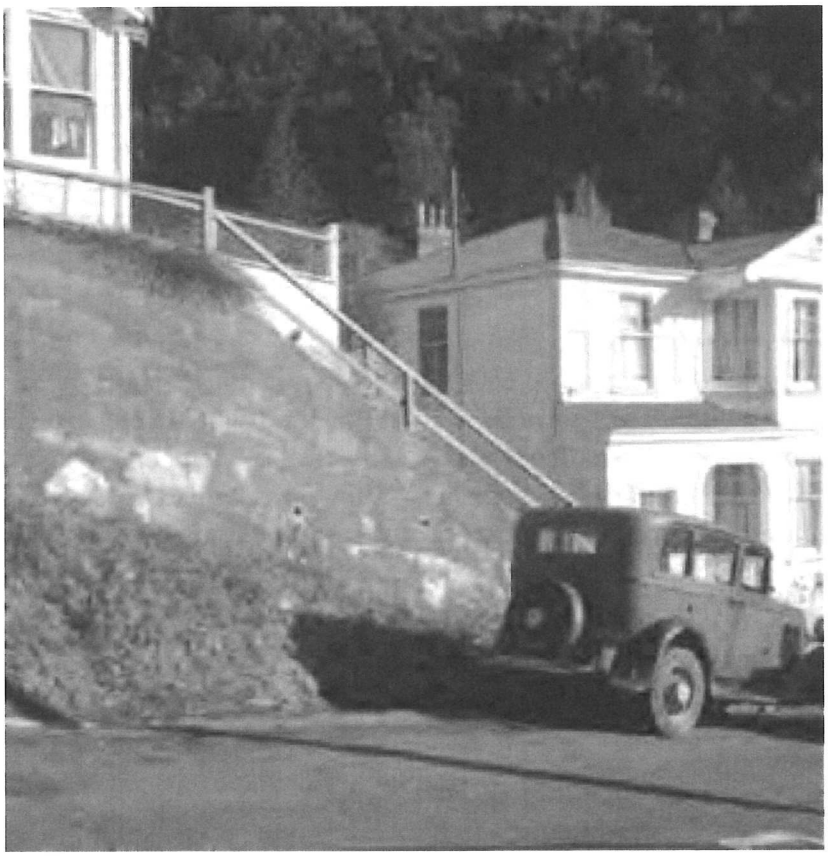


Hill Street in the 1870s with St Mary's Cathedral to the left and Parliament Buildings to the right. (F21261½, ATL)

Parliament Street

This street was so named because of the view of Parliament that it once offered from its southern end. That view is severely diminished today. It is interrupted by the motorway overbridge, Charles Fergusson Building and Bowen State Building. Parliament is still visible, but much less so than it was. Irvine-Smith described Parliament Street's precipitous conclusion on its southern side, which is still very evident today, although the old steps and path have gone.

> [Parliament Street makes] a descent so steep that it resolves itself into a series of steps (101 of them) leading by six flights to the street below. Poor postmen!'[58]



No's 2 and 4 Parliament Street and retaining wall, 1967. (00158:8:136, WCA)

Parliament Street rises from Hill Street to a crest, ending in a modern development that spills down the hill towards Sydney Street. A row of cottages on the south side are high above the street, accessible by steps, and these date from before 1891. This small enclave of houses, contiguous with those in Hill Street and backing on to Glenbervie Terrace, forms the northern extremity of the concentration of buildings on the Glenbervie rise. It does include modern buildings, but these either contribute to the historic character of the area or are discreetly sited.

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58 Irvine-Smith p.166

4 MIDDLE SECTION OF TINAKORI ROAD, WESTERN SIDE

Harriett Street

New Zealand Company street

Harriett Evans was the wife of George Evans, early New Zealand Company official and significant land owner. He gave his name to several places (see George Street) and his wife was not ignored either. As a New Zealand Company street, Harriett Street was surveyed at the outset but it is not known when it was formed. According to Ward, the intersection of Tinakori Road and Harriett Street was the point where the Pipitea Stream crossed on its journey from the hill to the sea.[59]

Harriett Street climbs from Tinakori Road to link with the southern end of Grant Road, where it meets a cliff face at the foot of Tinakori Hill. The Shamrock is a landmark building on the corner, otherwise a mix of apartment buildings predominates on the north side – some in the old J.J. Curtis warehouse building and some modern, while on the south side there is a mix of cottages and houses from different periods, several sited high above the road.

Pitarua Street

Pitarua (literally, two Pitts) refers to two Maori brothers, called Pitt by settlers, who owned the Native Reserve that the street runs through. One of the men was Ihaia Porutu, chief of Pipitea Pa, the other was his brother.[60] It is not known when the street was formed but the first mention of it in ratebooks was 1885, suggesting it may have been formed shortly before that. By 1891 the street was full,[61] indicating that development was swift once subdivision was undertaken. There was at least one house in the area prior to the main subdivision – at 3 Pitarua Street, which ratebooks suggest may have been built in 1871.

The street runs south off Harriett Street, rising and then level through to the side boundary of Premier House. Cottages on either side give way in the second half of the street to two high density yet low rise housing complexes of the 1970s, Thorndon Mews (1971) and Pitarua Court (1975). These were landmark designs for their time, and today fit comfortably in the heritage landscape of the area.

Torless Terrace

Torless Terrace is named for Catherine Wakefield (sister of Edward Gibbon Wakefield, founder of the New Zealand Company), who married a Rev. Torlesse. Two of their children later came to New Zealand. Torless is a corruption of the name of Torlesse.[62] Torless is the street's third name. The first was Bolton Grove and then Bolton Terrace, which were named for George Bolton, who rented or owned land on Town Acre 636 for

59 Ward p.231

60 Irvine-Smith p.85

61 Ward Map 1891, Sheet 14, WCA

62 Irvine-Smith p.186

a considerable period in the 19th and early 20th centuries. The name of Torless was not adopted until 1926.[63]

Torless Terrace is a typical 19th century lane, a cul-de-sac, with buildings close to the street edge. It is distinct in its two sides: the south side has a footpath with a mix of cottages and small villas which form a consistent streetscape. The north side has one very distinctive cottage, number 5, its side wall right on the street edge, and sited in a long narrow garden; this is one of the city's oldest houses, dating from at least 1860 but probably earlier. Its garden is the main townscape feature of this side of the lane.

The entrance to the street is marked by a prominent two storey house on the right, added to a small cottage which still stands behind; it rises slightly and then is flat through to the blind end, which is overlooked by houses in Grant Road. Tinakori Hill forms a distinctive background in views to the west.

Calgarry Avenue

George Bolton and his family also owned land in nearby Calgarry Avenue. This too has had numerous names. It was formerly known by the rather grand title of Thorndon Avenue, and then Karaka Avenue. Calgarry Avenue was formed in the early 1890s, with the first house recorded as being built in 1893.[64] The origins of the name Calgarry (and Karaka) are not known, although the latter is a type of indigenous tree.

Calgarry Avenue shares physical characteristics with Torless Terrace. It is more closely built up however, on both sides, and it very strongly evokes early working class Thorndon. The buildings date from the last decade of the 19th century, and there is no discordant modern building at all. Cars play a part, but with a few exceptions, carparking has been discreetly integrated into the built fabric, albeit with the loss of a few front yards.

A view worthy of note is that looking east, back to Tinakori Road, where the narrow entrance to the street is strongly defined by the side walls of two houses in Tinakori Road. These act as prominent markers for the entrance to the avenue from the east.

Poplar Grove

The origins of the name Poplar are not known but the street was formed prior to 1891. It appears in the Ward Map of that year but was lightly settled at that point. Within a decade, the street was nearly full. The earliest recorded age of a house in the street is 1893,[65] but there are likely to be older ones than this. The street was certainly not formed in 1850 when Mrs Buxton established a famous school on what would become the corner with Tinakori Road.

The singular factor that separates Poplar Grove from any other small lane in Thorndon is that for much of its length it is not sealed. This is now a defining feature, but the street has a long history of being slightly unkempt, and it has never had footpaths. In the early 20th century it was variously described as 'little better than a swamp of mud' and a 'decidedly

63 *Thorndon News*, Newsletter 125, April 2001 p.4

64 7 Calgarry Terrace / Pt Lot 1 DP 603, 03 Aug 1893, 00053:11:469, WCA

65 00053:13:605, Poplar Grove, dwelling, 22 Nov 1893, Applicant: James Cattell. Owner: James Cattell (either 7, 11 or 12 Poplar Grove)

dirty corner'.[66] There were stables in Poplar Grove, now long gone, which may have explained the mud.

Sharing some similarities with Torless Terrace and Calgarry Avenue, Poplar Grove differs in running right through to rise sharply at its western end to join with Grant Road. It has a landmark commercial building on the south side of the Tinakori Road corner, which stands out for its masonry construction and large bulk, an unusually large house on the northern corner, and an industrial building behind now converted for housing, but beyond these buildings the street is straight, narrow and tightly built up with single storey cottages. Its level of authenticity as a street of 19th century cottages is very high.

Aorangi Terrace

Aorangi Terrace was a subdivision of the western half of Town Acre 639, which lay largely undivided until the turn of the 20th century. A row of eight houses was built on the northern side of the street in 1903-04 by owner J. Saunders,[67] who presumably named the street. Aorangi is, among other things, the Maori name for Mt Cook and the town of Feilding, in the Manawatu, and an island in the Poor Knights.[68] It is not known if any of these served as inspiration for the naming of this street. Aorangi Terrace is largely unchanged from its formation, with the exception of the addition of one house in 1929-30 at the end of the wide part of the street.[69]

The Tinakori Road entrance to Aorangi Terrace is a very narrow (one metre wide) path between two houses; these frame a high, narrow view of Tinakori Hill looking west, a dramatic and surprising entrance to the main (west) part of the street as it broadens out to standard road width to link with Grant Road.

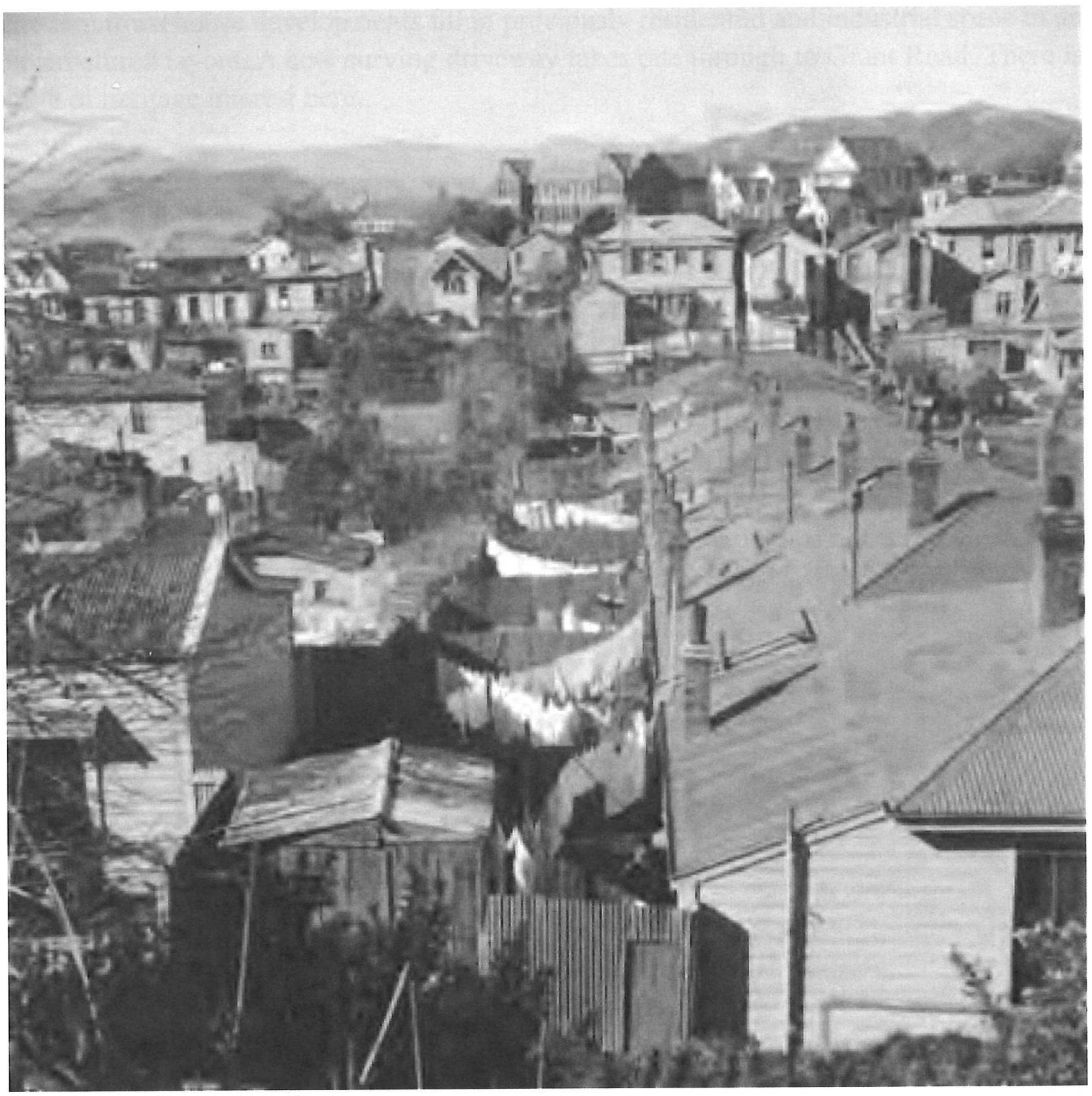
Aorangi Terrace is distinguished in a townscape sense by this narrow slit pathway, and in a building sense by a group of eight originally matching villas on the north side of the wide part of the terrace. Built in 1903, some of the houses have since been modified, but today they provide not only a good example of a housing development of the time but a consistent townscape, aided by the rhythms of the gables, without any intrusive elements. The backs of houses facing Tinakori Road to the east, and of cottages in Poplar Grove to the west, provide interesting and more random views.

66 *Thorndon News*, Newsletter no.76, September 1987 p.7

67 Permit 00053:102:5759, WCA

68 www.maoridictionary.co.nz

69 Permit 00056:77:B7411, WCA



The Aorangi Terrace houses are to the right in this image from the winter of 1944. The houses of Drummond Street (now Malcolm Lane) are to the left but these have now almost all gone. St Mary's College looms in the background. (F001949¼, ATL)

Malcolm Lane

Malcolm Lane is the present name of what was known as Drummond's Lane. The reason for the name change, and the origins of the name Malcolm are not known. Drummond Lane was formed on the boundary of Town Acres 640 and 641 by Peter Drummond, who arrived from England in 1869 and purchased the two acres the lane bisected.[70] Almost all the old houses in Malcolm Lane were removed many years ago and replaced by a large cement works that was established in the area in the 1930s. Today, the Firth Cement Works is gone and the housing is almost all new, dating from the late 1990s or early 2000s.

Malcolm Lane, such as it is today, drops steeply away from Tinakori Road, alongside a dairy. Behind the dairy there is one old building left, a villa of c.1900; otherwise

70 Irvine-Smith p.164

modern town house developments fill in previously residential and industrial space in an unstructured layout. A new curving driveway takes one through to Grant Road. There is little of heritage interest here.

George Street, Little George Street

New Zealand Company street

George refers to the first name of George Evans (1808-1868), early New Zealand Company official and a strong supporter of its aims. Evans was a semi-legal advocate in the early years of the settlement and later a land owner in the Hutt. For his support of Wakefield and his plans, he was the recipient of a considerable amount of land and several place names. He named the small hill that is occupied by the Catholic Church, Golder's Hill (now Eccleston Hill), after his old English home, Harriett Street was named for his wife, and Evans Bay is self-explanatory.[71] George Street was an original New Zealand Company street connecting Grant Road and Tinakori Road, but it is not certain how early it was formed.

Little George Street (Saunders Lane) under flood in 1893. The Beauchamp family home (now lost to the motorway) is the large two-storey house on the horizon. (MNZ-G1348½, ATL)

Little George Street would appear to be historically aligned to George Street, but it is in fact a recent reuse of an old name. As Jeremy Lowe explains:

> The southward extension of Goring Street that now bears the title of Little George Street is a recent revival of the name. The original Little George Street was some

71 Irvine-Smith p.66

distance to the south (halfway between George Street and Malcolm Lane) and parallel to George Street rather than at right angles to it.[72]

Little George Street was once known as Saunders' Lane and was full of tiny worker's cottages sitting in a gully that was frequently flooded. Katherine Mansfield and her family lived opposite it in a large house that was later removed for the motorway.

> The [Beauchamp] children were strictly forbidden to venture into that narrow and mysterious lane where women with shawls over their heads slipped furtively. Its grubbiness as Little George Street, afterward, was nothing to what it had been as Saunders' Lane.[73]

George Street dips from Tinakori then rises to meet Grant Road; it is wide, with footpaths on both sides. Little George Street on the left and Goring Street on the right interrupt any continuity in the buildings, as does the industrial building alongside Little George Street, but on either side at the western end of the street the buildings are all earlier than say 1905, and although none of them are special, they form a coherent group. There are typical views of similar east-west streets in the area, with Tinakori Hill a strong presence at the western end with more open views to the east, over the motorway to buildings beyond.

Little George Street enters the industrial heartland of the area, still reminiscent of its history in the workshop building that forms the left side of the street, and in the re-used buildings of the concrete batching plant that used to occupy the land. Modern housing here links visually with that of Malcolm Lane and Grant Road.

Goring Street

This street was named for Forster Goring, the father in law of Walter Woods Johnston, who owned the land the street was it was that the road was formed through and the land around subdivided. Johnston had two sons, John and Walter, both of whom had Goring as a second name. So the name Goring had a special significance for the Johnston family.

The street was formed about 1898, with the first permit for a house approved in September that year.[74] Prior to this the land – Town Acres 645, 646 and 647 – was almost completely empty. The street filled relatively quickly after subdivision and by the early 1900s most sections were occupied.[75]

Running parallel to Tinakori, Goring Street is level and wide with footpaths on both sides. It is well-built up and has consistent streetscapes on both sides; the east side has a mix of one and two storey villas, while the west side has a rare collection of compatible two-storey villas with bay windows, verandahs and bracketed eaves. The prominence of these buildings is enhanced by their being above street level, with retaining walls forming the street boundary to many of them. This street comprises very good representative

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72 http://homepages.ihug.co.nz/~j_lowe/B%20Little%20Pipitea.htm [viewed 23 October 2008]

73 Middleton Murry J. and Mantz R.E. 1933, *The Life of Katherine Mansfield*, Constable and Company Limited, London p.126

74 Dwelling, 5 Goring Street / Lot 29 DP 844, 20/9/1898, Clayton, , 3001, Turnbull and Watkins

75 See Goring Street spreadsheet.

examples of villas of the turn of the century, and given its consistency, it is a very important group.

At the northern end of the street there is an enclave of modern two-storey houses which are compatible (in the context of the street) in terms of scale and materials, but are in a pseudo Victorian style.

Grant Road

New Zealand Company street

Fanny Irvine-Smith describes Grant Road as being named after a 'former overseer of the roads.' Who this refers to is not known but as the road was named by the New Zealand Company, it can be presumed to be someone who arrived in 1839 or 1840.[76] William Grant arrived on the Oriental on 31 January 1840;[77] he was the only Grant listed on the first ships, but it is not known if he was the overseer referred to by Irvine-Smith. As with Thorndon's other early roads, it is not known when the road was formed but given it is named after a road overseer at least part of it is likely to have been in a road-like form from early on. On the other hand, images from the 1860s and 70s show the northern end fenced out on the grassy slope but not formed.

This panorama of Thorndon from Wadestown Hill taken in the 1860s shows the northern end of Grant Road to the right, fenced but otherwise indistinguishable from the land around it. Provincial Superintendent Dr Isaac Featherston's house is to the left above Tinakori Road. (MNZ-G1348½, ATL)

76 Irvine-Smith p.163

77 Ward L. 1928, *Early Wellington*, Whitcombe and Tombs, Wellington p.25

Some of Wellington's elite built their houses on the slope between Tinakori and Grant Roads, which ran parallel to each other. The most notable of them was William Hort Levin, whose house Pendennis (1874) stood in splendid isolation for some years. The subdivision of his land and the building of Burnell Avenue in 1897 changed that. Note that Grant Road was supposed to be continued south from Harriett Street but it is likely that the steepness of the country precluded this. It remains a paper road that runs below the Town Belt.

Grant Road traverses much of the residential area of Thorndon, running parallel with Tinakori Road and undulating along its length in response to the contours of the base of Tinakori Hill. The western edge of the road is formed by Tinakori Hill and the Town Belt, with no buildings on this side until Newman Terrace is reached at the northern end. There is a mix of ages of buildings on the eastern side with representative examples from nearly every decade from the 1870s to the present. The architectural and townscape interest of the street increases steadily from south to north. Around Poplar Grove and Aorangi Terrace there are villas that add to these other groups. Opposite the end of Wadestown Road there are some authentic two storey villas, and most particularly there are some significant houses to be found further north (on both sides) around the Italian Embassy. This is itself an important heritage building, designed by Thomas Turnbull and completed in 1877, anchoring a consistent townscape in the enclave around Newman Terrace. While many of the houses here date from before and around the turn of the 20th century, the Georgian-style house at 45 Grant Road (1929) epitomises the desirability of the area for the wealthy until well in to the 20th century.

There are thus strong contrasts in the length of Grant Road. While there is something of a 'backyard' feel in the area in the middle section where industry dominated until recently, and also where the backs of houses are presented to Grant Road by houses that face (for example) Burnell Avenue, the northern end, as it goes over a marked rise, shares its more upmarket character with nearby Burnell Avenue and Tinakori Road.

There are consistent townscape views along Grant Road, especially at the northern end, and views out over Thorndon from gaps in the buildings. The steep edge of Tinakori Hill, and the open green landscape at the foot of Wadestown Road, are a constant natural setting for the road.

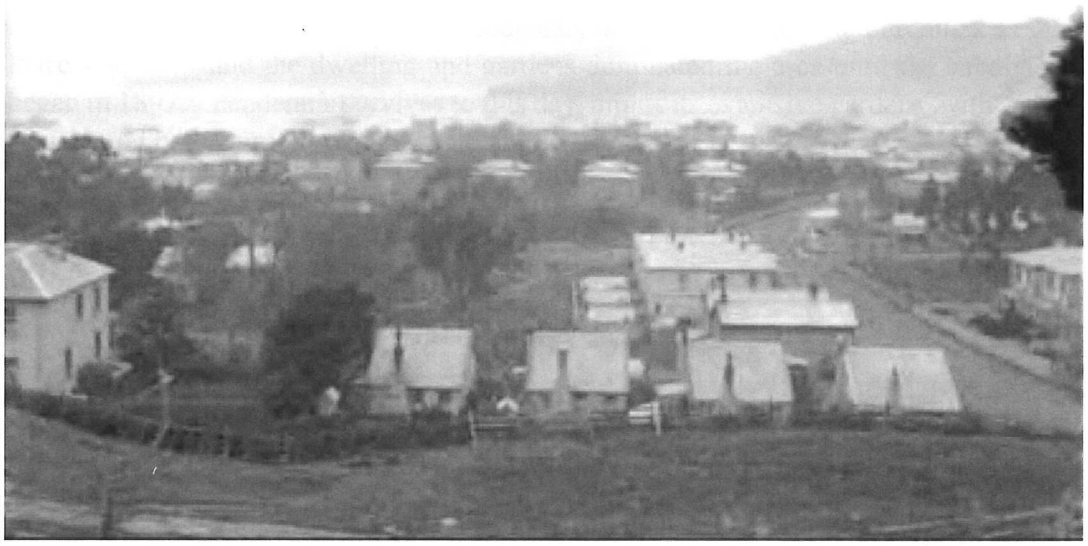
5 NORTHERN END OF TINAKORI ROAD

Park Street

New Zealand Company street

Robert Park, 27, was appointed an assistant surveyor for the New Zealand Company. He arrived in Wellington in April 1840 and began working for William Mein Smith, chief surveyor for the company. By naming streets after its surveyors, the company clearly wanted to acknowledge their work. Robert Park resigned on January 1841 to become Wellington's first Town Surveyor, still in the employ of the company.78 He later worked in Nelson, Rangitikei, Hawkes Bay and Otago and was Chief Surveyor for the New Munster Province. In 1857, he was appointed Chief Surveyor for the Wellington Provincial

78 Lawn C A 1977, *The Pioneer Land Surveyors of New Zealand*, New Zealand Institute of Surveyors.p.32



Grant Road in the foreground with Park Street to the right, c.1890s. Four identical military cottages are in the foreground. (G18201/1, ATL)

Council.[79] He became a grazier in Canterbury in 1860 but returned to surveying in 1865 with an appointment to the Canterbury Provincial Council.

On the corner of Park Street and Tinakori Road were some early military cottages, one of which was still standing in the late 1960s. None of these have survived and the street today is, apart from the service station, made up mostly of post-1900 houses. The earliest houses today were built in the late 1890s and a number were built in the 1920s.

Park Street is not unlike George Street, wide and with footpaths on both sides and linking Tinakori and Grant Roads. However, it carries significant traffic since it lines up with Molesworth Street on the main route out of the city to Wadestown. The townscape is broken by the open courtyard of the service station on the prominent southern corner with Tinakori Road, and there are other weak corner buildings, several of them presenting side elevations to Park Street. However, the section of the street near Grant Road has a coherent collection of villas on the south side. Amongst them, numbers 9 and 17 are little-altered examples of two-storey villas of c.1900.

Burnell Avenue

Burnell Avenue, like a number of streets along the block between Tinakori Road and Grant Road, was built to provide access to a subdivision through the middle of a row of town acres. A no-exit street accessed off Park Road, Burnell Avenue was named for Annie Beauchamp (née Burnell Dyer), wife of Harold Beauchamp, mother of Katherine

79 Op. cit. p.117

Mansfield and daughter of Joseph Dyer, Wellington manager of the A.M.P. Society. The land was originally owned by William Hort Levin, one of the most successful of Wellington's early businessmen. Levin's business was known as Levin and Company, and he was a Member of Parliament from 1879 to 1884. The North Island town of Levin is named after him.

Here he built a substantial house – Pendennis, designed by the noted architect Francis Petre – in 1877 and the dwelling and gardens dominated the area until the subdivision began in 1897.[80] Pendennis survives to this day, minus its extensive gardens, with a street frontage on both Burnell Avenue and Grant Road.

William Hort Levin's house Pendennis, in splendid isolation in the 1890s. The subdivision for Burnell Avenue was still to come. (G20597 1-1, ATL)

Burnell Avenue was most likely formed in 1897 or early 1898. The first permits for house construction were granted in August 1898.[81] It filled in a relatively leisurely fashion over the next few decades. The majority of the sections were occupied by the early 1910s, but three more houses were built in the early 1930s and finally one in 1960. Over the period of its development Burnell Avenue became a street of uniformally high quality, including some houses of real distinction.

The Avenue is a wide, quiet cul-de-sac running parallel with Tinakori Road off Park Street; it widens out towards the end, and has buildings across the blind end of the street, closing off interesting townscape views. Both sides of the street have large, well-built

80 Irvine-Smith p.156. She quotes a council record from the WCC.

81 00053:45:2920, Dwellings, 8 & 10 Burnell Avenue / Lot 3 DP 8844, 4 Aug 1898, WCA

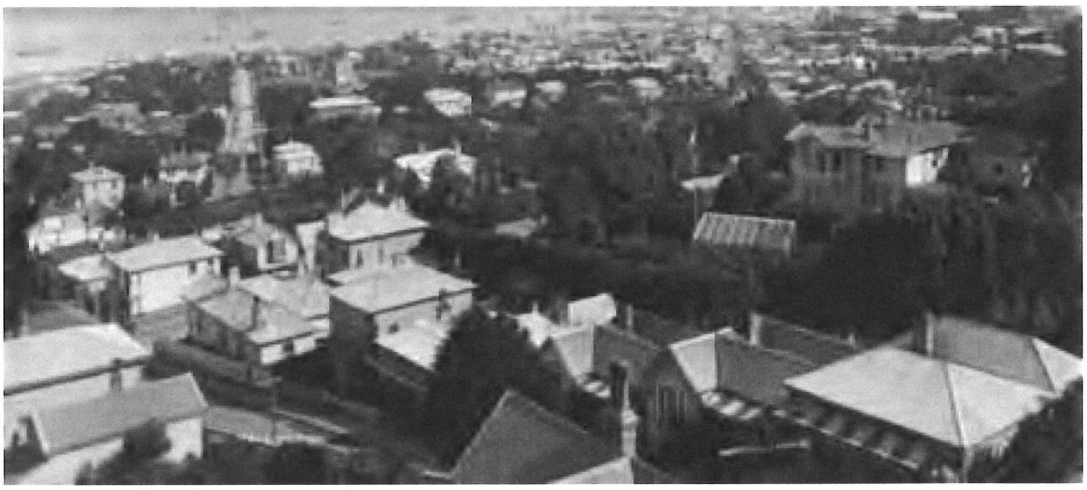
houses. The most prominent of these is Pendennis, which still has the strong presence in the street that shows in early photos when it stood alone. The houses on this side have added prominence as they are above the street, and some have concrete retaining walls on their street boundary; several interesting gateways and steps give an architectural interest to these walls.

Opposite Pendennis at 22 Burnell Avenue is one of the city's best Arts and Crafts style houses, designed by Chapman Taylor in 1910; elsewhere, large villas dating from c.1900 and houses of the 1930s provide a rich mix of architectural styles. With no discordant buildings in the street, this is a very important enclave both of individually important buildings and of a townscape illustrative of an important phase in residential development in the city.

Newman Terrace

This street was originally known as Featherston Terrace, named for the Wellington Province's first superintendent, Dr Isaac Featherston, who had owned the land in this area. The road, to the east of Grant Road, was formed on Town Acres 656 and 657 (owned by a builder by the name of Johns) by 1876. The first house on the road appears in ratebooks in the 1876-77 rating year. Some of the first Newman Terrace houses were listed as Grant Road in 1877, suggesting that the date of Newman Terrace's formation (the lower part) can be fixed as just before that date.

Upper Featherston Terrace, to the west of Grant Road and now also part of Newman Terrace, was formed by the 1878-1879 rating year.[82]



This detail of a wider image of Thorndon and the city in the 1890s shows Newman Terrace is in the immediate foreground. Hobson Street stretches away to the south. (BB-0361-10x12-G 1-1, ATL)

Newman Terrace starts at Tinakori Road with two flights of steps up to the street proper, which is straight and climbs steeply. It is broken into two parts by Grant Road/Grosvenor Terrace cutting through at about its mid-point; the upper part finishes with steps to the last few houses, and a path goes on up to Wadestown Road. Both halves of the street are

82 Most of this information is derived from Wellington City ratebooks, WCA

closely built up on both sides with early houses in a variety of architectural styles. In fact most were built well before the turn of the 20th century; by 1891 there were just a handful of sites available for building at the top of the western end.

There are amongst them some very good examples of vernacular housing of the 19th century – numbers 3, 19 and 27 on the south side, and 10 and 26 on the north deserve special mention. And while none of them stand out as having special townscape qualities, they nevertheless provide consistent streetscapes, enhanced by sweeping views (when looking east) out over the harbour to the hills beyond. The only intrusive building is a high-rise block of flats (Newman Court) at the bottom of the street.

Cottleville Terrace

Charles Cottle owned a large tract of land between Tinakori Road and Grant Road, at the northern end of the suburb. Cottle, the owner of a large smithy on the corner of Cottleville Terrace and Tinakori Road,[83] was one of the first landowners to subdivide his land in that area of the Thorndon. He built 16 cottages in the early 1880s in anticipation of the opening of the Wellington-Manawatu Railway in 1886. Those cottages, on the street's north side, have now all been removed and replaced.

Cottleville Terrace's workers' cottages in the 1960s. They were later replaced by a large multi-unit development. (PA-Coll-7472-06, ATL)

The Terrace has a cranked shape, climbing steeply between Tinakori Road and Grant Road, turning first left and then right. The lower part has a Roger Walker-designed complex of apartments on the left, followed by a mixed but compatible group of six early buildings. On the right is another low-rise modern complex, in scale with the area and in harmony especially with the concrete buildings behind in Stowe Hill. The character of the upper

83 'The Cottles of Cottleville Terrace' in *Thorndon News*, No. 91, July 1991 p.6

end of the street stands in strong contrast, not just because of the two high-rise buildings (Grosvenor at 19 Cottleville Terrace on the left and Mansfield Towers at 1 Grant Road on the right) but because of the open space (for carparking) around them; this disrupts the close-built fabric of the surroundings.

Frandi Street

Frandi Street was once the northern end of Grant Road but was given a separate name as a result of the events of World War I. The road was named after Captain Ateo Frandi, of the 2nd Reinforcement, Wellington Regiment, New Zealand Expeditionary Force. He was killed in action on 8 May 1915. It is assumed that the name change came after the conclusion of the war.

Ateo Frandi, sometimes known as Arthur, was born in Pisa, Italy, on 4 May 1874. He came to New Zealand with his parents when he was very young and settled in Wellington. He worked as a piano tuner and was a part-time soldier in the Volunteers and Territorial Force for 24 years before he enlisted for World War I. He landed at Anzac Cove on 25 April 1915 as part of the Wellington Infantry Battalion. On 8 May, during the battle for Cape Helles, 41 year old Captain Frandi was killed. His body was never recovered. Some 800 New Zealanders died during this one campaign. Captain Frandi was commemorated with the renaming of the northern end of Grant Road.

Frandi Street continues the line of Grant Road, starting at Goldies Brae and meandering (without footpaths) along the contour to the north to peter out in a private driveway on the escarpment above Sar Street and Thorndon Quay. There are expansive views from here over the motorway and rail yards to the harbour. Buildings comprise a line of houses high above the road on the west side, and another below the road on the east side of the street. One of them has special historical significance, number 6 Frandi Street, which dates from c.1860, and is visually noteworthy for its decorated gables and finials. (See Stowe Hill). Others date from 1900 to the 1920s.

Stowe Hill

Stowe Hill is named for Leonard Stowe and his wife Jane. Leonard Stowe (c.1837-1920) was born in Buckingham, England and was educated at Rugby. He immigrated to New Zealand at the age of 21 and first settled in Nelson, working on inland sheep stations. In 1864 he was appointed clerk to the Nelson Provincial Council and the following year he secured the same position at the Legislative Assembly and moved to Wellington. He kept that position for the rest of his working career, adding other appointments along the way. Stowe married Jane Greenwood of Nelson in 1871 and they had two daughters and two sons. In 1888 he was made examiner of Standing Orders on Private Bills and the following year he added the position of Clerk of Parliaments, the senior administrative position in Parliament. Stowe was knighted on his retirement in 1913, by which time he was 76. He died in 1920. Jane Stowe died in 1931 at the age of 94.[84]

84 NZ Biog. 1956 Vol.2 p.6, Alexander Turnbull Library. Synopsis of Stowe's life from Kelly M. and Cochran C. 2002. '6 Frandi Street, Thorndon (Tiakiwai), Heritage Assessment for Wellington City Council', pp.3-4

Stowe House (aka Tiakiwai or Te Moana) in the late 19th century, before the house was raised and a new ground floor was built. The house's extensive gardens were subdivided in the 1930s to form the street and group of flats known today as Stowe Hill. (F137406½, ATL)

Following Leonard Stowe's death, the executors of his will, which initially included his wife, left the property much as it was, but in the late 1930s, after Jane Stowe had died, they began subdividing the associated land, one of the largest undivided sections left in Thorndon at that time. The first sale, in January 1937, was to the Wellington City Council for the formation of what became Stowe Hill road.[85] The first section was sold to W. G. Turnbull the following month and what followed was a series of five two- and three-storey apartments built along the front of the Stowe's land, the last of which, no 21, at the end of the road, was finished in 1940. Later, in 1982-83, apartments were built on the northern side of Cottleville Terrace, at the corner of Stowe Hill and Cottleville Terrace.

Stowe Hill runs obliquely up from the end of Tinakori Road, with a steep drop on the eastern side down onto Tinakori Road; it has wide views out over the buildings of Thorndon Quay. The western side of the street has a distinctive late-1930s character deriving from the unusual row of buildings – houses, and several blocks of low rise flats. While individual buildings of this type appear elsewhere, this is a concentration that is rare, and of high townscape value.

(For descriptions of the northern end of Tinakori Road and Grant Road, see sections 1 and 4 respectively, where the full length of each of these long roads is described.)

85 Kelly and Cochran p.4

6 HOBSON STREET AND ENVIRONS

Hobson Street

New Zealand Company street

A New Zealand Company street named after then Governor Hobson (perhaps in the hope he would move the seat of government to Wellington), Hobson Street became the pre-eminent street in Thorndon Flat. However, it got off to a very slow start with sporadic settlement for the first few decades. Surveyed on land occupied by Pipitea Pa cultivations, the street grew to become the home of some of Wellington's elite. At the western end, a swing bridge crossed the gully that connected the two parts of Hobson Street.

21 and 23 Hobson Street in the 1880s. These houses were later removed for a Wellington Girls' College playing ground. (G230667½, ATL)

It was not until the 1870s that houses began to appear on either side of the road. Colonial Architect William Clayton built a house in concrete on the southern side of Hobson Street in 1874; this was considerably enlarged for T.C. Williams in 1878 to the design of Charles Tringham, and the Italianate-style tower of this house is still a very prominent landmark in the area as part of Queen Margaret College. It nevertheless took until the turn of the 20th century before the street began to fill. Even then, relative to the rest of Thorndon, it was a spacious and affluent place. The wealthy owners of the land here were in no hurry to subdivide and sell. Hobson Street's occupants earned it the moniker 'Snobson's Street' but its image shifted later in the 20th century when embassies took over houses or built new buildings for its diplomatic staff. The demolition of houses, subdivision of properties and the construction of multi-unit housing all substantially altered the street's appearance, not often for the best. Excavations in the late 1960s for the construction of the motorway

through the Hobson Street Gully also accounted for the loss of some houses and land on either side of the gully.

The street is wide, expansive and level, starting with the bridge over the motorway at the western end and dropping slightly to meet Davis Street at the eastern end. Despite quite intensive development, sections are still large by Thorndon standards, as are the houses. The architecture is decidedly mixed, yet if one were to put aside the 10-storey PSIS flats at 66-70 Hobson Street (1974-76) and the large scale embassy buildings nearby at the western end, most of the rest of the street has a two and three storey consistency and a richness in architectural design and detail that is hard to match elsewhere. This applies particularly to the north side of the street, the patterns of the south side being interrupted by Queen Margaret College and the playing fields of Wellington Girl's College.

While building ages vary from the 1870s through to the present day, the predominant feeling is one of the decade from 1900, and there are several good 1920s houses.

Hobson Crescent

This street is really a square, off Hobson Street, and was formed on Town Acres 597, 598 and 599 by 1897.[86] These town acres, like many in North Thorndon, were once owned by Sir Charles Clifford. By 1900, 13 houses had been built.[87] It was an extension of the quality of housing on the main street. The southern side of the street was later acquired by Wellington Girls' College as an enlargement of its grounds.

Hobson Crescent, closely integrated with its parent street, continues its architectural theme of large architect-designed houses. One very large house on the north-east corner of the street is a landmark in the street, yet this and adjacent houses within the square of the street have quite small gardens. School entrances and playgrounds weaken a compact and interesting streetscape on the eastern edge of the street.

Fitzherbert Terrace

Surveyed and formed some time before 1878, Fitzherbert Terrace (named for Sir William Fitzherbert [1810-1891], superintendent of the Wellington Provincial Council) was a continuation of the affluent and spacious north Thorndon area epitomised by Hobson Street and Tinakori Road. It is not evident today, because the motorway removed the entire western side of the street, including all the houses, but it was laid out as a dual carriageway with trees (and later gardens) between the roads. Further to the west was the gully. Some of the early feel of the place remains today with the Katherine Mansfield Park and Lady McKenzie Garden for the Blind, formed post-motorway and sited alongside the road.

Part of the land on the eastern side of the street was set aside for educational purposes – Fitzherbert Terrace School, later Samuel Marsden Collegiate, opened its doors here in 1878. The land was later used by Queen Margaret College.

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86 The earliest building date is that year. See: 2 [?] dwellings, 29 Hobson Crescent / Lot 1 DP 352 333, 17 Dec 1897, 00053:39:2537

87 Ward Map 1900, Map 10, 00514_02_01, WCA

The Katherine Mansfield Memorial, erected by her father Harold Beauchamp in 1933, stood at the southern end of Fitzherbert Terrace at the intersection with Molesworth Street. The Beauchamps (including Mansfield herself) lived for a time in a house in Fitzherbert Terrace that stood where the American Embassy is today. With the construction of the motorway the memorial was demolished, and a replacement was built in 1969, opposite the end of Katherine Avenue.

Fitzherbert Terrace is a most rare street in Wellington, a wide boulevard with avenues of trees down a central park-like open space. While buildings on the western side were demolished for the motorway, the eastern side is still intact, although school buildings and the American Embassy dominate at either end. A small group of residential buildings centres around the intersection with Katherine Avenue.

Fitzherbert Terrace in 1933, during a Depression work relief scheme replanting the land between the two sides of the street. The houses on the western side of the street (not in view here) were removed for the motorway. (PAColl-6301-07, ATL)

Katherine Avenue

This cul-de-sac is a relatively new one, having been formed in the early 1930s on land previously set aside as Hospital Reserve and adjacent to Fitzherbert Avenue. Two houses with addresses in Katherine Avenue were completed about 1935.[88] Named after Katherine Mansfield, New Zealand's greatest short story writer, who died in 1923, the street is one of a number of commemorations of her in the immediate vicinity, the area of Wellington where she was born and spent part of her youth. It lies just a short distance from Katherine Mansfield Park; a memorial erected in her honour in the park, and a house in Fitzherbert Terrace that the family lived in for a period.

88 1 and 2 Katherine Avenue, Permits 00056:154:B13754 & 00056:157:B14015, WCA

Katherine Avenue is a small cul-de-sac off Fitzherbert Terrace, an enclave that is more educational (Queen Margaret College buildings) and sporting (Thorndon Tennis Club) than residential. However, its few residential buildings do strengthen the small group adjacent in Fitzherbert Terrace.

Davis Street

Irvine-Smith attributes the name of this street to a Maori from Pipitea Pa who spoke some English and was given this European name, presumably by settlers.[89] He had a schooner called Maori Davis, which may give some credence to this story. Davis Street was part of Pipitea Pa but in the wake of Maori abandonment of the area the street was formed sometime before 1891. By this stage there were some six or seven houses on its southern boundary. The oldest existing houses in the street date from about the turn of the century.

Davis Street is a short, wide street connecting the end of Hobson Street to Thorndon Quay. Several residential buildings are left on the western side, before industry becomes dominant at the junction with Thorndon Quay.

Moturoa Street in the 1930s. Wellington Girls' College main block is to the right. (PAColl-6301-07, ATL)

Moturoa Street

New Zealand Company street

This street was named for Te Ropiha Moturoa (c.1790-1874) of the Ngati Mutunga hapu and the principal chief at Pipitea Pa at the time that European settlers arrived. The use of

89 Irvine-Smith p.82

Moturoa's name for the street is a reminder of the close proximity of Pipitea Pa (historic and modern).

The date of the road's formation is not known. It is on the edge of the residential area, with a prominent Arts and Crafts style building on the Hobson Street corner, but otherwise its eastern side is dominated by a modern complex of town houses. Its western side straddles the playing fields of Wellington Girls' College.

Murphy Street

New Zealand Company street

Michael Murphy was the settlement's first 'Police Magistrate' or judge. He came from Sydney in 1840 but returned two years later.[90] The street was near the site of the settlement's first courthouse (in Mulgrave Street) and to the north, on the corner of Murphy, Mulgrave and Pipitea Streets, stood the city's stocks.[91]

Murphy Street in the 1930s. The Staples Brewery Tower is to the right. (G18053 1-1, ATL)

The street may have been formed relatively early on but none of its earlier houses remain. The remaining residential buildings date from the late 19th and early 20th century, but none are now in use as houses. There are apartments in the former fire station building and in a modern development on the Pipitea Street corner.

90 Irvine-Smith p..161

91 Ibid. p.80

Turnbull Street

Walter Turnbull (1823-1897) was the founder, with his brother, of the merchants W & G Turnbull. He was also a politician and a noted benefactor. He may be best known as the father of Alexander Turnbull, who inherited the firm from his father and put his considerable fortune to acquiring an unrivalled collection of New Zealand books and other material. This later formed the basis of the Alexander Turnbull Library. The road, built on the boundary of Town Acres 587 and 588, was well and truly in place by 1891.[92] Permit records do not, at present, reveal any house earlier than 1893.[93]

Just two houses remain in Turnbull Street, a reminder of the once intensive residential development of this part of Thorndon. The street is a cul-de-sac, largely taken up with vacant land on the west side and Thorndon School grounds and buildings on the east.

7 HAWKESTONE STREET AND ENVIRONS

Hawkestone Street looking west towards Tinakori Hill c.1843. Samuel Brees, whose house is shown on the left in the background, painted the street a number of times. (B-031-022, ATL)

Hawkestone Street

Hawkestone Street is a New Zealand Company street but its origins are a little obscure and are connected entirely to the naming of the city. General Rowland Hill, second in command to the Duke of Wellington at Waterloo, is the source for the name of Hill Street and his estate was named Hawkestone.[94]

Hawkestone Street was formed early in the history of the city. It is shown in various Samuel Brees' paintings c.1843 as a broad, well-made dirt road. Hawkestone Street was initially significant for its role in providing the only access to Wellington's western margins. The

92 Ward Map, 1891, Sheet 9, WCA

93 00053:13:630, Turnbull Street, dwelling, 22 Oct 1893, Applicant: Paterson and Martin. Owner: W D Edmeades

94 Irvine-Smith p.61

route from Lambton Quay went via Molesworth Street to Hawkestone Street and from there to Tinakori Road, Karori Road (Glenmore Street), to Orangi Kaupapa Road and from there on to Northland and Karori. This route also provided access to the western side of Bolton Street Cemetery. Hawkestone Street also became the northern entry point to the Catholic precinct that spanned from there to Hill Street. The northern entrance to St Mary's College is located here.

In the late 1960s, the motorway destroyed nearly half of Hawkestone Street and removed Hawkestone Crescent from the map. Today, a road and pedestrian bridge span the gap created by the motorway trench. Later, Little Hawkestone Street, a narrow lane that ran north behind the Shamrock Hotel (on its original site), was replaced by a high-rise building.

Hawkestone Street is wide and open, running level from Molesworth Street and rising over the motorway bridge to Tinakori Road. It is now more commercial now than residential, with fewer than 10 houses left, but these reinforce those in the enclave of Portland Crescent. Most were built in the 1920s but two houses dating from, most likely, the 1880s still survive at the eastern end of the street. They are a prominent group, being sited above the road, especially as one comes back out from Portland Crescent.

Portland Crescent

Formed some time before 1900, this street provided access to a subdivision of Town Acres 575 and 576. Many of the houses date from roughly the same year – 1900 – suggesting that the street was formed just before this date. The origins of the street name and the developer responsible for the subdivision are not presently known.

Portland Crescent is literally a crescent shaped street, with a good collection of large two storey villas from the turn of the century. The verandahs, bay windows, turrets and prominent gables of these buildings provide visual richness and interesting townscape views. A block of flats at the end of the street, although quite different in architectural style, do not detract from the dominant character; more obtrusive is the dominant form of the high-rise hotel on the Hawkestone Street corner.

Surrounded by the commercial buildings of Molesworth and Hawkestone Streets, the Correspondence School and the motorway, this oasis of housing is a surprising survivor of the encroachment of commerce on the residential buildings of Thorndon, and is illustrative of its early development.

8 HILL STREET AND ENVIRONS

Hill Street

Hill Street was named for General Rowland Hill, second in command to the Duke of Wellington at Waterloo.[95] It is one of the street names that alludes to the naming of the city itself. Although an original New Zealand Company road, Hill Street may not have been not formed through to Tinakori Road in the 1840s because Hawkestone Street was regarded as the most southerly access road (to Tinakori Road). On the other hand, William Fox, later Premier, had a house on Hill Street in 1843. It is fairly certain that Hill Street

95 Irvine-Smith p.61

was formed by 1850, the year that Bishop Viard had the Catholic cathedral built on Hill Street. Construction would have been nearly impossible without a decent road. Like its counterpart Hawkestone Street to the north, the motorway did severe damage to Hill Street in the early 1970s; it cut a swath through the street at its highest point, where some very significant buildings were lost, and isolated what remained on the city side of the motorway.

The small group of houses that survives is disparate in style and age – there is one handsome villa with a two-storey high verandah, a four storey block of flats in concrete, and ungainly modern apartments. The heritage interest of the area is concentrated behind these buildings in Selwyn Terrace.

(The western end of Hill Street on the other side of the motorway is described in part 3 Southern end of Tinakori Road, eastern side.)

Selwyn Terrace

This small street commemorates Bishop George Selwyn, Anglican clergyman, who spent 25 years in New Zealand and was one of the country's most prominent early missionaries. Although he had greater influence in other parts of New Zealand, particularly in Auckland and Northland, his legacy in Wellington is Old St Paul's, a church he helped found through a grant of land in Mulgrave Street in 1845. Plans for the church itself, completed in 1866, were drawn up in 1862 by Bishop Selwyn's architect Frederick Thatcher, then vicar of the St Paul's parish.

Selwyn Terrace appears to have been formed by the late 1870s, perhaps 1879 or 1880. The first record of its appearance in ratebooks is the 1880-81 rating year, when four dwellings were listed.[96] These houses still stand.

The terrace is narrow, with a short fragment of a footpath on one side, and with tight bends describing a question mark shape. Behind the modern block of flats and the British High Commission building on either side of the entrance to the street, there is an interesting enclave of buildings built close to the street edge and to each other. There is a mix of styles and ages that is unusual even in Thorndon: the street winds around the oldest cottage in the area (number 15, probably 1860s), there are hints of Art Deco in the geometric composition of number 11 (1927), and elegance at the end of the street comes in a surprisingly formal Georgian style house at number 9, built in 1923.

The townscape values of the street are strong, with constantly changing views as one moves around the corners, and a number of buildings of architectural interest, making this enclave an important heritage area in Thorndon.

Guildford Terrace

Guildford Terrace (wrongly spelt for Guilford) was named by early New Zealand Company surveyor Charles Webb after the Earl of Guilford, for whom he worked before coming to New Zealand.[97] Guildford Terrace was almost certainly not formed until Hill Street

96 15, 16, 17 and 18 Selwyn Terrace. See Wellington City Ratebooks, 1880-81, WCA

97 Ward p.263

was completed, although the latter may itself have not been required until Bishop Viard took over Town Acre 556 in 1850 and built a Cathedral on the Hill Street boundary. From the beginning, Guildford Terrace provided access to a collection of Catholic buildings – church, convents and schools – and that remains the case today.

During the early part of its history there were a number of houses on the street's western side, but just one, no.11, remains today. It is now the only house in the entire street, and although it is an important reminder of what once existed here, it is not sufficient to lend the street any heritage value of relevance to this study.

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PART V: HERITAGE AREAS

In defining heritage areas within Thorndon, the first stage was to divide all buildings into two categories, 'contributing' and 'non-contributing'. The second stage was to look wider, at the concentrations of 'contributing' buildings to identify areas that are important in establishing the heritage values of Thorndon.

CONTRIBUTING BUILDINGS

There is no such thing as the archetypal Thorndon house, but it is possible to identify characteristics that help to define what makes the domestic architecture of the place distinctive, and what can be considered a 'contributing' building, one that adds to the unique character of the place.

A contributing building is:

1 Designed and built for residential use.

2 Detached, standing on its own section, although perhaps built close to street and side boundaries, and close to its neighbours.

3 Of some age, say more than 50 years old.

4 Generally no more than three storeys high (or if higher is not out of scale in its context).

5 Framed in timber, with timber joinery, and clad in timber weatherboards.

6 Roofed in corrugated iron.

7 Visually interesting for its form, which may be geometrically complex in response to the topographic peculiarities of its site.

8 Architecturally interesting for its vernacular qualities, or its style, or its architectural design.

9 Visually interesting for its textures, colours or decorative details.

10 Historically important.

While few 'contributing' buildings would meet all these criteria, all would meet three or more of them to some degree.

NON-CONTRIBUTING BUILDINGS

A 'non-contributing' building is:

11 Designed and built for other than residential use and has not been adapted for residential use, unless of special architectural, townscape or historical significance.

12 Less than 50 years old, unless of special architectural, townscape or historical significance.

13 Out of scale in its setting.

A non-contributing building will meet one (or more) of criteria 11 to 13.

HERITAGE AREAS

A heritage area in the context of this study of Thorndon is one that:

1 Has a high concentration of contributing buildings.

2 Has a distinct visual character, whether determined by the architecture, the townscape, the topography or a combination of these.

3 Has marked physical boundaries, whether man-made (for example, the motorway) or natural (for example, the town belt).

Areas that have a high concentration of non-contributing buildings are excluded. Isolated non-contributing buildings are also excluded where they are on the edge of a heritage area, but can be included where they are integrated to the fabric of the historic area and/or are not severely detrimental to its character. Some non-contributing buildings are so discreetly sited that they do not detract from the character of the area.

Using these criteria, five heritage areas have been identified, and they are described below; precise boundaries are shown on the map attached. The notes on 'predominant character' refer not just to the age of a significant proportion of the buildings, but also to when sub-divisions may have been carried out, and to the general ambience of age.

1 *South Thorndon*

Patanga Cresent to Aorangi Tce, including St Mary Street, Harriett Street and Poplar Grove, also Ascot Street and Glenbervie Tce.

This area is distinctive because of its working class housing, especially its concentration of early cottages on very small sections (Premier House on three un-subdivided town acres is a remarkable exception); its narrow lanes and streets, often without footpaths, and its steep topography. It is strongly defined by the town belt, Bowen Street and the motorway.

Predominant character, 1870s.

2 *North Thorndon*

George Street to Frandi Street/Stowe Hill, including Burnell Ave and Newman Tce.

This area is distinctive for its larger sections and houses, some of them the work of important architects and the homes of professional and business people; for its wider roads, and for its generally flatter and more open topography (Newman and Cottleville Terraces are exceptions). It too is strongly defined by the town belt and the motorway.

Predominant character, turn of the century.

3 *Hobson*

Including Hobson Street and Hobson Crescent.

This area too is distinctive for its larger sections and houses, the homes of professional and business people and today also of embassies; for its wide, relatively quiet roads, and for its level contours and openness away from Tinakori Hill. It is defined by the motorway; by the escarpment down to Thorndon Quay on the north-east, and by educational and commercial buildings on the city side.

Predominant character, turn of the century.

4 *Portland*

Including Portland Crescent.

This is a small enclave of houses centred around a blind street, reminiscent of much closely built up housing around Molesworth Street that has now gone in favour of commercial buildings. It is defined by the motorway and encircling commerce.

Predominant character, turn of the century.

5 *Selwyn*

Including Selwyn Terrace.

This is another small enclave of houses centred around a blind street, older and more varied than Portland, and reminiscent of the closely built up housing of Thorndon. It is defined by the motorway, church and embassy buildings.

Predominant character, 1870s.

For a description of periods, see section 3 Thorndon Architecture, and for a description of the character of the individual streets, see section 4 Thorndon Streets.