

Memo

11 May 2022

To: Megan Patrick, Team Leader – Heritage Policy
From: David Bade, Senior Specialist – Built Heritage
Subject: Peer review of historic heritage evaluation: Jervois Road Streamline Moderne/Art Deco Block, Herne Bay

JERVOIS ROAD STREAMLINE MODERNE/ART DECO BLOCK

175, 177, 179, 181, 183, 185, 187 and 189 Jervois Road and 2 Salisbury Street, Herne Bay

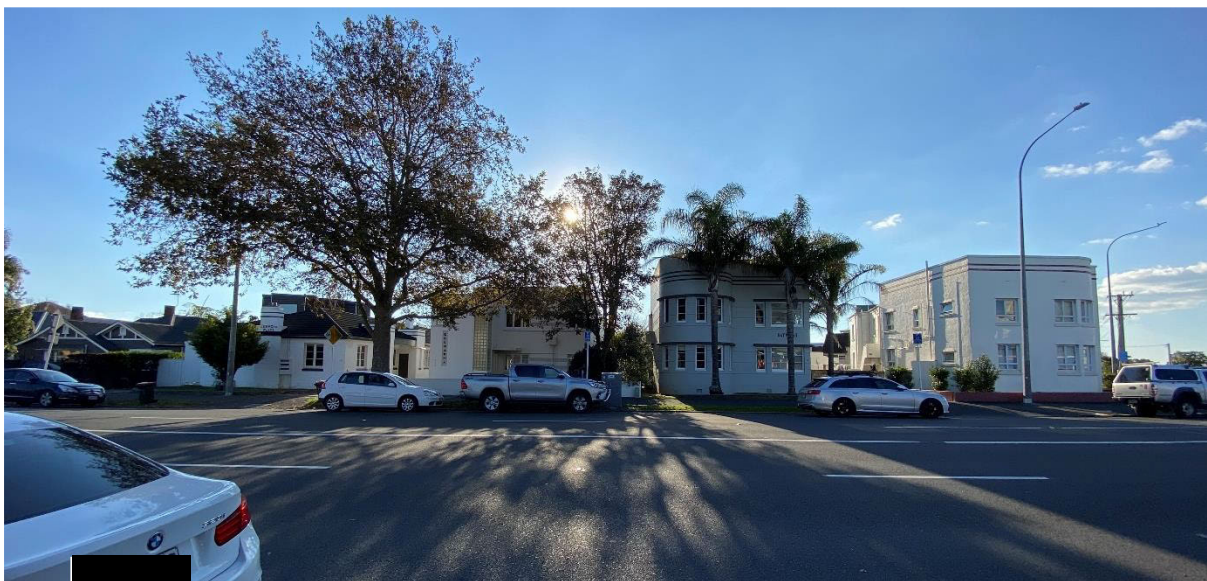


Figure 1. Photograph showing 175-183 Jervois Road (five of the nine properties which make up the Jervois Road Streamline Moderne/Art Deco Block) (David Bade, 6/5/2022).

1. Introduction

1.1 Purpose and background

The purpose of this memo is to peer review the Jervois Road Streamline Moderne/Art Deco Block, Herne Bay historic heritage evaluation (**evaluation**), prepared by Burgess Treep & Knight Architects (Graeme Burgess and Lilli Knight) for The Herne Bay Residents Association (Inc), dated 21 January 2020. This memo should be read in conjunction with the evaluation (refer to **Attachment 2**).

It is noted the evaluation uses the 2013 version of the methodology, which was updated in 2020. This is not problematic. The main difference between the 2013 and 2020 methodology is further explanation of sections with examples, as well as new guidance on comparative analysis. The template only has minor differences between the 2013 and 2020 version.

Due to the nature and degree of information, a peer review of the evaluation is an appropriate means to confirm, and further determine, the place's historic heritage values.

1.2 Caveats and constraints

This review principally relies on the historical narrative set out in the evaluation, which is assumed to be an accurate account. Although the information in the evaluation is substantive, additional research may yield new details about the properties.

A site visit was conducted on 6 May 2022. Access was limited to the exterior of the properties.

2. Review

This section provides a review of the principal sections of the evaluation, with particular emphasis placed on the assessment of historic heritage values.

2.1 Historical summary

A variety of sources inform the historical narrative. It documents the history of Herne Bay's settlement; the development and demise of the tram network – leading to the land being available on which the subject Streamline Moderne/Art Deco apartments were built; a history of apartment buildings in Auckland (1915-39); a description of the "Streamline Moderne" (a form of Art Deco) architectural style; and a background to the architects of the subject buildings. Further information is provided in appendices.

The nature and detail of the information provided together with the historical research in Appendix 2 sufficiently supports the heritage values identified.

2.2 Physical description

The evaluation provides a contextual description of the buildings and the area. It also provides detailed physical descriptions of each building in the group, along with photographs, a summary of key features, and a summary of changes.

2.3 Comparative analysis

The comparative analysis section in the evaluation compares the Jervois Road Streamline Moderne/Art Deco Block with other apartment buildings in the same style and of the same period. It also lists Art Deco-style flats along former tram routes (of which there are many, but which are single-storey and dispersed). The analysis shows only five comparable Art Deco-style apartment blocks in Auckland (four of which are scheduled).

The comparative analysis does not include a comparison and discussion of similar buildings designed by the architects of the Jervois Road Streamline Moderne/Art Deco Block. However, tables of buildings from the architects can be found in an appendix linked to the historical summary section.

2.4 Assessment of historic heritage values

The evaluation determines that the Jervois Road Streamline Moderne/Art Deco Block exhibits "considerable" historical, physical attributes, aesthetic, and context historic heritage values.

I generally concur with these findings but consider the section on significance could have referenced the historical and physical summaries more to demonstrate the values more fully. In addition, I have a difference of opinion on the geographic level of significance for the context values (I believe it should be at the regional level as opposed to the local level). I also consider the social values to be "moderate", as opposed to "little".

The following table sets out a summary of the evaluation assessment, and my opinions based on the thresholds identified.

Criteria	Evaluation assessment		Review comments
	Level of value	Geographic context	
(a) Historical ¹	Considerable	Regional	<p>I concur with the historical values being “considerable” at a regional level.</p> <p>The evaluation outlines how the apartment buildings represent a phase in the history of Herne Bay, and demonstrated a shift away from stand-alone houses towards higher-rise multi-unit apartments post-World War I.</p> <p>It also highlights their significance as representing a pattern of development in which there was a need for more intensive housing along tram lines in Auckland.</p> <p>Findings: Considerable regional values.</p>
(b) Social ²	Little	Local	<p>The evaluation does not provide an analysis of social values despite concluding the place to be of little social significance within a local (Auckland) context.</p> <p>“Club Moderne” (the Auckland Art Deco Society) lists four of the apartment buildings with photographs on their website.</p> <p>In addition, the apartments represent a way of life, as they were a novel idea of the time, drawing on success overseas, as mentioned in the historical summary:</p> <p>“Suburban growth was not the only new type of lifestyle embraced in this period. Driven by the same social and technological changes, a number of apartment buildings sprang up in Auckland in the early 20th century, all in the inner city or at the edge of the inner city. These were built in response to the social and technological changes of the period and drew on models of housing for the middle classes that had evolved in Europe and America, particularly London and New York, in the mid to late 19th Century.”</p>

¹ The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within the nation, region or locality.

² The place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value.

Criteria	Evaluation assessment		Review comments
	Level of value	Geographic context	
			As such, the social significance of the place, in my opinion, should be “moderate”. Findings: Moderate local values.
(c) Mana Whenua ³	N/A	N/A	An assessment of Mana Whenua values was not undertaken as part of the evaluation. The Moderne/Art Deco Streamline Block buildings were evaluated primarily to determine their built heritage values. Information about the history of the place has not revealed any Mana Whenua value relating to the apartment block buildings. Findings: No known value.
(d) Knowledge ⁴	Little	Local	I concur with the findings of the knowledge values for the Jervois Road Streamline Moderne/Art Deco Block. However, I disagree with the wording in the final sentence of the first paragraph, specifically: “They have the opportunity to provide knowledge about the development of the tram service within Auckland, but this is of reasonably minor local significance.” In my opinion, the development of the tram service within Auckland is not of minor significance. However, much of this knowledge value can already be gained from documentary sources. Findings: Little local values.

³ The place has a strong or special association with, or is held in high esteem by, mana whenua for its symbolic, spiritual, commemorative, traditional or other cultural value.

⁴ The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of the nation, region or locality.

Criteria	Evaluation assessment		Review comments
	Level of value	Geographic context	
(e) Technology ⁵	Little	Local	<p>I concur with the findings of the evaluation for technology value.</p> <p>The evaluation states that some of the buildings were early examples of concrete post and beam construction with brick infill which was emerging at the time. However, I agree this form of construction was quite commonplace so has little technological significance.</p> <p>Findings: Little local values.</p>
(f) Physical attributes ⁶	Considerable	Regional	<p>Overall, I agree that the Jervois Road Streamline Moderne/Art Deco Block has considerable regional physical attributes values.</p> <p>The evaluation describes the block as an excellent example of suburban intensive housing development from the 1930s/40s. It recognises each building as good and intact examples of Streamline Moderne design. It also mentions that they were architecturally designed by three architects.</p> <p>The evaluation would be supported by drawing from comments in earlier sections of the evaluation (historical summary and physical description). For example: “As a group the apartment buildings of Auckland from this period, have qualities that set them well apart from the late arrivals: the quality of their planning, the generosity of their public spaces and the carefully articulated and well considered appearance of their public frontages in various styles.”</p> <p>and</p> <p>“The cohesive style of the grouping of apartment buildings reflects the period in which they were constructed, as this was the fashionable architectural style of the time, the style that spoke of modernity and urbanity.”</p>

⁵ The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials.

⁶ The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder.

Criteria	Evaluation assessment		Review comments
	Level of value	Geographic context	
			<p>In addition, the evaluation could have placed more emphasis on the significance of the buildings to the body of work of the architects, and the importance of the architects themselves. For example, Sinclair O'Connor and A. C. Jeffries were prolific Auckland architects during the interwar period, drawing on architectural fads of the time including the Spanish Mission and Art Deco styles. The Jervois Road Streamline Moderne/Art Deco Block are illustrative and highly intact examples of a design type for which they were noted.</p> <p>The statement on the intactness of the buildings would also be supported by referencing the description provided in the following section on aesthetic value (i.e. the following excerpt would be better placed in the section on physical attributes rather than aesthetic value):</p> <p>“The buildings are all architect designed, they are an important and unique collection of a relatively rare type in Auckland. The buildings are all architecturally significant as an excellent example of the Streamline Moderne style. As a unified group the buildings are the most cohesive grouping of this type of building from this period in Auckland. The exteriors of buildings appear to remain in highly original condition.”</p> <p>Findings: Considerable regional values.</p>
(g) Aesthetic ⁷	Considerable	Local	<p>I agree with the findings of the evaluation for aesthetic value. However, the write-up could be made stronger, and as noted above, parts are better fit with the physical attributes values section.</p> <p>The evaluation comments on its visibility and distinctiveness, but could have been made stronger using points made in the physical description section, such as:</p> <p>“[The buildings] form a cohesive and highly visible group, that is a landmark feature of Jervois Road. The end buildings, Raycourt sweeping around the corner of Wallace St, and Riverina on the corner of Salisbury with the Salisbury apartments opposite, are local points in the local urban landscape... They are extraordinary in the area as a collective</p>

⁷ The place is notable or distinctive for its aesthetic, visual, or landmark qualities.

Criteria	Evaluation assessment		Review comments
	Level of value	Geographic context	
			<p>grouping of apartment buildings, in an area that was predominantly individual houses on their own lots.”</p> <p>In addition, the evaluation could have emphasised the value of the block as a past aesthetic taste (as detailed in the Streamline Moderne [Moderne /Art Deco] Style section of the Historical summary), noting the popularity of the Art deco/Moderne style at the time, particularly following the re-build of Napier following the earthquake in 1931.</p> <p>Findings: Considerable local values.</p>
(h) Context ⁸	Considerable	Local	<p>I concur with the context values of the Jervois Road Streamline Moderne/Art Deco Block being “considerable”. However, I am of the view that it is at the regional level.</p> <p>The evaluation notes the collective value of the group of Streamline Moderne apartment blocks, and their contribution to the character of the area.</p> <p>The evaluation would be strengthened by noting the connection with other residential development along tram routes across the isthmus – as identified in Appendix 4 of the evaluation, where a number of art deco-style houses were built. This was also noted in the Physical Description section: “Similar blocks of flats were constructed on sites along other tram routes. This grouping stands out from the rest. The grouping includes a number of multi storey buildings, and is the most intact grouping of this type of building from this period in Auckland.” As such, the context value, in my view, should be “regional” as opposed to only “local”.</p> <p>Findings: Considerable regional values.</p>

⁸ The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

2.5 Statement of significance

The evaluation provides a good statement of significance, highlighting the values of the Jervois Road Streamline Moderne/Art Deco Block in a succinct way. As a statement of significance can, in some cases, be the only section that a user reads, a brief description of the place at the beginning would be beneficial (place name, number of apartment buildings, location, dates of construction). In addition, if the block were to become a historic heritage area, a more substantial and detailed statement of significance is required as it would also be included in Appendix 14.2 as an explanation of why it is a historic heritage area. The statement of significance should include information on the geographic and physical context of the area, including describing the features and qualities that support the coherency and cohesiveness of the area. If it were to be a historic heritage area, the statement of significance could start with a general statement, and then describe the apartments in terms of their setting and built form and then talk about the values.

2.6 Extent of place for scheduling and Recommendations

The evaluation identifies the entire row from 175 Jervois Road to 2 Salisbury Street in the southwest to be within the extent of place (the evaluation states that it includes up to the kerb, however, the diagram follows the Certificate of Title [CT] area for each property).

The evaluation does note that the buildings at 183 and 185 Jervois Road are not Streamline Moderne in design and only have significance from being in the same “tram barn” subdivision. They are identified as “character supporting” in the evaluation – this term is used in a special character area context, but is not used for historic heritage evaluations. If the place was to be a historic heritage area, these properties would be termed “non-contributing”.

The evaluation concludes that the Jervois Road Streamline Moderne/Art Deco Block has considerable significance at a local and regional level and meets threshold for inclusion as *either* a Category B place or a Historic Heritage Area in the AUP. The interior (as it was not viewed as part of the evaluation) is not recommended to be protected. Exclusions are not listed in the evaluation, but it can be inferred that the interior of each building is an exclusion.

I agree that the Jervois Road Streamline Moderne/Art Deco Block meets threshold to be a historic heritage area. I concur that the properties at 183 and 185 Jervois Road do not have the same significance as the Streamline Moderne/Art Deco buildings, but are part of the same subdivision and built around the same period. The building at 185 Jervois Road was also built as a duplex, a similar flat type category to the Streamline Moderne/Art Deco buildings as part of the block. They therefore should not be omitted from the group, but be included as “non-contributing” properties.

I agree with the evaluation that the extent of place should extend to the kerb as the buildings are located on or close to the edge of the certificate of title boundary and because of their considerable aesthetic and context values.

3. Conclusions

The following conclusions and recommendations are based on a review of the evaluation and my assessment of the evaluation criteria (as already outlined above).

3.1 Table of heritage values

Significance Criteria (A-H)	Value	Geographic
A- Historical	Considerable	Regional
B- Social	Moderate	Local
C- Mana Whenua	No known	Not assessed
D- Knowledge	Little	Local
E- Technology	Little	Local
F- Physical Attributes	Considerable	Regional
G- Aesthetic	Considerable	Local
H- Context	Considerable	Regional

3.2 Category recommendation

The Jervois Road Streamline Moderne/Art Deco Block meets the thresholds in the AUP for scheduling as a historic heritage area. It is recommended that the place is included in Schedule 14.1 and 14.2 as a historic heritage area.

3.2 Recommendation based on heritage value

ID	Area Name and/or Description	Verified Location	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/Features	Non-contributing Sites/Features
XXXXXX	Jervois Road Streamline Moderne/Art Deco Block Historic Heritage Area	175, 177, 179, 181, 187 and 189 Jervois Road, Herne Bay, 2 Salisbury Street, Herne Bay	A, F, G, H	Refer to planning maps	Interior of building(s)			Refer to 14.2.XX	Refer to 14.2.XX

3.3 Statement of significance

As the Jervois Road Streamline Moderne/Art Deco Block is recommended to be a historic heritage area, the statement of significance requires some more detail, particularly relating to physical context. I have updated this below:

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

All but one of the apartment buildings occupy the entire Jervois Road frontage of the block that was formerly a tram barn (depot) site. The site, between Wallace Street

and Salisbury Street on Jervois Road, was a facility that served the Auckland Tram network from the 1880s until 1929. Herne Bay developed as a suburb during this period, and consequently the area around the tram barn has strong Victorian and Edwardian character.

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

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

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

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

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

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

Forming a highly cohesive and visible group, the apartment buildings are a landmark feature in the locality. Situated in a prominent position along the Jervois Road ridge, they are clearly visible from the street and are considerably significant for their aesthetic and contextual values. The end buildings, "Raycourt" sweeping around the corner of Wallace Street, and "Riverina" on the corner of Salisbury with the Salisbury

apartments opposite, are focal points in the local urban landscape. In the Herne Bay context, they are an extraordinary collective grouping of apartment buildings, in an area that historically and to a large extent still is predominantly individual villas on their own lots.

3.4 Planning maps

Schedule 14.2 and Planning maps

- The extent of place (purple outline) includes the entire block between 175 Jervois Road to 2 Salisbury Street.
- All properties are “contributing sites”, with the exception of properties at 183 and 185 Jervois Road to be marked as “non-contributing sites”.



Figure 2. The extent of place for the Jervois Road Streamline Moderne/Art Deco Block (purple outline with purple hatching).

ATTACHMENT 1

Photographic record (David Bade, 6 May 2022)



175 Jervois Road



177 and 175 Jervois Road



181, 179 and 177 Jervois Road



183, 181 and 179 Jervois Road



187, 185 and 183 Jervois Road



189 and 187 Jervois Road



2 Salisbury Street



2 Salisbury Street and 189 Jervois Road



185 Jervois Road



181 Jervois Road



179 Jervois Road



189 Jervois Road

ATTACHMENT 2

Jervois Road Streamline Moderne/Art Deco Block, Herne Bay' historic heritage evaluation

HISTORIC HERITAGE EVALUATION



Raycourt, corner of Wallace St. Photograph: Lilli Knight, 2019

‘Jervois Road Streamline Moderne Block’ the ‘Art Deco Block’

175 – 189 Jervois Road and including 2 Salisbury Street,
Herne Bay

Prepared by: Graeme Burgess + Lilli Knight

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1.0 Purpose / Executive Summary

The purpose of this document is to cumulatively evaluate the group of historic interwar buildings located at 175 – 189 Jervois Road and including 2 Salisbury Street, on the block between Wallace and Salisbury Streets, Herne Bay Auckland, against the criteria for evaluation of historic heritage in the Auckland Unitary Plan.

This has been undertaken to determine whether as a group these places have a cumulative heritage value such that they should be identified as a scheduled heritage place/area/group by the Auckland Council under the AUP. The report can also be used to support an application to Heritage New Zealand to have the grouping recognised on the HNZPT List.

The document has been prepared by Burgess Treep + Knight Architects on the specific instructions of the Herne Bay Residents Association.

The methodology used in this report is the 'Auckland Council Methodology for Evaluating Historic Heritage Significance (Version 7.5, 18 October 2013)'.

The site, between Wallace Street and Salisbury St on Jervois Road, was a facility that served the Auckland Tram network up until 1929. As a consequence the area around the former tram barn site has a strong Victorian Edwardian character, as this was the period in which Herne Bay was first developed as a suburb. The place has direct links to this early history of transport and suburban growth.

Following the demolition of the tram barn the property was subdivided into the current allotments. This coincided with the Great Depression, hence nothing happened for almost a decade. When the properties were developed it was by different developers who seemed to share an interest in the architectural style called 'Art Deco' or 'Streamline Moderne' and who were happy to invest in a relatively new form of housing, as almost all the buildings facing Jervois Road are multi-unit apartment buildings, and all these buildings are architecturally designed.

The buildings have stand-alone qualities but are significant in this situation as they form a remarkable grouping of this type of building, in this particular style, in Auckland. The grouping has an overall aesthetic quality, and contextual significance, the large blocks, with their outstanding form, are local landmarks, defining the street corners and the face of the road.

The block also relates to the low scale 1920s/30s commercial buildings on the southern side of Jervois Road diagonally opposite. There is a clear relationship between the two sides of the road in both the development period, early 20th century, and in the architectural style of the buildings.

The Victorian/Edwardian character of the 'avenues' that lead off Jervois Road has been recognised as a key component of the character of the overall area, as Albany Road, Wanganui Avenue, Ardmore Road and Trinity Road are identified in the AUP as an Historic Heritage Area.

We consider that the Jervois Road 'Streamline Moderne' Apartments should be included in the Auckland Council Unitary Plan, Schedule 14 Historic Heritage, as an historic area or as a scheduled group. As a place it meets the Historical (A), Physical Attributes (F), Aesthetic (G) and Context (H) criteria.

We consider that the grouping warrants a Category B scheduling, or a specific identification as an historic heritage area in Schedule 14 of the Auckland Council Unitary Plan.

2.0 Identification



Figure 2: Showing the group of Streamline moderne buildings along Jervois Road within wider context (Auckland Council GIS Viewer)

The buildings subject to this report are primarily the residential apartment buildings located at;

- 175 Jervois Road 'Raycourt'
- 177 Jervois Road 'Bayville'
- 179 Jervois Road 'Kelmarna'
- 181 Jervois Road 'Jervois Flats'
- 187 Jervois Road 'Herne Court'
- 189 Jervois Road 'Riverina'
- 2 Salisbury Street 'Salisbury'

Two stand-alone buildings also subject to this report, are located at;

- 183 Jervois Road
- 185 Jervois Road

3.0 Constraints

The area subject to this report is a group of nine buildings. Site visits were undertaken in September 2019. All buildings were viewed from the street and on the properties, where accessible. Photographs were taken to record condition and architectural detail. Internal inspections were not undertaken.

The evaluation does not address archaeological values or the importance of the place to Mana Whenua.

The buildings vary in size and construction, ranging from standalone houses to multi storey apartment blocks. The seismic strength / structural integrity of the buildings has not been evaluated as part of this assessment.

The evaluation is based on the availability of information provided by the Herne Bay Residents Association, supplemented by the research that we were able to undertake within the time frame. We were fortunate enough to obtain copies of the original architectural plans from the Auckland Council Archives, this has given us a great deal of information about the original design and the interior planning of each building. We acknowledge that given more time and resources, more in depth research could be carried out which may yield new information.

4.0 Historical summary

**Please see Appendix for a detailed historical overview*

Early Herne Bay

Herne Bay, an affluent inner-city suburb of Auckland known for its extensive harbour views is located on the southwestern shore of the Waitemata Harbour, to the west of the Auckland Harbour Bridge. Herne Bay has been a prosperous area since the 1850s due to its outlook over the Waitemata Harbour. As a result, many of the grand Victorian and Edwardian homes and surrounding development from this period remain today.

Ngati Whatua, led by Āpihai Te Kawau, actively encouraged Governor Hobson to establish a strong presence in Tamaki, in order to protect their position on the isthmus following the upheavals of the musket wars. It was initially a very successful strategy.¹

Herne Bay was part of the block of land offered by Ngati Whatua to Governor Hobson shortly after the signing of the Treaty of Waitangi. This initial land sale covered an area between Opou (Cox's Creek) and the creek at the base of Brighton Road, named Mataharehare, up to Maungawhau, Mt Eden.

Crown subdivision of Suburban Section Eight, which included the area that now comprises Ponsonby, St Marys Bay, Herne Bay and Grey Lynn, occurred in 1845 and 1846. At that time, it was divided into 42 allotments. However, when the land was sold in 1846 some purchasers acquired multiple plots. These large allotments were then subdivided into smaller building lots and sold at public auction, usually around 10 to 20 years later.²

In 1863 the New Zealander reported that Auctioneers Jones & Co had sold the property of 'Herne Bay'. *There was good attendance and the bidding moderate. Thirty eight lots were disposed of at from 5s. 9d. to 11s. 6d. per foot. The rest were withdrawn. The total amount realised was £874 12s.*³

A newspaper advertisement in 1865 marketing 'two superior villa sites' described the new suburb as an 'improving and very healthy locality, commanding an extensive view of the harbour and surrounding country.'⁴

Jervois Road was originally part named Ponsonby Road, formed around 1863 in the Herne Bay area. The section of Jervois from Wallace Street to Cox's Bay was formerly known as Cox's Bay Road also formed around 1863, The roads were joined together and renamed Jervois Street and then Jervois Road, as it exists today, in 1883⁵

¹ P.26 Jenny Carlyon and Diana Morrow, A Fine Prospect; A History of Remuera, Meadowbank and St Johns, Random House 2011.

² Urban Village pg. 25

³ Page 2 Advertisements Column 4
New Zealander, Volume XIX, Issue 1821, 18 March 1863

⁴ Page 2 Advertisements Column 5
Daily Southern Cross, Volume XXI, Issue 2458, 6 June 1865

⁵ Auckland Libraries, Street Name index

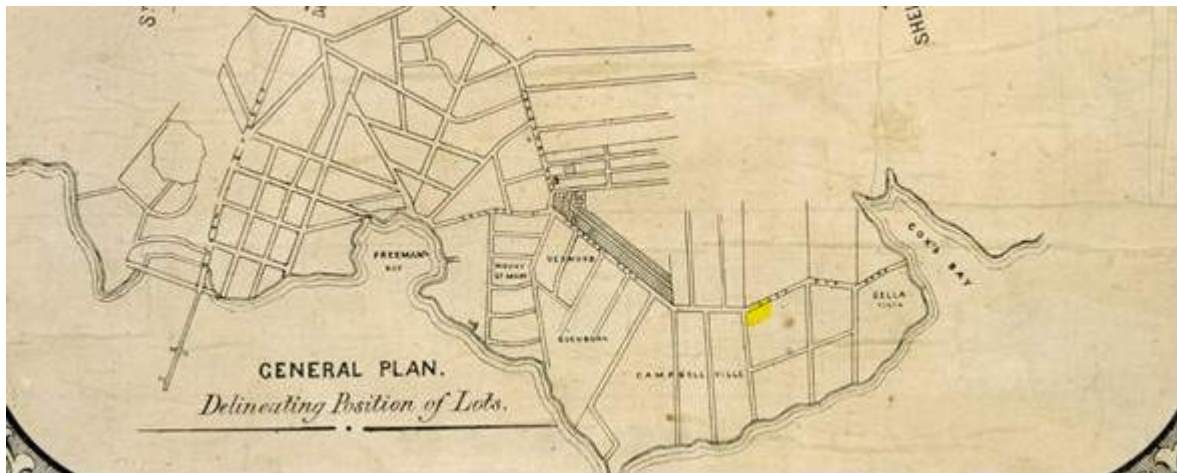


Figure 3: A subdivision map from 1863 showing Jervois Road with the subject site shaded yellow, Jervois Road at this time was called Cox's Bay Road. Source: Auckland Libraries Heritage Collections Map 4495-35

Jervois Road was apparently named after Lieutenant General Sir William Francis Drummond Jervois 1821-1897, Governor of New Zealand from 1883 to 1889.

Wallace (formerly Wallis) Street was formed around 1883. Salisbury Street may have been formed slightly later. It appears in newspaper articles from around 1917 and was possibly named after the former British Prime Minister. In 1937 the street was described as 50 yards long, with 1 business premises and 11 residences.

Development of the Tram Barn Site

**Much of following information has been sourced from the book Urban Village – The story of Ponsonby St Marys Bay and Freemans Bay by Jenny Carlyon and Dianna Morrow and from Papers Past*

In 1882 the 755 acres of the Ponsonby Highway District became the Ponsonby Ward within the City of Auckland, the attraction being the promise of a regular water supply, better roads and a tram service. This tram service, which commenced two years later in August 1884 was operated by the City of Auckland Tramways and Suburban Land Company Limited. The first operational route ran from Queen Street to Ponsonby Road via Pitt Street and Karangahape Road. Late in 1884 the New Zealand Herald announced that;

The authority to allow the tramcars to run to Freemans Bay appears to have been at last granted. on and after today the cars will run from Billingtons Corner (Patteson Street) to the Post office at Newton from 7.10am to 10.50pm⁶

The Ponsonby Road Service was extended to Three Lamps and from there to Wallace Street in February 1885. The horses were stabled at a terminus at Wallace Street, Herne Bay. The owners of the stables at that time were the St Heliers and Northcote Land Company. The 'barn' as it was known by the public, was a local landmark. The building was described as

A humble structure to house the meagre transport plant of the period, including a number of sleek horses of mature age which had the daily duty of providing the necessary haulage power to bring suburban residents to and fro from the city.⁷

The turn of the century saw a building boom in the Herne Bay/ Jervois Road area and much of the land surrounding the tram barn, continued to be subdivided and the immediate area more intensely developed with both residential and commercial buildings. The Jervois

⁶ Urban Village pg. 35

⁷ PONSONBY LANDMARK. Auckland Star, Volume LVIII, Issue 34, 10 February 1927

Estate, was a large estate of 40 acres situated directly opposite the tram barn. It was effectively a single subdivision of some 250 lots, created between 1903 and 1906 in the name of the Jervois Estate Syndicate.⁸

A report in the Auckland Star in 1903 described

*'Surveyors hard at work .. and men busily clearing the ground of gorse and scrub, as there is a large number of probable purchasers waiting to commence building. The syndicate intend to issue plans through the Auckland Star and to go on selling the sections before the roads are completed.'*⁹

The commercial premises (which remain) on the southern side of Jervois Road, opposite the tram barn were also developed at this time as part of the Estate. They illustrate the historical development pattern of providing local convenience stores which offered important services for the nearby residents at a time prior to modern conveniences such as refrigeration, the motor vehicle and supermarkets.¹⁰



Figure 4: Looking south across Jervois Road, Auckland (foreground) showing Albany Road (far left) 1990s
Source: Auckland Libraries Heritage Collections 802-8-1

With the increase in population came the introduction of new transport technology and by 1902 the horse trams were phased out and replaced with electric trams, a radical new form of public transport. The old Wallace Street stable buildings were demolished and a new larger depot constructed from 'iron and wood' to service the needs of the new electric trams.¹¹

The new barn building was described in the New Zealand Herald as a 'more pretentious building, with the addition of plant and extensions to provide additional accommodation.' The depot became one of the best-known geographical points in the city and although 'scarcely an architectural ornament to the landscape, it was a useful place in connection with Auckland's transport system, particularly since 1919 when the Auckland City Council decided to conduct the tramways service as a municipal venture.'¹²

⁸ Auckland Unitary Plan Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area (Schedule 14.1 ID 02516)

Statement of significance

⁹ JERVOIS ESTATE, PONSONBY

Auckland Star, Volume XXXIV, Issue 61, 12 March 1903

¹⁰ Auckland Unitary Plan Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area (Schedule 14.1 ID 02516)

Statement of significance

¹¹ TRAM "BARN" PASSES. New Zealand Herald, Volume LXVI, Issue 20185, 20 February 1929

¹² PONSONBY LANDMARK. Auckland Star, Volume LVIII, Issue 34, 10 February 1927



Figure 5: Showing the interior of Auckland Electric Tramways Company's sheds in Jervois Road 1902. Source: Auckland Libraries Heritage Collections AWNS-19020918-3-1

The new electric tram service proved hugely popular. On the opening day in 1902, John Logan Campbell set the first car in motion. In the course of the day, 15,000 people enjoyed the novel experience of a horseless tram and another 10,000 or so missed out in the scramble to get a seat. The electric trams owed their popularity to their superior speed and comfort as well as cheaper fare. They could also fit 100 passengers on each carriage. This new form of public transport had a buoying impact on local businesses and residential development in the suburbs. Two routes serviced the local area: one ran up College Hill to Herne Bay; another travelled from the foot of Queen Street via Karangahape Road to Three Lamps. The trams originally operated from Monday to Saturday but on polling day in 1903 a referendum was held about extending the services to Sundays. Those in favour won and the service was extended.

By 1927 a new larger tram barn had been erected in Gaunt Street in the central city, and as a consequence the Wallace Street depot was to be closed, the official reason being to 'save dead mileage'¹³ With the steady growth of the tramways system during this period a policy of centralisation was deemed necessary in order to save the many 'dead miles run by cars to and from the depot in Herne Bay to take up the services on other suburban lines. The new Gaunt Street site had the big advantage of a more central location 'close to the city area, able to deal with the rush hours of traffic'¹⁴

After the relocation to Gaunt Street the Wallace Street barn drifted into partial disuse and by February 1929 the building was reported to have been 'vacant for the last three months'¹⁵

The New Zealand Herald reported that

*after being in use for 28 years, the Ponsonby tram depot is to be demolished and the land cut up into building sites. The area is 1 ¼ acres and occupies a valuable site at the intersection of Jervois Road and Wallace street.*¹⁶

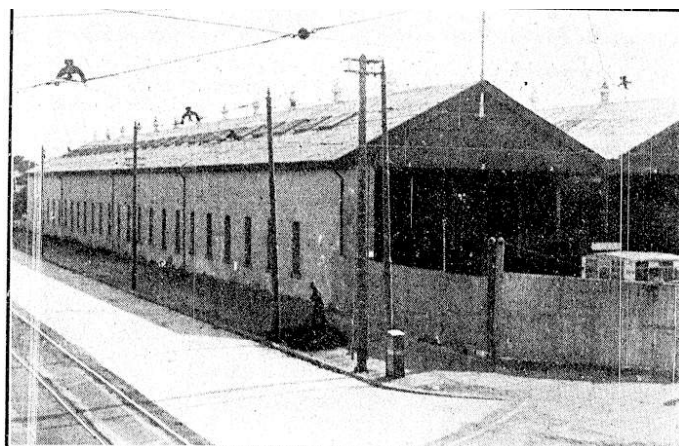


Figure 6: Photograph showing the Jervois Rd Tram Barn prior to being demolished, c. 1929. Source: Papers Past, New Zealand Herald, 20 Feb 1929.

Tenders for the removal of the 'iron and wooden building' which occupied the street block between Salisbury and Wallace Streets in Herne Bay, were invited by the Auckland Transport Board, who by then had taken over the ownership of the Herne Bay Depot with the

¹³ PONSONBY LANDMARK. Auckland Star, Volume LVIII, Issue 34, 10 February 1927

¹⁴ PONSONBY LANDMARK. Auckland Star, Volume LVIII, Issue 34, 10 February 1927

¹⁵ TRAM "BARN" PASSES. New Zealand Herald, Volume LXVI, Issue 20185, 20 February 1929

¹⁶ TRAM "BARN" PASSES. New Zealand Herald, Volume LXVI, Issue 20185, 20 February 1929

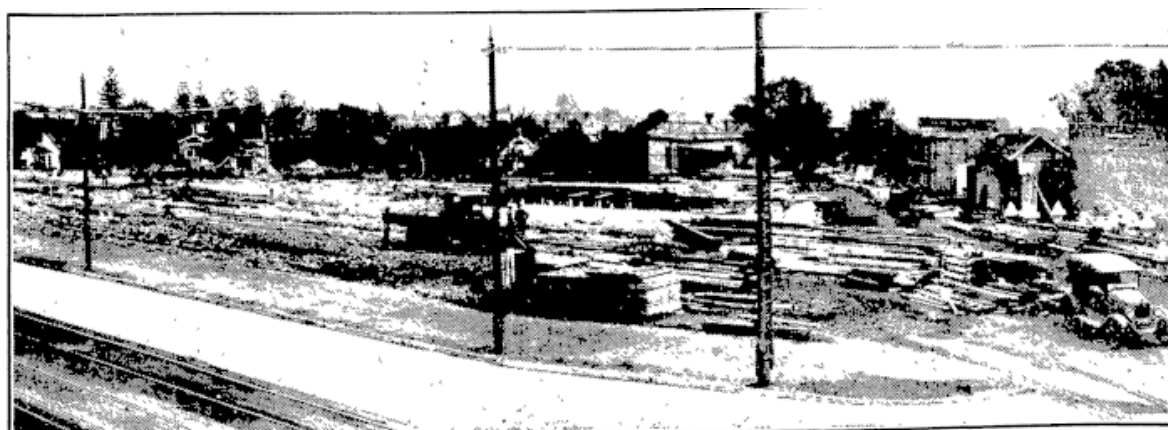
assets of the Tramways Department of the City Council. Subdivision plans were drawn up preparatory to placing the sections up for sale on the open market.

Demolition of the tram barn building commenced in 1929. The work was undertaken by contractor Mr J Vickerstaff of Edendale who was the successful tenderer. The task, as reported the New Zealand Herald, was a large one;

One of the largest undertaken in Auckland –much material has passed through the hands of the contractor. From the buildings approximately 100,000 ft of timber has been acquired and about 250,000 bricks have been taken from the walls. The last wall of the depot that fell... with a resounding crash weighed about 200 tonnes and was estimated to contain about 500,000 bricks. The timber is sound heart kauri and has been much in demand by builders. The caretakers house which stood on the site has been sold and moved to Ohinewai where it is being rebuilt. Some of the iron in the building has been despatched to the National Park. In spite of the size of the work and its dangerous nature only one accident occurred during the process of demolishing. A workman fell 19 ft to a concrete floor, but he escaped serious injury by striking a piece of timber which rolled with him when he struck it.¹⁷

The last wall of the barn fell on May 20 in 1929¹⁸.

By June of that year the site was a large vacant area. The cleaning pits were yet to be filled in order to provide 'good building sites' and the tram tracks, which originally switched cars into the various bays were being 'removed by a gang of permanent way men, whose operations are causing unavoidable inconvenience to motor traffic along the road'¹⁹



A PONSONBY LANDMARK GOES.—The last wall of the old Ponsonby tram barn was demolished on Saturday. The area of about two acres, at the corner of Jervois Road and Wallace Street, when cleared, will be sold in sections.

After the demolition was complete and the site fully cleared it was divided into 12 residential sections and offered at auction in September 1930. Although there was good attendance, none of the lots sold, all failing to reach reserve.

The prices offered for sections on the old tram barn site were, in all cases, lower than the values placed on the properties by the vendors and, in some cases, substantially so. The highest bid made was one of £600 for a section with a curved frontage of 104 feet in all, in a commanding position at the corner of Wallace Street and Jervois Road. Bidding was started at £500 and raised in £25 increases until the section was passed in at £600. The next best price offered was £450 for the section at the corner of Salisbury Street and Jervois Road. This lot, comprising 21.8 perches with a total frontage of 107 feet to the two streets, was started at £400, the next at 6 a foot and the next at £370. There were no bids for lot 4, which completed the offering on that street. After offering the corner site at the Wallace Street side, the auctioneer then sought bids for the choice of lots 7, 8, 9 or 10, fronting Jervois Road. Bidding started at £350 and the sections were passed at £450.²⁰

¹⁷ LAST OF TRAM "BARN." New Zealand Herald, Volume LXVI, Issue 20259, 20 May 1929

¹⁸ Auckland Star, Volume LX, Issue 117, 20 May 1929

¹⁹ OLD LINK SEVERED. Auckland Star, Volume LX, Issue 152, 29 June 1929

²⁰ HERNE BAY SECTIONS. New Zealand Herald, Volume LXVII, Issue 20668, 13 September 1930

After the entire tram site property failed to sell the Auckland Transport Board Committee made an application to the City Council for authority to offer the sections which fronted Jervois Road as business sites as opposed to the residential lots they were currently zoned as. The committee, in its report included an extract from a letter received from the auctioneer;

*I wish again to emphasise the fact that I have repeatedly brought before your board that the result of this sale shows the absolute futility of confining the sale of these sections for residential purposes only. The Jervois Road and Wallace street frontages are essentially business sites. I have repeated inquiries for the sections at the corner of Wallace Street and Jervois Road and Salisbury (corner) for business sites, and I feel that your board would be well advised to make an appeal to the Town Planning Committee to reconsider their decision and allow us to offer certain of the sections for business purposes.*²¹

Despite this appeal and the request of potential developers, the City Council refused to rezone the site from residential to business. The Transport Board persisted and an inquiry was held in 1931 as a result of the 'appeal by the Transport Board against the determination of the City Council to refuse a permit for the 'disposal of a portion of the barn site at the corner of Jervois Road and Salisbury Street, Ponsonby as business sites.'

Evidence in support of the Transport Boards case was given by Mr Allum and by Mr Stitchbury, an old resident of Ponsonby at the time. The principal witness for the council Mr Tyler stated that in the councils view the 'district was unquestionably a residential area and would remain as such for at least another generation'. It was not to be expected that a zoning scheme in built up areas would entirely correct existing defects of development but it was hoped to reduce future mistakes to a minimum. One of the primary objects of the councils zoning scheme was stabilisation of property values. It was noted in the inquiry that the area at that time had an equivalent of 2593 dwellings but could accommodate up to 3015. There were 158 shops and of these 14 were unoccupied. The councils view was that

from an aesthetic point of view, although the existence of shops on only one side of the street and residences only on the other side did not present the ideal picture, it was claimed to be far superior to hopelessly mixed and broken frontages on both sides.

Even though none of the residential sites had sold at auction the Board had been receiving offers from prospective purchasers, providing the sites could be 'put to business uses'. The Board stated in the inquiry that;

*there is practically no chance whatever of selling the section with frontages to Jervois Road and Wallace street as anything but business sites ..the fact that the locality is already a shopping centre mitigating against the sale of the sites in question for residential purposes.*²²

The Board considered that the erection of the original tramway barn on that site was the main factor for the shops on the southern side of Jervois road being established in the first place. But also, that the removal of the barn had improved the surrounding area as it was considered by some locals to be a 'disfigurement on the landscape.' They argued that a well-designed block of shops on the northern side would not only be 'an ornament but a utility' allowing the residents on the south side to 'purchase their requirements without the danger of crossing the road'.

The council predicted that the residential value on the northern side and the business value on the southern side would suffer if a mixed approach to zoning was adopted.

Some Herne Bay residents even floated the idea of turning the former tram barn site into a public park, although they acknowledged there 'seemed little prospect of this happening as

²¹ "NOT RESIDENTIAL."

Auckland Star, Volume LXI, Issue 219, 16 September 1930

²² OLD BARN SITE.

Auckland Star, Volume LXII, Issue 82, 8 April 1931

the property would have to be purchased from the Auckland Transport Board by the City Council. The land is valuable and the price as far as the council was concerned would be prohibitive'²³ The chairman of the Parks Committee at Council agreed with local residents and their vision of a recreation reserve and was reported to have said that;

although Point Erin Park and Bayfield Park are in the vicinity, we would be only too pleased to establish a recreation ground on the barn site, however our only hope would be that some citizen would purchase the property and hand it over to us. With two parks in the vicinity, a recreation reserve at Cox Creek to be developed and the whole of Herne Bay waterfront at the disposal of residents, this appears to be a rather remote possibility.²⁴

The residents did not succeed with their petition to turn the site into a public park and neither did the Transport Board with their request to the City Council to rezone the land from residential to business. The entire tram barn site laid vacant for the next several years, as demonstrated by the record of property ownership held by the Auckland Council Archives. The records indicate that property sales to individual developers (some purchasing multiple sites) took place in the years after 1937, and Lot 11 and lot 7 were sold as late as 1944.

The original purchasers of the individual former 'tram barn' lots are as follows;

- Lot 5 - 189 Jervois Road (Riverina) was purchased by Albert Beazley, 15 November 1937
- Lot 6 - 187 Jervois Road (Herne Court) was purchased by Albert Beazley, 28 September 1938
- Lot 7 -185 Jervois Road was purchased by *unknown* in 5 October 1944
- Lot 8 -183 Jervois Road was purchased by Phyllis McQuillan in 28 September 1938
- Lot 9 - 181 Jervois Road (Jervois Flats) was purchased by Robert Thomas, 28 September 1938
- Lot 10 - 179 Jervois Road (Kelmarna) was purchased by Alex Edward Irving, 28 September 1938
- Lot 11 -177 Jervois Road (Bayville) was purchased by Robert Thomas, 6 October 1944
- Lot 12 - 175 Jervois Road (Raycourt) was purchased by M G Bailey, 10 February 1938
- 2 Salisbury Street (Salisbury) was purchased by H Friedlander in 29 May 1940, not part of barn site

Out of the 8 original lots, 6 were developed with multi-unit residential apartment buildings (#5,6,9,10,11,12) or 'flats' as was the popular term for this model of housing at the time. Modest sized single-family homes were constructed on each of the two remaining lots (7&8). The individual buildings are all described in detail in **Section 5.0 - Physical Description. The allotments facing Salisbury Street were also built on, all with individual houses. This study has not examined these properties.**

²³ PONSONBY "BARN" SITE.
New Zealand Herald, Volume LXVI, Issue 20264, 25 May 1929

²⁴ PONSONBY "BARN" SITE.
New Zealand Herald, Volume LXVI, Issue 20264, 25 May 1929



All but one of the buildings facing Jervois Road have been found to be architect designed. Arthur Sinclair O'Connor designed 'Kelmarna' at 179 Jervois Road in 1938. Architect A. B. Crocombe designed the Jervois Flats at 181 Jervois Road in 1938 and Bayville at 177 Jervois Road in 1944.

A C Jeffries designed 'Raycourt' at 175 Jervois Road in 1937/38, 'Herne Court' at 187 Jervois Road and 'Riverina' at 189 Jervois Road in 1938. He also designed 'Salisbury' at 2 Salisbury Street in 1940. This lot was not part

of the original Tram Barn site but is situated on an adjoining property, corner of Salisbury Street. The house at 185 Jervois Road was designed by C. B. Watkin. Research has not uncovered original architectural plans or any mention of an architect associated with the house at 183 Jervois Road.



Figure 9: Subdivision plan, Tram Barn Site 1930. Source: Auckland Council Archives. Figure 10: Showing the subject site and development of the surrounding area in 1947. Source: Auckland City Council planning map, sheet No. 3A Auckland Libraries Heritage Collections Map 3504

The tramways system was converted to an electric trolley bus operation after World War Two as by then it was very much the era of the motor car, trolley busses were much faster than trams and more suited to traffic movement around the central suburbs. The Herne bay route was the first in Auckland to be converted, in September 1949.

The last trip on the Ponsonby tram route took place on November 9th 1951, leaving lower Queen Street at 11.30pm. The trolley bus service eventually closed in January 1977 ending 75 years of electric public transport in the district.

Apartment Buildings in Auckland 1915-1939

**Refer to Appendix for further information*

As set out by Jeremy Ashford in his book 'the Bungalow in New Zealand' changes in technology and lifestyle from the late nineteenth century through to the first decades of the twentieth century led to significant changes in society.²⁵ Ashford refers to the rapid evolution of labour saving devices made possible by reticulation of electricity. The effect of this, combined with the growth of private motor transport, improvements in public transport and the communication revolution made possible by the telephone, made this period one of extraordinary change. The role of women in society was changed markedly by the need for women to fill gaps in the paid workforce during the First World War, a highly significant social shift that remained after the war.²⁶

The primary housing response to the growth and change that occurred following the First World War was the development of the new garden suburbs of Auckland, all serviced by electric tram. Among these are the bungalow suburbs of Point Chevalier, Balmoral, Sandringham, Westmere. The new suburban growth followed the model established at the very end of the 19th century in England by Ebenezer Howard through his treatise "Garden Cities of Tomorrow".²⁷ This model set the standard for urban sprawl, becoming the quarter acre pavlova paradise that was suburban New Zealand up until the end of the 1960s.

Suburban growth was not the only new type of lifestyle embraced in this period. Driven by the same social and technological changes, a number of apartment buildings sprang up in Auckland in the early 20th century, all in the inner city or at the edge of the inner city. These were built in response to the social and technological changes of the period and drew on models of housing for the middle classes that had evolved in Europe and America, particularly London and New York, in the mid to late 19th Century.

Architects and developers in New Zealand were inspired by the success of this building type in other places and saw this as an alternative to the sprawling city structure of suburban growth.

The first apartment buildings in Auckland were the two Courtville buildings in Parliament St. The first of these, constructed in 1914-15, is three and one half storied with each of the main floors divided into four flats. The Corner Courtville Building, a more dramatic architectural statement, is four storied with three flats on each level. Both of these buildings were designed by Arthur Sinclair O'Connor. He also designed Windsor Towers, on Parliament St at the corner of Eden Crescent, and the building now called Westminster Court, built in 1935. A very large proportion of the overall number of apartment buildings built in Auckland during this early period, including the lower scaled multi-unit suburban flats that followed, were designed by Sinclair O'Connor. He also designed, Brooklyn Apartments on Emily Place, and the Espano Apartment building on Poynton Terrace.

Other apartment buildings of Auckland from this period are; Mayfair, 1929 (Gummer + Ford) on Parnell Rise, Hampton Court, 1930 (Alleman) at the corner of Wellesley St and Federal St, The Eden Hall, Eden Crescent, Beresville Apartments, Anzac Avenue, (Richard Toy) c. 1936, Cintra Flats, Whittaker Place, (Horace Massey), 1936. Shortland Flats, (Sholto Smith) c.1924. Newton Flats, Grafton Flats

These buildings were dressed in a variety of styles, from the grand Edwardian classicism of the Courtville Buildings, through to the streamline moderne of Berrisville. Shortland Flats

²⁵ p23 the Bungalow in New Zealand Jeremy Ashford, pub. Penguin Books 1994

²⁶ p 24, *ibid*

²⁷ p.25, *ibid*

features Tudor Gothic, Brooklyn and Westminster Court are Romanesque, with Espano loosely dressed in Spanish Mission Style.

Towards the end of the interwar period, the larger apartment blocks within the city fell out of favour. Developers still built flats, but the locations shifted and the scale reduced. Most of the flats built after 1930, were constructed along the tram routes, along Mt Eden Road, Dominion Road and Jervois Road. It was not until the very end of the twentieth century that developers began to build new apartment buildings in the city centre and these are almost all at the tenement end of the spectrum with little or no attention given to public spaces and the amenity of the occupants.

The apartment buildings of the interwar years still set the standard for this type of building. As a group the apartment buildings of Auckland from this period, have qualities that set them well apart from the late arrivals: the quality of their planning, the generosity of their public spaces and the carefully articulated and well considered appearance of their public frontages in various styles.

Streamline Moderne (Moderne /Art Deco) Style

'Streamline Moderne' architecture emerged as an architectural style during the interwar period as a reaction to the traditional practice of adding ornament to buildings. It was a popular version of a style that evolved after World War I based on a new philosophy of building and aesthetics; some say demonstrating the decorative aspects of post Art Deco. Awareness of the style in Auckland was stimulated by the Art Deco influenced architecture used to rebuild the city of Napier after the destruction of the 1932 earthquake.

The Moderne style was especially popular in cinemas, and this influenced ordinary New Zealanders who perhaps associated it with sophistication and progress. It was also a style associated with the modern transport of the 1930's and 1940's, with its sweeping forms and curves relating to the shapes and forms of locomotives, aeroplanes and automobiles of the era, it was a style associated with the 'modernity' of those times.

It was an architectural style commonly applied to the new modern apartment buildings and blocks of flats of the interwar period. Appropriate at a time where a more intensive style of living was becoming popular and necessary within the inner-city suburbs.

The group of Streamline Moderne apartments on Jervois Road subject to this report were constructed very soon afterwards and most likely influenced by architect Horace Massey's Cintra Flats in Grafton Gulley (1936) as well as Richard Toy's 'Berrisville' apartments in Symonds Street (1937). They are also contemporary with the Webb House or 'Volpre' (1938) in Paratai Drive, also by Horace Massey.

The Streamline Moderne style is typified by flat roofs and curved bays. Flat roofs were adapted in New Zealand to work with a wetter climate and were usually actually low-pitched metal roofs sloping to the rear of the building and concealed on three or all sides behind high parapet walls often stepping down towards the rear elevation. This gave the illusion of flatness.

Joinery typically took the form of banks of casement windows (rather than double hung sashes) with no fanlights, which were arranged in horizontal bands set flush with the wall surface, sometimes disappearing around curved corners.

Textured plastered masonry walls (sometimes stucco on a timber frame as opposed to brick or concrete), frequently curved around corners, giving buildings the appearance of being enclosed by a continuous horizontal strip of wall. These repeated, curving changes of wall surface in some houses gave rise to the term 'Waterfall' Style.

Although the style typically rejected ornament, architects continued to apply architectural detailing to buildings although in a more restrained 'stripped back' manner.²⁸

Horizontality and horizontal decoration predominated in the 'Moderne' style (although vertical patterns were also used) with marine and wave like frieze patterns, chevrons, horizontal bands (often in threes), and lines all very popular. These details all formed in plaster, were applied to the surface of stucco walls. Medallions with a locally-derived motif, floral emblems and even sailing ships, were sometimes featured in pride of position on the primary facade. Many of these designs and patterns came from the Art Deco which emphasised abstract designs representing speed, streamlining and energy. The buildings were generally named, and the name incorporated into the plasterwork.

The Architects

**Please see Appendix for a detailed list of known works by the architects*

Arthur Sinclair O'Connor (1884-1943)

Arthur Jacobus Sinclair O'Connor (known early in his career as Arthur S O'Connor and later as A Sinclair O'Connor) was a prolific Auckland Architect who produced a great number of works around the city over his long career.

Born in March 1884 in Fremantle Australia, he moved to New Zealand around 1911 where his first recorded independent architectural commission was the design of Radnor Hotel (1913, demolished), Auckland CBD. This was followed by the neighbouring Middle Courtville (1914), Auckland's earliest purpose-built apartment building, and one of many notable examples of this building type designed by O'Connor during his career.

The 1920s were prolific for A Sinclair O'Connor. It was a time when some of his most notable Auckland buildings were designed and built. Examples include the Orange Coronation Hall (1922), Espano Flats (1927), and several Queen Street commercial buildings such as Kean's Building (1927), Windsor House (1927-8), Civic House (1928), and the Ferguson Building (1929). He was also involved with the 'architectural arrangements' of St James' Theatre (1927-8), one of the most ambitious projects of the time, carried out in association with theatre architect, Henry E. White. Although specialising in the design of inner-city residential, commercial and industrial buildings, O'Connor was also involved with many suburban projects, including the design of sports pavilions, theatres, a kiosk, fire station and a church, in addition to numerous residences across the region.

A number of Sinclair O'Connor's buildings have been identified as historic heritage places in the AUP. Several of his buildings, including the Courtville buildings, Espano and Orange Coronation Hall, among others, are also listed by Heritage New Zealand.

A. C. Jeffries (1894-1977)

Auckland Architect Atkinson Crockett Jeffries worked predominately during the interwar period, mainly on residential buildings.

Jeffries entered Auckland Technical College in 1909 studying carpentry & joinery, trade drawing, building construction; he graduated in 1913. His name first appears in architectural tender advertisements when he worked in partnership with Alfred Bernard Crocombe (1894 -1969) between 1924 and 1927. This practice was mainly involved with residential work but

²⁸ City Of Auckland - District Plan Isthmus Section 1999. Appendix 13 Architectural Design Guidelines For The Residential 1 And 2 Zones 5.10 Style Moderne and Spanish Mission Style

did undertake a small number of shops and offices and designed one (as yet) unidentified theatre and shop complex. When Jeffries established his own practice after the dissolution of his partnership with Crocombe, he continued in a similar vein, the majority of his work between 1927 and 1937 being residential, with less than 20% of his output commercial buildings, mostly brick shops. Besides the Pasadena Buildings, Jeffries' best-known commissions include the shops at 1224-1228 Great North Road (1928); Buckland Hall, Pukekohe (1932); and 11 Canterbury Place, Parnell (1936), an Art Deco house built for Morris Yock, who was famous for introducing and manufacturing 'jandals'.²⁹

He was responsible for a number of residential buildings in the Spanish Mission style in Auckland such as the Windsor Hall Flats (1938), and Granada Flats (1937), both in Mount Eden. One of his last commissions was a rear addition to 'Mountain Court' in 1946, a block of Flats designed in the Spanish Mission style by Auckland architect P.C.Garrett in 1937.

Mountain Court has been identified as a Historic Heritage Place, Category B in the AUP

Albert Bernard Crocombe

Not much is known about the architect A.B.Crocombe. As mentioned previously he worked in partnership with A.C.Jeffries between 1924 and 1927. He was working alone by the late 1930s when he designed 'Jervois Flats' and 'Bayville'. On the 'Bayville' drawings it is noted that he is a registered architect in the UK, it is likely that this is also where he received his architectural education. He was also the architect for 'Park Drive' built in 1930, a single level block of apartments at the edge of the Auckland Domain, at the corner of Parnell Road and Domain Drive, also designed in the Streamline Moderne style.

Crocombe also designed 'Brighton Hall', on Brighton Road, Parnell. A three storey apartment building in the Spanish Mission Revival style built in 1930. The building is rendered masonry construction with hipped Marseille tile roof. None of these buildings have been identified as historic heritage places in the AUP nor are listed by Heritage New Zealand.

5.0 Physical description



Figure 11: Aerial photograph showing the subject area, shaded blue. Source: Burgess Treep & Knight 2019

²⁹ Heritage Evaluation, Pasadena Buildings 1041 – 1049 Great North Road, Point Chevalier. Prepared by the Auckland Council Heritage Unit, June 2024

SITE & CONTEXT

**Site visits were undertaken in September 2019, but the interiors were not accessed or inspected. For original architectural plans and additional photographs please refer to Appendix.*

The group of interwar buildings that are the subject of this report are located between 175 – 189 Jervois Road and including 2 Salisbury Street, Herne Bay. The row is a highly intact grouping of apartment buildings or ‘flats’ designed in the ‘Streamline Moderne’ style, with the exception of the two single storey cottages at 183 and 185 Jervois Road. The group sits in a prominent position along the Jervois Road ridge and are clearly visible from the street. The street block in which the grouping is sited is bound by Salisbury Road to the west, Jervois Road to the south and Wallace Street to the east. Included in the grouping is the building at 2 Salisbury Street.

The buildings vary in size and height within the street block and form a cohesive and highly visible group, that is a landmark feature of Jervois Road. The end buildings, Raycourt sweeping around the corner of Wallace St, and Riverina on the corner of Salisbury with the Salisbury apartments opposite, are focal points in the local urban landscape. The bulk and form of these buildings also relates to the commercial buildings on the southern side of the road.

Built in the interwar period, in the late 1930s and early 1940s, along one of the city’s main tram routes, they also reflect the growth of Herne Bay at that time. They are extraordinary in the area as a collective grouping of apartment buildings, in an area that was predominantly individual houses on their own lots. They represent the shifting lifestyles of the period and the approach taken at that time to provide a more intensive alternative form of housing. This form of multi-unit development was strongly associated with the public transport routes of that time, in particular the tram routes. Similar blocks of flats were constructed on sites along other tram routes. This grouping stands out from the rest. The grouping includes a number of multi storey buildings, and is the most intact grouping of this type of building from this period in Auckland.

The surrounding neighbourhood to the north is residential, predominantly single houses on large sites, mostly Victorian. On the opposite side of the road is a continuous strip of commercial buildings. These late 19th and early 20th century shop buildings, together with the streets of villa style houses illustrate the earlier historical development pattern of the area.

The subject buildings occupy the entire Jervois Road frontage of the block that was formerly the tram barn site, the largest part of the former tram barn site. The demolition of the tram barn in 1929 freed up the land for subdivision, however the economic shock of the Great Depression meant that the property remained undeveloped for almost a decade. The development of the site represents the history of the development of public transport in Auckland. The shift of the tram barn provided the land for the development, and the presence of a popular tram route was an incentive for the intensive development of the block.

All the apartment buildings are unified by their distinctive architectural style, Streamline Moderne’ also known as ‘Moderne’ or ‘Art Deco’. All the apartment buildings on the block are architecturally designed. The cohesive style of the grouping of apartment buildings reflects the period in which they were constructed, as this was the fashionable architectural style of the time, the style that spoke of modernity and urbanity. The grouping stands out in this largely Victorian/Edwardian’ setting, and represents the 1930s/1940s period of development, and the dramatically different approach to housing that became popular at that time.

175 JERVOIS ROAD - 'RAYCOURT'



Figure 12: Raycourt Wallace St frontage. Source: Burgess Treep & Knight, 2019.

'Raycourt' is situated on the corner of Wallace St at 175 Jervois Road. The building was designed by Auckland architect A. C. Jeffries³⁰ for the property owner M. G. Bailey in 1937 / 38³¹. This 2-storey building consisting of 6 flats, is a clear example of the Streamline Moderne style as applied to a multi-unit residential building from the interwar period. The flats are located close to the road way and are highly visible with a just a low masonry wall which sweeps in a curve along the street boundary and into the entry way. There is minimal vegetation within the shallow front yard.

The building is masonry construction. It is an example of early concrete post and beam construction with brick infill; The original plans show a concrete slab base with strip foundations, 4 ½ inch double brick walls with an 11 inch cavity.

Raycourt is a corner building with main facades fronting onto both Jervois Road and Wallace street. The building is curved to the street corner, a distinctive feature typical of the Streamline Moderne architectural style. The main entry to the flats is located on Wallace street, at street level. There no 'front door' and the communal lobby and stair is fully open to the street and connects through to the rear service side of the building. There is a large projecting bay with stepped fixed window to the communal stair positioned directly over the entryway. Dimensional letters reading 'Raycourt' are located on the bay wall under the stair window.

The building has been well maintained and appears to be in good condition.

The roof falls to the rear elevation. It is hidden by a high parapet wall that runs along both street elevations and is stepped up over the stairwell emphasising the decorative bay window and entryway below. Parapets and 'flat' roofs are highly typical of the Streamline Moderne style. The masonry walls are finished with a textured plastered surface which has been painted white with red accent detailing. The façade features another 'moderne' detail, banding, a decorative technique used to relive the flatness of stucco walls. Streamline Moderne buildings usually feature horizontal plaster bands above the windows or along the

³⁰ Jeffries also designed Herne Court and Riverina.

³¹ Ponsonby Road and Jervois Road: heritage study. Volume I / Di Stewart and Bruce Petry, Auckland City Council 1996

top of the parapet walls, these were often highlighted with colour. Raycourt features two red bands running continuously around the top of the parapet with additional detailing on the stepped section over the entry. Jeremy Salmond, in his book *Old New Zealand Houses*, explains that; 'The bands contributed to the sense of the horizontal which was understood to be proper to the Moderne style, but they were also in part a rebellion against the puritanical plainness of the international prototypes.'³²

Along with the main street facades, the north east corner of Raycourt is also curved, the façade appears to wrap around the corner to the driveway side. All of these curved corners create a flowing elevation, typical of the style. Salmond writes that 'to reinforce the horizontal emphasis, corners frequently disappeared as one wall swung round in a giant curve to meet the adjacent wall, taking with it a long strip window,' or in the case of Raycourt, banks of windows.

The building appears to be largely in original condition and had undergone little intervention with a few minor exceptions. The original timber joinery was recently replaced with aluminium joinery. The architects plans (1938) show that the original joinery was set out in pairs or banks of three, timber casement type, with the larger openings incorporating a fixed pane between the casements. The original plans show that each sash was divided horizontally into four panes by fine glazing bars. The larger fixed panes were not divided.

The new joinery is white aluminium, consisting of pairs of awning windows with smaller fixed panels below, a format that is not typical to buildings of this style and era. The lower fixed panel is likely a response to compliance issues with the original low sill heights and the new requirements in order to meet safety from falling regulations. The new joinery detracts from the heritage value of the building. The window openings are all plastered with no facings. The sills are plastered brick.

The rear elevation to the west is utilitarian in nature, featuring an external stair with enclosed balustrade and a rear entryway into the open communal circulation space. It lacks any architectural detail or ornamentation.

The property features a stepped plastered masonry wall along the northern boundary. A wedge-shaped stand-alone building consisting of 3 single garages and a communal laundry is located in the north east corner. Both the wall and the outbuilding would have been constructed at same time as the flats and are part of the original development. The garage doors, originally timber, have been replaced with metal overhead tilt doors.

Interior: The architects plans (1938) show that the original building consisted of six, one bedroom flats, all of a similar size, each with an open fireplace in the lounge, with a sunroom off it, a 'kitchenette' with built in dining nook and safe, bedroom with wardrobe, entry hall with separate linen and coat cupboards and glazed panelled front door and bathroom with a bath. The first and second floor plans are identical in layout. We have not visited the interior of Raycourt, but expect, that due to the intactness of the exterior of the building, minimal change would have occurred to the general layout of each apartment.

³² Salmond, Jeremy. *Old New Zealand Houses*. Pg 224



Figure 13: Rounded north eastern corner and garage at rear. Figure 14: Western side yard. Source: Burgess Treep & Knight, 2019.



Figure 15: West (rear) elevation. Figure 16: south western corner. Source: Burgess Treep & Knight, 2019.



Figure 17: Main entrance. Figure 18: Decorative brick vents. Figure 19: aluminium joinery (replacement) and rendered masonry in skip trowel texture. Source: Burgess Treep & Knight, 2019.

Current Use: 6 x residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- Location in residential suburb of Herne Bay along one of the former main tram routes.
- Two storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi-unit residential building style
- Streamline Moderne architectural detailing, including fenestration, high parapet, horizontal coloured bands, dimensional 'Raycourt' lettering, projecting bay with stepped window to stair, curved flowing façade to corner, decorative brick vents, textured stucco finish

Summary of Changes:

- All original timber joinery replaced with aluminium joinery
- The architect's drawings (1938) show a decorative plaster frieze running continuously along the top of the parapet wall. Although part of the original design, it was unlikely this was part of the original building and likely to have been replaced with the plainer, simple banding at the time of construction, possibly as a cost cutting exercise.
- The original elevations show an open balcony with decorative railing over the main entry accessed through a glazed panel door from the first-floor landing. The 'Raycourt' lettering is positioned on the stepped parapet section above. It is possible that this balcony was enclosed sometime after construction although it is more likely it was built as it exists today, as a projecting bay with feature window.
- The original plans show open fireplaces in each apartment. If the building was constructed with these, all three chimneys have since been removed.

177 JERVOIS ROAD - 'BAYVILLE'

'Bayville' at 177 Jervois Road, neighbouring 'Raycourt', is the second building in, to the west of the Wallace Street corner. The building was designed by architect A. B. Crocombe in 1944 for the property owner Robert Thomas.³³ 'Bayville' (named 'Bob Allan Flats' on the original plans) is a two-storey building consisting of four, two-bedroom flats. The building exhibits strong influences of the Streamline Moderne architectural style. The building's primary frontage is to the street (Jervois Road), with the main architectural feature being the large double storey semi-circular bay at the south western corner.

The street façade is highly visible with just a very low wall marking the boundary. The front yard is a shallow flat lawn. There are two tall palms in the front yard in front of the building, another two palms are situated in the eastern side yard. A concrete driveway runs the length of the eastern boundary (with Raycourt) leading to private stand-alone garaging at the rear of the building. The garage building also originally housed a communal laundry, as shown on the architects' drawings (1944).

³³ Thomas also owned 'Jervois Flats' (#181), which was also designed by Crocombe



Figure 20: Bayville, south (Jervois Road) elevation.. Source: Burgess Treep & Knight, 2019.

The building is concrete post and beam construction. The original drawings show a concrete slab with strip footings and steel reinforcing. The construction of the external walls is shown to be 11-inch block cavity infill, while the internal walls are 4 ½ inch block. The external walls have been stuccoed and have a lightly textured surface finish. The building appears to be well maintained and is painted a light grey colour with darker grey accents. The exterior also features parapet banding and cantilevered eyebrows above the windows. The timber joinery is painted white.

The roof is made up of two parts, both low pitch, metal and skillion style. The roof over the front section of the building is fully enclosed by a high parapet wall and appears to drain to an internal gutter. The roof over the rear of the building falls to the west where there is a break in the parapet wall, draining to an external gutter. The high parapet is typical of the moderne style and gives the illusion of a flat roof.

The original plans show a ventilating skylight set into the roof above the rear upper floor apartment, giving light to the entry hall, however the aerial view of the building does not show a skylight indicating that it was either never installed or has since been removed. The building has most likely been re roofed at some point. The original plans also show two chimneys, these have also since been removed.

Apart from the curved form of the double height bay, which gives asymmetry to the street façade, the main form of the building is plain and rectangular. Ornamentation is generally limited, although various architectural features typical of the Moderne style have been employed to emphasize horizontality; a stack of three coloured plaster bands wrap continuously around the top of the high parapet wall. At each floor level stacks of three wider, dimensional plaster bands, with smooth plaster finish, wrap around the face of the building. Where the bands meet windows at each level, they are continued across the joinery units in the form of glazing bars creating the effect of continuous horizontal lines, which wrap unbroken around the façade.

The architect's drawings show that the original paint scheme included using a darker shade of paint on each wide band, accentuating the sense of horizontality while creating a striking striped effect across the face of the building.

The joinery is all original, timber casement type. Each sash divided horizontally into three panes. The joinery units are all singular, not strip or banks of windows, but have been arranged in groups, giving order and rhythm to the façade.

The curved bay features a row of 5 evenly set out individual casement windows (no fanlights) at each level. The other joinery units are made up of larger fixed pane units alongside single opening casements. Each 'bank' of windows is accentuated by a narrow overhanging eyebrow above painted in an accent colour, adding even more horizontal emphasis to the façade.

Dimensional letters reading 'Bayville' are located above the first-floor window at the south eastern corner. The original plans show that the building was originally named 'Bob Allan Flats'.

The window openings are all deep plastered reveals. The sills do not project beyond the wall, adding to the flatness of the façade.

There are vents set into the exterior walls spaced evenly around the perimeter of the building, both at subfloor level and above the banding on the parapet.

The main entry to the building is located on the eastern side at the corner where the plan steps out at the rear. A curved cantilevered canopy above the door gives visual emphasis. The original plans show that this canopy was also intended as a balcony off the first-floor landing. The glazed door to the exterior remains, but is probably fixed in place.

The north (rear) elevation is plain and does not feature the banding detail of the southern (street) and eastern facades. The western side yard is narrow as the building has been constructed close to the boundary, this is the service side of the building with an external stair / fire escape. It is plain and utilitarian, lacking ornamentation and any architectural detail.

The rear of the property has been almost entirely concreted. There is a stand-alone garage building located in the north-western corner. This building is possibly part of the original development. The architectural drawings (1944) show a four car garage building of similar scale and proportion, but with the laundry situated at the northern end, as opposed to where currently sits at the southern end of the building.

Interior: We have not inspected the interior of the building, however the architect's drawings dated 1944, show the original floor plan layout. The ground floor and first floor are identical in layout, each floor comprising of two, two-bedroom flats accessed from a public vestibule in the centre of the building. A 'trades entrance' opens into the vestibule from an external stair / fire escape on the western side. Each apartment features an entry hall with coat cupboard, two bedrooms with built in wardrobes, bathroom with bath, lounge with open fireplace and kitchen with built in dining nook and safe.

Current Use: 4 x residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1944)
- Location in residential suburb of Herne Bay along one of the former main tram routes.
- Two storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi-unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, high parapet, horizontal banding detail, dimensional 'Bayville' lettering, double height semi-circular bay to street, stucco finish.
- Original timber joinery

Summary of Changes:

The exterior of the building appears to have undergone very little change since it was first constructed.

- The original plans show open fireplaces in each apartment. If the building was constructed with these, the two chimneys have since been removed.
- The architect's drawings (1944) show that the canopy above the entry was intended to be a balcony accessed from the first-floor landing. If this was part of the original construction, the pipe railing, shown on the elevations, has been since been removed and the glazed exterior door fixed in place (?)



Figure 21: Double height bay, Jervois Rd frontage. Figure 22: South eastern corner. Source: Burgess Treep & Knight, 2019.



Figure 23: Original timber joinery. Figure 24: Bayville north-west corner (rear) elevation. Source: Burgess Treep & Knight, 2019.



Figure 25: Side entrance with canopy. Figure 26: Garages at rear. Source: Burgess Treep & Knight, 2019.

179 JERVOIS ROAD - 'KELMARNA'

'Kelmarna' Flats, situated at 179 Jervois Road, is the third building in from Wallace Street, to the west. Kelmarna was designed by notable Auckland architect A Sinclair O'Connor for the property owner, A E Irving in 1938.

It is a prominent two story building which exhibits strong influences of the Streamline Moderne architectural style which was typical at the time of its construction (1938) The building differs slightly from the others in the Jervois Rd group subject to this report as it also exhibits some architectural features which align with the 'International Style' of architecture. The international style although popular overseas particularly in Europe, was only emerging in New Zealand and there are only few examples dating from this period.

As with other buildings on the block, Kelmarna has been constructed close to the street boundary. There is a shallow front yard which has been concreted and provides parking for tenants. A mid height plastered wall, painted white, runs along the Jervois road boundary. There is a large deciduous street tree on the berm in front of the building, even so the flats are still highly visible from the roadway. A concrete driveway runs the full length of the site between Kelmarna and the neighbouring, 'Jervois Flats' (#181) to a shared parking area at the rear of both properties. The rear yard is almost entirely concrete. The building has been constructed hard up against the eastern boundary.



Figure 27: Kelmarna Flats, South (Jervois Road) Elevation

Kelmarna, comprising of six purpose-built flats, is essentially rectangular in form. There are three flats on each floor and the ground floor and first floor are practically identical in plan form, constructed under one main hipped roof form. The roof is metal draining to internal gutters, enclosed and concealed by a high parapet wall on all four sides, giving the illusion of a flat roof.

The buildings primary frontage is to the street (Jervois Road). The communal stair and main entry are enclosed within a secondary, lower rectangular form which steps out, and forward from the main bulk of the building at the south eastern corner on the street facade. The stair entered at the front of the building, connects the ground level to the main circulation space on the upper floor. A cantilevered concrete balcony running along the western elevation acts as an open-air external corridor. Each apartments entry door is emphasised with a cantilevered 'hood' over.

The ground floor apartments below are accessed from the driveway to the west. Each have a separate set of concrete steps and landing leading to external entry doors on the eastern elevation.

Kelmarna does not exhibit the sweeping curves of Raycourt and Bayville, instead corners are sharp and the overall form is boxy. The building does however share similar architectural detailing / banding typical of the Moderne style.

The building is generally plain and stripped back with little ornamentation with the exception of the wide plaster bands which wrap around front facade at window level on both floors. Two narrow plaster bands wrap continuously around the top of the parapet wall. The window openings are all plain and the reveals are plastered. On the primary frontage sills project out and run continuously forming a narrower band at that level, wrapping around the corner of the stairwell. Glass bricks are featured heavily on the street façade in the form of a vertical stack providing light into the stairwell. The parapet steps up above the window with two wide plastered bands capping the top, a striking architectural detail which is in contrast to the general horizontality of the building. Large dimensional lettering reading 'Kelmarna' is set out vertically on the primary facade at the south western corner of the building.

The external walls are brick cavity construction, stuccoed with a lightly textured surface finish. The building appears to be well maintained and is painted a light grey colour with darker grey accents; the parapet banding and the cantilevered eyebrows above the windows. The original joinery appears to be intact. Pairs and triples of timber framed casement style windows (no fanlights) painted white. The casements feature horizontal glazing bars dividing the panes into three. Glass brick panels are set into steel frames. The western service side of the building unusually features double hung windows, not typical of this architectural style.

Current Use: 6 x residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1938)
- Location in residential suburb of Herne Bay along one of the former main tram routes.
- Two storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi-unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, high parapet, horizontal banding detail, dimensional 'Kelmarna' lettering, glass bricks, stucco finish, pipe handrails, rectangular form.
- Original timber and steel joinery

Summary of Changes:

The exterior of the building appears to have undergone very little change since it was first constructed.

- An existing second storey window opening has been enlarged and a cantilevered steel balcony constructed on the North elevation.
- The ground has been built up around the building, with a concrete driveway poured directly up against the external walls



Figure 28: Vertical stack of glass bricks. Figure 29: glass bricks and plaster band detailing. Source: Burgess Treep & Knight, 2019.



Figure 30: stairwell and pipe handrails. Figure 31: exterior staircase to first floor apartments, Jervois Flats on the right. Source: Burgess Treep & Knight, 2019.



Figure 32: West elevation showing windows and doors to apartments. Figure 33: North western elevations. Source: Burgess Treep & Knight, 2019.

181 JERVOIS ROAD - 'JERVOIS FLATS'



Figure 34: Jervois Flats from the opposite side of Jervois Rd. Source: Burgess Treep & Knight, 2019.

The 'Jervois Flats' at 181 Jervois Road is the fourth building in from the Wallace Street corner, to the east, and fifth in from Salisbury Street, to the west. The building, comprising of four flats, was designed by A B Crocombe in 1938 for developer Robert Thomas. Thomas also owned 'Bayville' (also designed by Crocombe). Jervois Flats differs slightly in both scale and architectural style to Bayview and Raycourt. It is a single level building, simple and rectangular in plan form. The roof is a single hipped form with narrow eaves, clad in concrete tiles.

The building is highly visible from the street, situated close to the front (Jervois Road) boundary with just a shallow flat lawn forming the front yard and low concrete wall marking edge of the property. There is a single tree in the front yard. A wide concrete driveway runs down the eastern side of the property. The driveway, shared with Kelmarna, leads to parking spaces at the rear of both buildings and is no definition of property boundary between the two.

The four flats are entered via two shared recessed porches situated on the eastern side. The architectural drawings (1938) show that the original floor plan of each flat originally consisted of an entry hall with coat cupboard, two bedrooms (one measuring 12" x 12" the other 11" x 8") with built in wardrobes, living room with open fireplace, off the living, a lobby leading to a small bathroom with bath and linen cupboard and kitchen with built in dining table and safe. The service areas are all located on the western side of the building, with a door leading off the kitchen in each flat out into the western side yard.

At the rear of the property, constructed hard against the northern boundary, is a single storey outbuilding consisting of three single garages, lockers and a shared laundry. This building is original to the 1938 development and shows on the architects' drawings.

The building is masonry construction, finished in stucco with a heavily textured decorative finish. The exterior has been painted white with dark grey accents and appears to be well maintained and in good condition. Overall, the exterior appears to have undergone little change and is in mainly original condition.

As with most other buildings on the block, Jervois Flats exhibits influences of the Streamline Moderne style.

Windows are set out in singles, pairs, triples and quadruples. The joinery appears to be all original, timber framed casement style (no fanlights) painted white. The casements feature horizontal glazing bars dividing the panes into three. Sills are projecting, plastered and painted dark grey.

The entry porches have concrete floors, one step up, recessed with flat canopies over. The door way to each flat is accentuated by a rectangular form, which steps out from the main wall along the eastern side, with a parapet wall projecting above the line of the main hipped roof, like a chimney. The parapet sections are capped with stacks of three horizontal plaster bands, painted dark grey.

The street elevation features a distinctive chimney, positioned centrally on the wall, stucco finish with two original clay chimney pots and the same decorative plaster banding detail that features on the parapet sections. The chimney also features dimensional plastered letters reading 'Jervois Flats'. The kitchen window opening to Flat 1 has been boarded up. The rear, north elevation, of the building is plain with little in the way of decorative features. A single casement window opening (kitchen, flat 4) has been boarded up. The rear chimney has been removed above the level of the roof and no longer functions. The central chimney between flats 2 and 3 remains, and features two original clay chimney pots. There is a narrow side yard along the west, fenced off and inaccessible upon our site visit. As a consequence, the western elevation was not assessed, but as this is the service side of the building it is likely to be plain and utilitarian in style with little or no architectural ornament.

Current Use: 4 x residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1938)
- Location in residential suburb of Herne Bay along one of the former main tram routes, on the site of a former Tram Barn.
- single storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Hipped roof form, with parapet sections and remaining original chimneys
- Interwar multi-unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, parapet sections with, horizontal banding detail, dimensional 'Jervois Flats' lettering on chimney, stucco finish
- Original timber joinery

Summary of Changes:

The exterior of the building appears to have undergone very little change since it was first constructed.

- Some intrusive elements associated with services upgrades have been installed on the exterior
- Window on (north) rear elevation has been boarded up
- Window on (south) street elevation has been boarded up
- Rear chimney has been removed above roofline
- The original plans show three curved steps up to each front porch. Currently there is only one step up, with a concrete driveway poured directly up against the side of the building. This suggests that the ground level has been raised significantly since 1938
- The original drawings show planter boxes mounted on the wall under windows along the eastern and southern(street) elevations
- The drawings also show timber shutters to the pair of casements to Flat 1 & Flat 4's living rooms along the eastern façade, as well as to the kitchen and living room windows to Flat 1 on the Jervois Road frontage. These were either never installed or have since been removed.
- The drawings also show two timber pergolas within the eastern and western side yards. These were either never constructed or have since been removed.
- The original drawings show glazed entry doors with horizontal glazing bar details to each flat, with fanlights above. There appear to be no fanlights above the current entry doors. The current entry doors do not appear to be original.



Figure 35: Jervois Flats north-east elevation showing windows and doors to apartments. Figure 36: Jervois Flats blocked-in window on the north-west (rear) elevation. Figure 37: Jervois Flats, vertical Streamline Moderne element with banded parapet. Source: Burgess Treep & Knight, 2019.

183 JERVOIS ROAD – HOUSE



Figure 38: Showing the house at 183 Jervis Road. Source: Burgess Treep Knight 2019

183 Jervis road is a modest single storey house in the English Cottage Revival style. The architect is unknown. The date of construction is also unknown, although it is likely to have occurred sometime in the 1930s. The house has been built by 1940 as it appears on the aerial photograph of the area. The house, now in use as medical offices, is single storey, weatherboard, with a gabled metal roof. The joinery is timber, casement type and features horizontal detailing. Entry is via a porch on the eastern side. The house is visible from the road. The front yard has been concreted and is used for carparking, servicing the businesses which operate from the house. There is a high plastered wall to the street boundary and two tall palm trees in the front yard. The original lot was subdivided sometime in the 1990s and a two-storey house constructed at the rear. A concrete driveway runs down the western side of the property to the house at the rear. The building is well maintained and there appears to have been little change to the exterior.

The building although constructed around the same time as the rest of the block, does not exhibit any influences of the Streamline Moderne style. It is timber framed and clad in weatherboards with a gabled rather than flat roof. It was constructed as a single-family home on a large section rather than a multi-unit dwelling. The house is single storey, much smaller in scale and different in architectural style to the surrounding development.

The house does contribute to the group at a low level primarily because it was constructed at the same time as the rest of the block and was part of the original interwar Tram Barn subdivision. The building is not architecturally significant.

Current Use: Offices. The building does not retain its original use as residential dwelling.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1930s)
- Location in residential suburb of Herne Bay along one of the former main tram routes, on the site of a former Tram Barn.

Summary of Changes:

The exterior of the building appears to have undergone very little change since it was first constructed. The interior is however, likely to have undergone significant changes during its conversion from family home to commercial premises

- The original lot was subdivided in the 1990s and a house constructed at the rear of the property
- The original 1930s house has since been converted into offices

185 JERVOIS ROAD – HOUSE



Figure 39: Showing the house at 185 Jervois Road. Source: Burgess Treep Knight 2019

The building at 185 Jervois Road was constructed in 1944 and was designed by architect C B Watkin. Designed as a duplex or 'flats' the building has since been converted into commercial premises. The single storey building originally comprised of two flats, one at the front and one at the rear. As it exists, the plan form is L shaped, with a timber framed hipped roof clad in concrete tiles over. The external walls are masonry on strip foundations. The internal walls, floor and roof are all timber framed. The main entrance, to what was originally flat 1 is located on the south (Jervois Road) elevation. A secondary entrance, to what was originally flat 2, at the rear, is located on the eastern side of the building.

There appears to be some variation with regard to plan form and joinery style/ set out from the original drawings to what was actually constructed. The original drawings show two flats consisting each of two bedrooms, kitchen, bathroom with bath a separate dining room and living room with open fireplace. Both flats had back porches located on the western elevation. The front entrances to each flat featured concrete steps with a curved edge detail leading up to covered recessed porches. A 'flower recess' as noted on the plans, or raised garden bed was constructed at the east corner, at the front of the building. This remains.

The front yard has been concreted entirely and is used for car parking, there is a high plastered wall along the street boundary. There is a single tree located within the front yard, at the south eastern corner.

A gabled roof canopy has been constructed over the front door to provide shelter and emphasise the main entry to the building. The two chimneys have been removed and a skylight installed into the roof on the street elevation.

The joinery appears to be all original along the primary façade, it is timber casement type with horizontal glazing bars dividing each pane into three. The front door is timber framed and glazed, with casement windows positioned either side.

The building is plain and unremarkable, and does not feature any of the Streamline Moderne detailing the other buildings in the group strongly exhibit.

The building was originally a multiunit residential dwelling (C B Watkin plans 1944), and part of the original Tram Barn site development. It does contribute to the group, albeit at a low level, as an element in the overall narrative of the group. The building is not architecturally significant.

Current Use: Offices. The building does not retain its original use as 2-unit residential dwelling.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be maintained and in reasonable condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1944)
- Location in residential suburb of Herne Bay along one of the former main tram routes, on the site of a former Tram Barn.

Summary of Changes:

The exterior of the building appears to have undergone some change since it was first constructed. The interior has likely undergone significant changes during its conversion from two flats into a commercial premises.

- Porch addition to front elevation
- The original building consisting of two flats has since been converted into commercial offices, interior planning has been changed significantly.
- Chimneys (x 2) have been removed

187 JERVOIS ROAD - 'HERNE COURT'

'Herne Court' at 187 Jervis Road was designed by architect A. C. Jeffries for developer / property owner A. Beazley in 1938. Beazley also owned Riverina, also designed by Jeffries. Jeffries also designed Raycourt.

Herne Court, neighbouring Riverina to the west, is the second building in from Salisbury Street. It is a single storey building, consisting of three flats. The building is a modest but good example of the Streamline Moderne style. Walls appear to be plastered masonry (but could be timber framed) with a textured finish, painted cream. The metal roof, which falls at a low pitch to external gutters is enclosed by a parapet wall, which steps down to the back of the building and up over the entry to Flat 1 on the primary elevation. A stack of three plaster bands run around the top of the walls, following the line of the parapet, stepping down at places and folding down at right angles at the corners, to run vertically half way down the wall, emphasising the edges and rectilinear form of the building.

Some of the original joinery exists, banks of timber framed casement windows, each sash divided into three panes by fine glazing bars. Sills are plastered and projecting. Dimensional letters reading 'Herne Court' are positioned over the entry into Flat 1 on the Jervois Road frontage. The timber joinery in Flat 2 has been replaced with aluminium, the panes have not been divided in an attempt to replicate the original format.



Figure 40: Herne Court from Jervois Rd. Source: Burgess Treep & Knight, 2019.

The original architectural drawings show that in plan form each flat consisted of an entry porch, lounge, two bedrooms, kitchenette with built in dining table and seat, bathroom with bath and back porch. A small communal laundry room was located at the north eastern corner, at the rear of the building. The entry to Flat 1 is located centrally on the south (Jervois Road) elevation. Entry to Flat 2 is on the western elevation and entry to Flat 3 on the east, near the back of the building. The entry porches are all recessed. The lintel over the porch on the primary elevation has a stepped detail emphasising the doorway, although, on the architect's drawings this is shown as an archway. A new doorway has been created on the eastern elevation and a pergola attached on one side to the building, to provide shelter. A ramp has also been built up against the building on this side.

The front yard has been concreted to provide for tenant parking. There is a high plastered wall along the street boundary, however the building is still reasonably visible from the road way. A low hedge runs across the front elevation up against the building. There are six tall palms within the front yard, planted close to the boundary wall. A concrete driveway runs between the building and the eastern boundary to the rear of the property.

The original chimneys appear to remain but it is unclear whether these are still in use. We were unable to access the property; our assessment is based on what can be viewed from the public domain. It appears (from google earth) that the rear of the property has undergone some level of change. There appears to be outbuildings/ or an addition constructed at the north west corner of the property.

Herne Court appears to be maintained and in reasonable condition. Although undergoing some change the original form of the building is still evident, particularly on the main frontage. Overall these changes appear to be fairly minor and are probably reversible.

Current Use: 3 x residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be maintained and in reasonable condition.

Summary of Key Features:

- The principal building, including all fabric and features associated with its original construction (1938)
- Location in residential suburb of Herne Bay along one of the former main tram routes, on the site of a former Tram Barn.
- single storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi-unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, low pitch roof hidden behind parapet wall with, horizontal banding detail, dimensional 'Herne Court' lettering, stucco finish, stepped detail over recessed entry porch on front elevation.
- Remaining original timber joinery

Summary of Changes:

- Some original timber joinery has been replaced with aluminium joinery
- Doorway has been created on eastern wall with pergola over
- Concrete ramp constructed up against the eastern elevation
- Alterations and additions have occurred at the rear of the property (?)



Figure 41: Jervois Rd frontage and north-east elevation. Figure 42: Ramp leading to the eastern entrance. Source: Burgess Treep & Knight, 2019.

189 JERVOIS ROAD - 'RIVERINA'



Figure 43: Riverina, Jervois Rd frontage. Source: Burgess Treep & Knight, 2019.

'Riverina' at 189 Jervois Road was designed by architect A. C. Jeffries in 1938 for the original property owner / developer A. Beazley.³⁴

Riverina is the largest building within the group and occupies a prominent position on the corner of Salisbury Street and Jervois road. The building has been designed specifically for the corner site with two primary frontages. Riverina is an excellent example of the Streamline Moderne style as applied to an apartment building from the interwar period.

The building is three storied, masonry construction with concrete slab floors. Originally two storied, consisting of 6 flats, a roof top addition, designed by architect Pip Cheshire, was constructed in 1985, creating an additional penthouse apartment. This addition was extended in 1987 to create a second rooftop apartment. The architect was Bossley/Cheshire. The original roof was 'flat' concealed behind a high parapet wall. The roof top addition is set back from the line of the parapet to enable the original form of the building to remain visually clear. The exterior walls of the roof addition, although timber framed clad in plywood, have been plastered in a textured finish to match the original stuccoed masonry walls. The building appears to be in very good condition and has been well maintained.

The original plans show three flats on each level. Both the ground and first floors are identical in plan form. The original architectural plans (1938) show that each flat consisted of an entry hall, two bedrooms, a large lounge, kitchenette with built in dining area and bathroom with bath. A common porch led to a service entry/ stair with 'garbage containers' and external access on the eastern side of the building. In plan form, each room on the Salisbury street elevation steps in, maximising views and light into each apartment. The

³⁴ Beazley also owned 'Herne Court' also designed by Jeffries. Jeffries also designed Raycourt.

bedrooms and lounges of four of the flats are located along this side of the building. The building sweeps round the Salisbury street corner in a dramatic flowing curve.

The main entrance is located on the south elevation, facing Jervois Road. This elevation is essentially flat, with the walls stepping out marginally at each corner of the building. A projecting semi-circular bay is located centrally on the façade, providing light to the common vestibule and stair at the first-floor landing. The projecting bay also acts as a kind of canopy, giving shelter to the main entrance doors below. Dimensional letters reading 'Riverina' are positioned beneath the windows on the wall of the bay.

The west elevation, facing Salisbury Street is more dimensional, each room stepping out in the form of a faceted bay, creating a saw tooth effect, in stark contrast to the smooth curved bays at each corner. The 1985 third-floor addition is most visible from the Salisbury Street elevation.

Plaster bands, painted in a contrasting grey, have been used as an architectural detail, running continuously across the façade at the top of the parapet and at window head and sill height at second floor level. Additional plaster bands have been used on the semi-circular bay elements to accentuate the sweeping corners.

The joinery appears to be all intact and original. Timber casement type either singles or grouped together, on the bays, to give the effect of bands of windows. Each sash has been divided horizontally into three panes.

Riverina is highly visible from both Salisbury Street and Jervois Road because of its large scale and close proximity to the boundary. A rough plastered masonry wall capped in half pipe clay tiles, typical of the Spanish Mission style, has been constructed along the Jervois road frontage, wrapping in a sweeping curve down Salisbury street. Five double garages with original bifolding timber doors have been built into the wall up against the street on Salisbury Street. The roof of the garages forms a terrace above. There is a trellis fence above the garage wall.

Apart from the roof top addition Riverina appears to be in otherwise very original condition and remains an excellent example of an interwar apartment block in the Streamline Moderne style.

Current Use: 8 x Residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in good condition.

Summary of Key Features:

- Location in residential suburb of Herne Bay along one of the former main tram routes.
- Main form -two storey height (+ roof top addition)
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, high parapet, horizontal coloured bands, dimensional 'Riverina' lettering, projecting bay with

window to stair, curved flowing façade to corner, stepped faceted bays to Salisbury Street, textured stucco finish, garages to street, Spanish mission influenced wall along boundary, original timber joinery

Summary of Changes:

- 1980s roof top penthouse addition
- One of the original glazed front doors has been replaced with a solid panel door
- The original elevations show an open balcony supported by fluted columns over the main entry accessed via glazed panel doors from the first-floor landing. This did not appear to have ever been constructed.



Figure 44: entry gate on the Jervois Rd frontage. Figure 45: wall, corner of Jervois Rd and Salisbury St. Source: Burgess Treep & Knight, 2019.



Figure 46: garages Figure 47: Riverina Salisbury St frontage with garages Source: Burgess Treep & Knight, 2019.

2 Salisbury Street - 'SALISBURY'

'Salisbury' at 2 Salisbury Street was designed by architect A. C. Jeffries for the original property owner / developer H. Friedlander at some time in the early 1940s. Jeffries also designed Riverina, Herne Court and Raycourt. The architects plan for Salisbury are dated 1940, the building does not show on the 1940 aerial photograph of the site. The building has been constructed by 1959 where it is visible.³⁵

Although not part of the original tram barn subdivision site, the building was constructed at around the same time, on an adjacent lot (on the other side of Salisbury Street). As an interwar apartment block in the Streamline Moderne style it can be included as part of the cohesive group which occupies the neighbouring street block.

³⁵ Auckland Council GIS 1959 aerial



Figure 48: Salisbury St frontage. Source: Burgess Treep & Knight, 2019.

Salisbury is a two-story block of eight flats in 'brick and concrete', each floor consisting of two 1-bedroom flats at the centre with two 2-bedroom flats situated at either end of the building.

The building occupies a long narrow site at the corner of Jervois Road and Salisbury Street, with the primary frontage to Salisbury. It is a prominent building, distinctive in style and highly visible from the roadway. The building has been constructed close to the western boundary, with just a narrow side yard between Salisbury and the neighbouring property. There is a hedge and low brick wall running along the Jervois and Salisbury Street boundary and the front yards are flat lawns with some low planting.

The building is a high example of the Streamline Moderne style and appears to be in very original condition with little to no visible alterations occurring on the exterior.

Masonry walls have been finished in a textured plaster, painted light grey/blue with darker blue accents picking up architectural detail. The joinery has been painted white. Entry to the apartments is via two open porches & communal stair wells, a narrow concrete path leading to each from Salisbury Street.

The building in plan form is rectangular, with just a single curve sweeping around the Jervois road corner. The wall steps out slightly and the parapet up above the open communal stairwells. They are accentuated by vertical bands, painted in an accent colour, which run up the full height of the wall either side of each stairwell. Dimensional letters reading 'Salisbury' are situated over the arch on the wall of each stairwell. At the first-floor landing the exterior wall surface is punctured with an arched opening creating an open porch. Horizontal bands accentuate the solid, slightly projecting balustrade and contrast with the vertical detailing which occurs at intervals, rhythmically across the eastern façade. The façade facing Jervois Road (south) is plainer and stripped back in appearance, it does not feature any of the banding detail and instead the wall surfaces are flat and smooth. Two pairs of casements, side by side wrap around the curved corner at each level.

The joinery is all original, timber casement windows mostly arranged in bands of four sashes along the Salisbury Street façade with the exception of the lounge windows in some apartments, which feature a single large fixed pane (no divisions) with a single casement positioned either side. The window openings are all plastered, sills are not defined or projecting.

The roof is low pitch metal falling to an external gutter on the west. The roof is enclosed by a high stepped parapet on three sides. Brick vents are positioned at even spacings along the top of the parapet wall.

There are no chimneys and the original plans (1940) show that each apartment was heated by a radiator mounted on the lounge wall.

There appears to be a small communal laundry building located at the north western corner of the property, this is also shown on the architects plans (1940) and appears to be original. We were unable to view the western elevation from the public domain. This is the service side of the building and it is likely to be plain and utilitarian with little architectural detail. The original plans do show sets of concrete steps at the rear, leading to the ground level from shared recessed porches. The plans also show flower beds at ground floor level built up against the side of the building, running along its length.

Current Use: 8 x Residential apartments. The building retains its original use as purpose-built flats.

Condition: Based on visual observations of the exterior only, the external fabric and features of the building appear to be well maintained and in very good condition.

Summary of Key Features:

- Location in residential suburb of Herne Bay along one of the former main tram routes.
- Main form -two storey height
- Prominence within streetscape
- Masonry construction with textured stucco cladding
- Interwar multi-unit residential building style
- 'Streamline Moderne' architectural detailing, including fenestration, high parapet, vertical coloured bands, dimensional 'Salisbury' lettering, open communal stairwell with arch detail, curved flowing façade to Jervois road corner, textured stucco finish, original timber joinery.

Summary of Changes:

The exterior of the building remains in highly original condition, appearing to have undergone very little to no change since first constructed.



Figure 49: Salisbury entrance hallway. Figure 50: Salisbury rounded corner on the corner of Salisbury St and Jervois Rd. Source: Burgess Treep & Knight, 2019.



Figure 51: Salisbury St frontage yard. Figure 52: Salisbury timber joinery and vertical Streamline Moderne banding. Source: Burgess Treep & Knight, 2019.

6.0 Comparative analysis

The purpose of this report is to evaluate the group of Streamline Moderne apartment buildings along Jervois Road against the criteria for evaluation of historic heritage in the Auckland Unitary Plan. This is to determine whether they have sufficient cumulative value that they should together be identified as a scheduled heritage place/area. In order to do so we have compared the buildings to other purpose-built interwar apartment buildings in Auckland. We have compared the group with other developments in the Streamline Moderne architectural style. Through our research we have discovered a clear thematic group of buildings in this style from the interwar period. Commonly occurring intermittently or in clusters along the former tram routes within the suburban areas of Auckland. A full study with further detail is outlined in the table in Appendix

The Jervois Road group stand out as high examples of the Streamline Moderne style. The Jervois road flats are rare in that they appear as an intact and unified group occupying a single subdivision.

To our knowledge this group of buildings is unique, and to our knowledge no other group of buildings in this architectural style have been recognised as a heritage place/ area under the AUP. There are in fact very few examples of buildings designed in the Streamline Moderne style included on the Heritage Schedule.

Through our research, we now consider it is unlikely that any other neighbourhoods possess such a high concentration of interwar multi-unit apartments as the block found on Jervois Road.




The buildings individually do share many similarities with other scheduled buildings of the same building type (purpose-built flats from the interwar period) within the Auckland Unitary Plan.

Herne Bay, in particular, was one suburb where blocks of flats became a prominent addition to its built landscape during the interwar period due to its proximity to the central city and location on the public transport line. A few of these purpose-built flat buildings exist from this period, located on, or in close proximity to the Jervois Road group, including Sentinel Lodge at 149 Jervois Road; Stichbury Terrace 89 -95 Jervois Road, 81-83 Jervois Road, 2 Herne Bay Road

A relatively small number of suburban flats/ apartments are scheduled as significant historic heritage places in the AUP, these include the Stichbury Apartments, Herne Bay (1915); Mayfair Flats, Parnell (1929); Marino Gardens, Mount Eden (1935); Mountain Court, Mount

Eden (1936); Espano Flats, Poynton Terrace (1927); Cintra Flats, Grafton (1936); and Garden Court Flats, Mission Bay (1936).

Relevant comparative examples are provided in the table below:

Address	Photo and description	Current Heritage Status
<p>Cintra Flats</p> <p>7, 11 and 13 Whitaker Place, Grafton</p>	 <p>Multi unit apartment block designed by Horrace Massey in 1936 in the streamline moderne architectural style. NZIA gold medal winner 1937</p>	<p>HNZ Category 2</p> <p>ID 564</p> <p>AUP Category B</p> <p>ID 02089</p> <p>Values: F, H</p>
<p>Berrisville Flats</p> <p>152 Anzac Avenue, Auckland Central</p>	 <p>Multi unit apartment block designed by Architect Richard Toy in 1937 while working in the office of E Rupert Morton</p>	<p>HNZ Category 2</p> <p>ID 554</p> <p>AUP Category B</p> <p>ID 01930</p> <p>Values: A,F,G</p>
<p>Park Drive</p> <p>511 Domain Drive</p>	 <p>Constructed in 1940</p>	<p>Not scheduled</p>

<p>Mountain Court</p> <p>4 View Road, Mount Eden</p>		<p>AUP Category B</p> <p>ID 02828</p> <p>Values: F, G, H</p>
<p>Brooklyn Flats</p> <p>66-70 Emily Place, Auckland</p>	 <p>Designed in 1930 by architect Arthur Sinclair O'Connor (c.1884-1943)</p>	<p>HNZ Category 2</p> <p>ID 2617</p> <p>AUP Category B</p> <p>ID 01953</p> <p>Values: A, F, G, H</p>
<p>Espano Flats</p> <p>20 Poynton Terrace, Auckland</p>	 <p>Built in 1927-8 to a design by architect A. Sinclair O'Connor, in the Spanish Mission-style. The four-storey, visually distinctive block of twelve self-contained flats reflects increasing urbanisation in 1920s and 1930s society and private sector initiatives to capitalise on providing housing for an expanding clerical and professional workforce in New Zealand's larger cities.</p>	<p>HNZ Category 2</p> <p>ID 2617</p> <p>AUP Category B</p> <p>ID 02737</p> <p>Values: A, F, G, H</p>

7.0 Significance criteria

(a) Historical

The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within the nation, region or locality.

Cumulatively the apartment buildings represent the development of the suburb of Herne Bay during the inter war period. They represent a shift from the typical single, stand-alone house development type of the Victorian and Edwardian period to the higher rise multi-unit residential housing model which emerged after WW1. Together, the apartment blocks clearly illustrate the need for more intensive housing within the inner-city suburbs along major public transport routes i.e. the tram line. The buildings as a unified group, are closely related to this theme as they occupy the former site of an Auckland City tram barn.

The development of the site was affected by the Great Depression. The site remained undeveloped for almost ten years following the demolition of the tram barn. This resulted in the particular character of the block as all the buildings were constructed in a short period from 1938.

Clearly this collective grouping illustrates the historical development of Herne Bay as an inner city suburb. The place is closely linked to the tram and associated tram buildings.

Overall the group is considered to be of **considerable historical significance** within a **regional** context.

(b) Social

The place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value.

Overall the group is considered to be of little social significance within a local (Auckland) context.

(c) Mana whenua

The place has a strong or special association with, or is held in high esteem by, mana whenua for its symbolic, spiritual, commemorative, traditional or other cultural value.

An assessment of the place's value to mana whenua has not been undertaken as part of this evaluation.

(d) Knowledge

The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of the nation, region or locality.

The group of interwar apartments are cumulatively important as they illustrate the development of the suburb of Herne Bay during the interwar period. They have the opportunity to provide knowledge about the development of the tram service within Auckland, but this is of reasonably minor local significance.

Overall the place is considered to be of little knowledge significance to the community within a local context.

(e) Technological

The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials.

Several of the buildings are early examples of concrete post and beam construction with brick infill. During the interwar period this method of construction was emerging as a new way of building multi-level masonry structures. However, it was fairly common place by the 1940s and therefore can be considered to be of little technological significance.

The development of the general site can be linked to the development of infrastructure related to the trams and tram line in the area.

The technological significance of the group is considered to be little within a local context.

(f) Physical attributes

The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder.

Overall the buildings are an excellent example of a suburban intensive housing development from the 1930s / 40s. Each building is a good example of the Streamline Moderne style of architecture applied to a multi-level/ unit apartment block from the inter war period. As a group, the buildings remain reasonably unaltered and retain their original forms and architectural detailing. Overall the group is considered to have considerable physical attributes and is of significance to the community in the local area. As an intact group of multi-unit interwar buildings in the stream-line moderne style they can be considered to have overall considerable regional significance.

The Streamline Moderne flats that together create this grouping were architecturally designed. Salisbury, Riverina, Herne Court and Raycourt were all designed by architect A.C. Jeffries. Jervois flats and Bayville were designed by A.B. Crocombe, and Kelmarna by Arthur Sinclair O'Connor.

The grouping has **considerable physical attributes** significance at a **regional** level.

(g) Aesthetic

The place is notable or distinctive for its aesthetic, visual, or landmark qualities.

Most of the buildings are highly intact, largely unaltered and retain many original features and architectural detail; Parapet walls, dimensional lettering, plaster banding, curved corners, glass bricks, stuccoed plaster finish.

The group is highly visible from the roadway, the overall good condition and intactness of original form and architecture features reinforces the impact they have within the context of the streetscape.

As a group they are a local landmark, visually distinctive, and clearly illustrate interwar multi-unit residential housing. They have an inter relationship along the seaward side of Jervois Road, and are highly visible, distinctive and cohesive in their architectural styling

The buildings are all architect designed, they are an important and unique collection of a relatively rare type in Auckland. The buildings are all architecturally significant as an excellent example of the Streamline Moderne style. As a unified group the buildings are

the most cohesive grouping of this type of building from this period in Auckland. The exteriors of buildings appear to remain in highly original condition.

Overall the place is considered to be of **considerable aesthetic significance** to the local area.

(h) Context

The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

The buildings have collective value as they occupy an entire street block and are highly visible from the roadway. They have clear coherence as they can be seen together. They are distinctive because of their scale, which is in contrast to the largely single storey single house surrounding residential development largely from the Victorian era.

The precinct demonstrates the ongoing historical development of the area as a suburban residential suburb and as a former tram suburb. They contribute to the history, character and sense of place of Herne Bay and to the wider Auckland context.

Overall the group is considered to be of **considerable contextual significance** in the local area.

8.0 Statement of significance

These buildings form a cohesive grouping that contributes at a high level to the heritage character of Herne Bay, and connects to the broader narrative of transport and suburban growth in the city as a whole. Groupings such as this are rare in the Auckland context. This particular grouping was built when the “Art Deco” or “Streamline Moderne” style was at its most popular. The opportunity was provided for such an eclectic development, within the otherwise Victorian/Edwardian setting, by the sale of the former tram barn site.

The place represents not only the 1930-1944 period of development of the area, but also links to the former tram network and infrastructure. It demonstrates the changes Auckland was undergoing at that time and the growth of a more intensive form of housing on the primary transport routes of the city.

Through their collective form these buildings are a landmark on Jervois Road, a landmark with a particular aesthetic quality derived from all the buildings being from a single period. All but one of the buildings are known to have been architecturally designed, most by architect A.C. Jeffries.

The grouping meets the criteria of the Auckland Council for scheduling as an historic Heritage grouping under the following criteria:

- a) Historical, f) Physical Attributes, g) Aesthetic, and h) Context.

9.0 Extent of the place for scheduling

The identified extent of the place for scheduling is the area that is integral to the function, meaning and relationships of the place. In the case of the group of Moderne Buildings, the identified extent of place includes the land identified on the diagram that follows. Note that it includes the entire footprint of the buildings and extends to the kerb in order to protect the landmark qualities of the place.

The houses at 183 and 185 are not part of the Streamline Moderne group, and their significance does not warrant inclusion as individual historic heritage places on the schedule. However, both houses are part of the original 'tram barn' development site and have been identified as 'character supporting'.

The extent of place covers the buildings at 183 and 185 Jervois Road. As although they are only historically significant at a very minor level any change to these sites would have an immediate effect on the Streamline Moderne flats which are of considerable historical importance and have been found to meet the threshold for scheduling under the AUP.



Figure 53: Diagrammatic Plan of the "Streamline Moderne" Block. Image: Burgess Treep & Knight Architects

10.0 Recommendations

Based on the preceding evaluation, it is recommended that the group of Interwar multi-unit apartment buildings at 175 – 189 Jervois Road and including 2 Salisbury Street, Herne Bay meets the threshold for scheduling as an Historic Heritage Area: Category B. The place has considerable significance for its (A) historical and (F) physical attributes at a regional level, and has (G) aesthetic, and (H) context values at a local level.

The grouping should be scheduled as a Category B historic group under Schedule 14.1 Schedule of Historic Heritage

or, alternatively;

The overall group could be recognised as an historic heritage area under Schedule 14.2. Historic Heritage Areas

11.0 Table of Historic Heritage Values

Significance Criteria (A-H)	Value* (None, Little, Moderate, Considerable, Exceptional)	Context (Local, Regional, National, International)
A- Historical	Considerable	Regional
B- Social	Little	Local
C- Mana Whenua	n/a	n/a
D- Knowledge	Little	Local
E- Technological	Little	Local
F- Physical Attributes	Considerable	Regional
G- Aesthetic	Considerable	Local
H- Context	Considerable	Local

*Levels of significance or value:

Exceptional: of outstanding importance and interest; retention of the identified value(s)/significance is essential.

Considerable: of great importance and interest; retention of the identified value(s)/significance is very important.

Moderate: of some importance and interest; retention of the identified value(s)/significance is desirable.

Little: of limited importance and interest.

None or n/a: none identified

12.0 Overall Significance

Category	Heritage values	Extent of place	Interior protected	Exclusions
B	A, F, G, H	Refer to diagram	No	Refer diagram

**Authors: Lilli Knight + Graeme Burgess
Burgess Treep & Knight Architects**

Date: September 2019

Reviewer: GB + LK

Date: 21 January 2020

APPENDIX

List of Appendices

1. **BUILDING IDENTIFICATION**

2. **HISTORICAL BACKGROUND**

Photographs + Maps

The Architects

**A Sinclair O'Connor
A. B. Crocombe
A. C. Jeffries**

Early 20th Century Apartment Buildings


3. **SITE + CONTEXT**

4. **TRAMLINE STUDY**

5. **ARCHITECTURAL DRAWINGS**


Appendix 1.


BUILDING IDENTIFICATION

	<p>'Raycourt'</p>
<p>Site address</p>	<p>175 Jervois Road Herne Bay</p>
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 12 DP 23323</p>
<p>Ownership</p>	<p>-</p>
<p>Auckland Unitary Plan zoning</p>	<p>Residential – Terrace Housing and Apartment Building Zone</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>
<p>Existing scheduled item(s)</p>	<p>none</p>
<p>Additional controls</p>	<p>none</p>
<p>NZHPT registration details</p>	<p>none</p>
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown.</p> <p>The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>


		<p>'Bayville'</p>
<p>Site address</p>	<p>177 Jervois Road Herne Bay</p>	
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 11 DP 23323</p>	
<p>Ownership</p>		
<p>Auckland Unitary Plan zoning</p>	<p>Residential – Terrace Housing and Apartment Building Zone</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>	
<p>Existing scheduled item(s)</p>	<p>none</p>	
<p>Additional controls</p>	<p>none</p>	
<p>NZHPT registration details</p>	<p>none</p>	
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>	

		<p>'Kelmarna'</p>
<p>Site address</p>	<p>179 Jervois Road Herne Bay</p>	
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 10 DP 23323</p>	
<p>Ownership</p> <p>Auckland Unitary Plan zoning</p>	<p>Residential – Terrace Housing and Apartment Building Zone</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>	
<p>Existing scheduled item(s)</p>	<p>none</p>	
<p>Additional controls</p>	<p>none</p>	
<p>NZHPT registration details</p>	<p>none</p>	
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>	


		'Jervois Flats'
Site address	181 Jervois Road Herne Bay	
Legal description and Certificate of Title identifier	Lot 9 DP 23323	
Ownership	-	
Auckland Unitary Plan zoning	Residential – Terrace Housing and Apartment Building Zone Controls: Macroinvertebrate Community Index – Urban	
Existing scheduled item(s)	none	
Additional controls	none	
NZHPT registration details	none	
Pre-1900 site (HPA Section 2a(i) and 2b)	Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.	

		
Site address	183 Jervois Road Herne Bay	
Legal description and Certificate of Title identifier	Lot 8 DP 23323	
Ownership	-	
Auckland Unitary Plan zoning	Residential – Terrace Housing and Apartment Building Zone Controls: Macroinvertebrate Community Index – Urban	
Existing scheduled item(s)	none	
Additional controls	none	
NZHPT registration details	none	
Pre-1900 site (HPA Section 2a(i) and 2b)	Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.	

		
Site address	185 Jervois Road Herne Bay	
Legal description and Certificate of Title identifier	Lot 7 DP 23323	
Ownership	-	
Auckland Unitary Plan zoning	Residential – Terrace Housing and Apartment Building Zone Controls: Macroinvertebrate Community Index – Urban	
Existing scheduled item(s)	none	
Additional controls	none	
NZHPT registration details	none	
Pre-1900 site (HPA Section 2a(i) and 2b)	Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.	

	<p>'Herne Court'</p>
<p>Site address</p>	<p>187 Jervois Road Herne Bay</p>
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 6 DP 23323</p>
<p>Ownership</p>	<p>-</p>
<p>Auckland Unitary Plan zoning</p>	<p>Residential – Terrace Housing and Apartment Building Zone</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>
<p>Existing scheduled item(s)</p>	<p>none</p>
<p>Additional controls</p>	<p>none</p>
<p>NZHPT registration details</p>	<p>none</p>
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown. The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>

		<p>'Riverina'</p>
<p>Site address</p>	<p>189 Jervois Road Herne Bay</p>	
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 5 DP 23323</p>	
<p>Ownership</p>	<p>-</p>	
<p>Auckland Unitary Plan zoning</p>	<p>Residential – Terrace Housing and Apartment Building Zone</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>	
<p>Existing scheduled item(s)</p>	<p>none</p>	
<p>Additional controls</p>	<p>none</p>	
<p>NZHPT registration details</p>	<p>none</p>	
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown.</p> <p>The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>	

		<p>'Salisbury'</p>
<p>Site address</p>	<p>2 Salisbury Street Herne Bay</p>	
<p>Legal description and Certificate of Title identifier</p>	<p>Lot 18 DP 1877</p>	
<p>Ownership</p>	<p>-</p>	
<p>Auckland Unitary Plan zoning</p>	<p>Residential – Mixed Housing Suburban</p> <p>Controls: Macroinvertebrate Community Index – Urban</p>	
<p>Existing scheduled item(s)</p>	<p>none</p>	
<p>Additional controls</p>	<p>none</p>	
<p>NZHPT registration details</p>	<p>none</p>	
<p>Pre-1900 site (HPA Section 2a(i) and 2b)</p>	<p>Unknown.</p> <p>The place is the site of human activity before 1900 but is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values.</p>	

Appendix 2.

HISTORICAL BACKGROUND

Photographs + Maps



Figure 1: 1940 aerial photograph of Auckland City showing the subdivided site of the Old Jerovis Rd Tram Barn.
Source: Auckland Council Archives, ACC 020 Box 1 Item 4 Record A4 Record ID 551553.

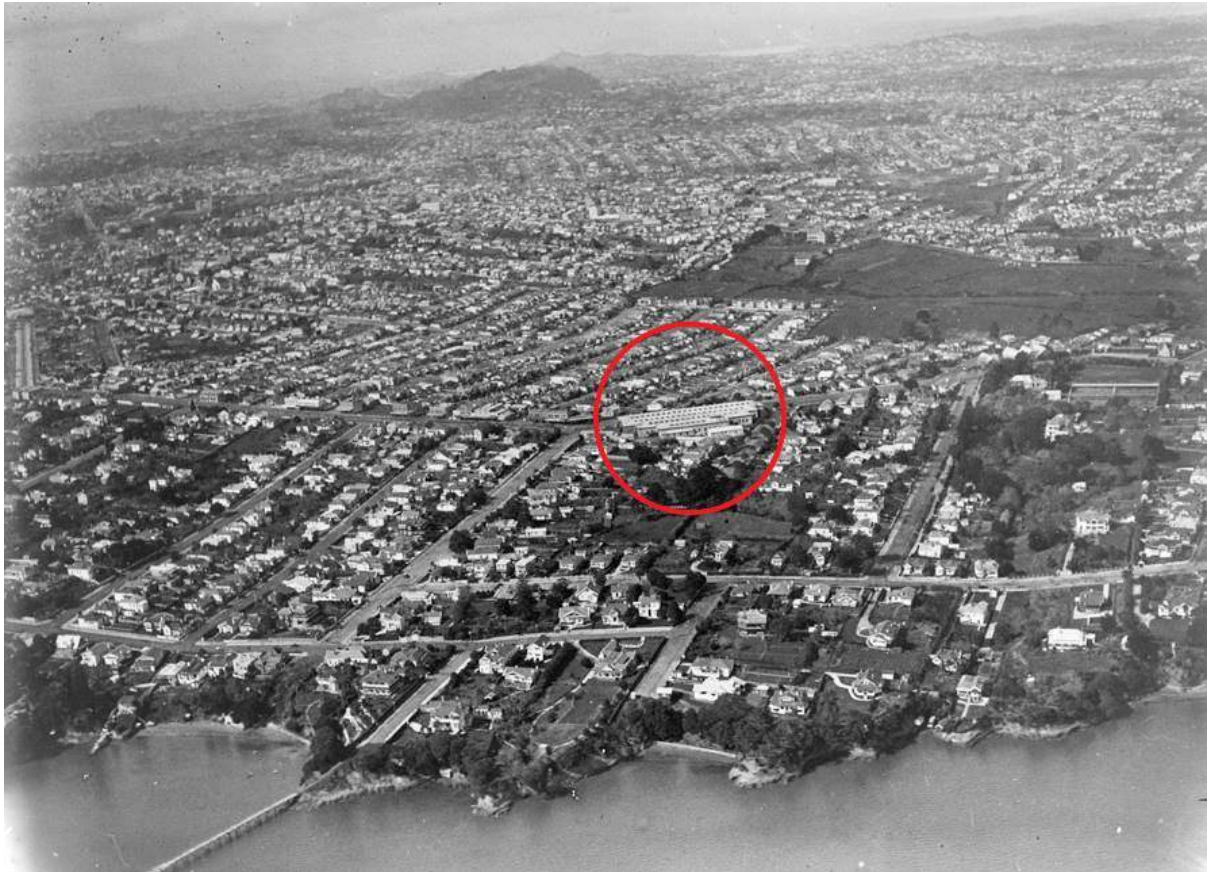


Figure 2: 1926 panoramic aerial photograph looking south over Herne Bay showing the Old Jervois Rd Tram Barn.
Source: Auckland Libraries Heritage Collections, 4-663.



Figure 3: 1926 panoramic aerial photograph looking south over Herne Bay showing the Old Jervois Rd Tram Barn.
Source: Auckland Libraries Heritage Collections, 4-662.

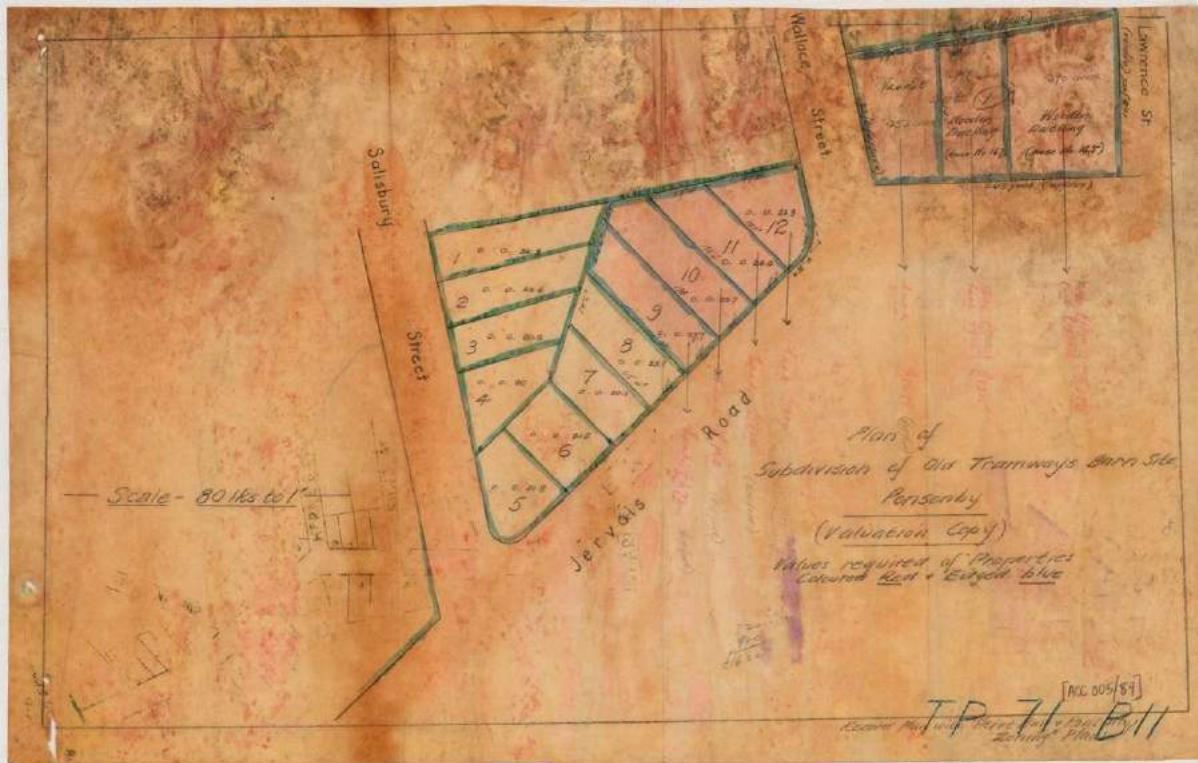


Figure 4: Plan showing proposed zoning of the subdivided site of the Old Jervis Rd Tram Barn, c. 1930. Source: Auckland Council Archives, ACC 005 Item 89 Record TP 71 Record ID 103563.



Figure 5: Plan showing proposed business zones for properties fronting Jervis Rd, c. 1930. Source: Auckland Council Archives, ACC 005 Item 88 Record TP 71 Record ID 103562.



Figure 6: Photograph showing the decommissioned Jervois Rd Tram Barn, c. 1927. Source: Papers Past, Auckland Star, 10 Feb 1927.

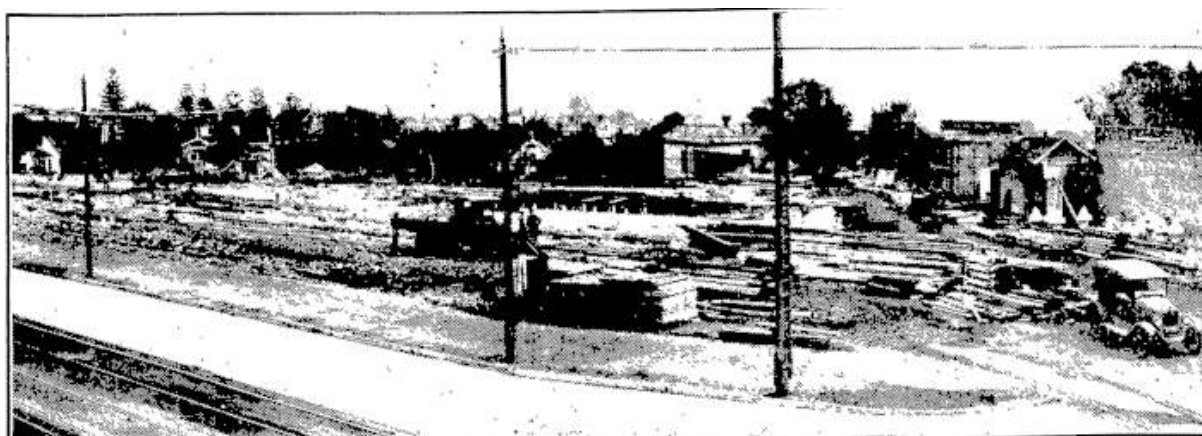


Figure 7: Photograph showing the last stages of demolition of the Jervois Rd Tram Barn, c. 1929. Source: Papers Past, Auckland Star, 20 May 1929.

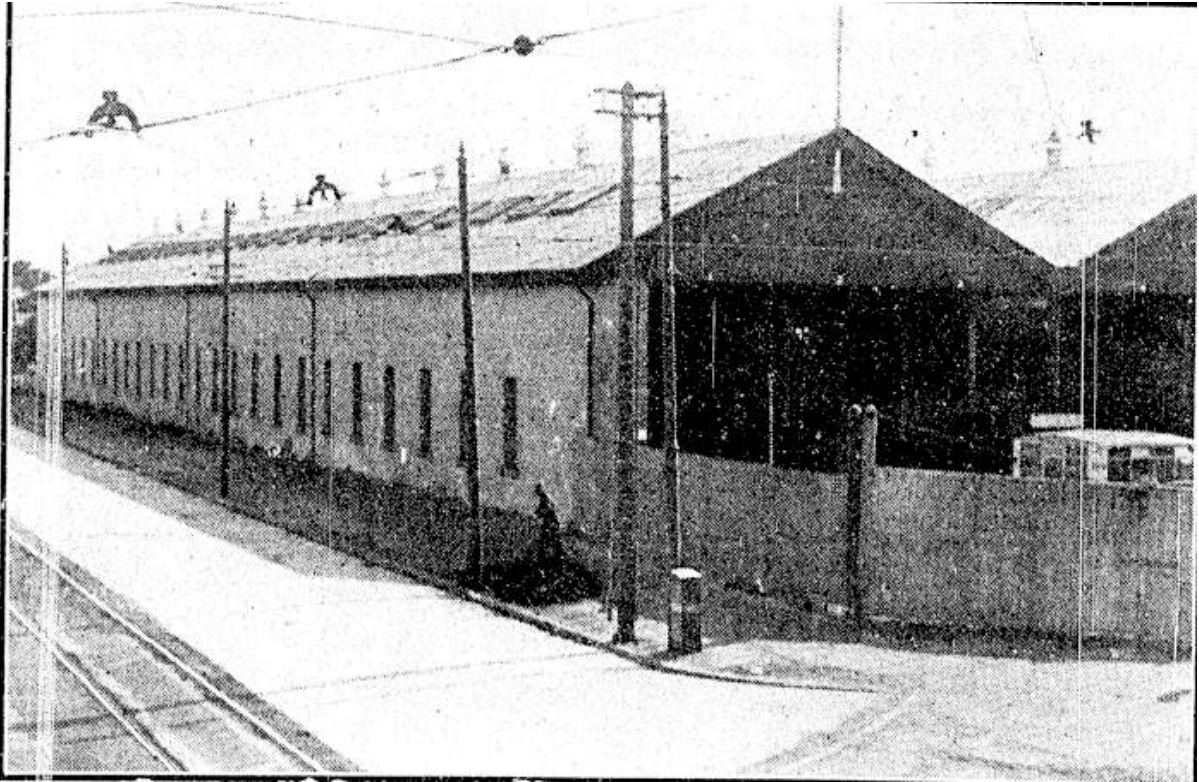


Figure 8: Photograph showing the Jervois Rd Tram Barn prior to being demolished, c.1929. Source: Papers Past, New Zealand Herald, 20 Feb 1929.

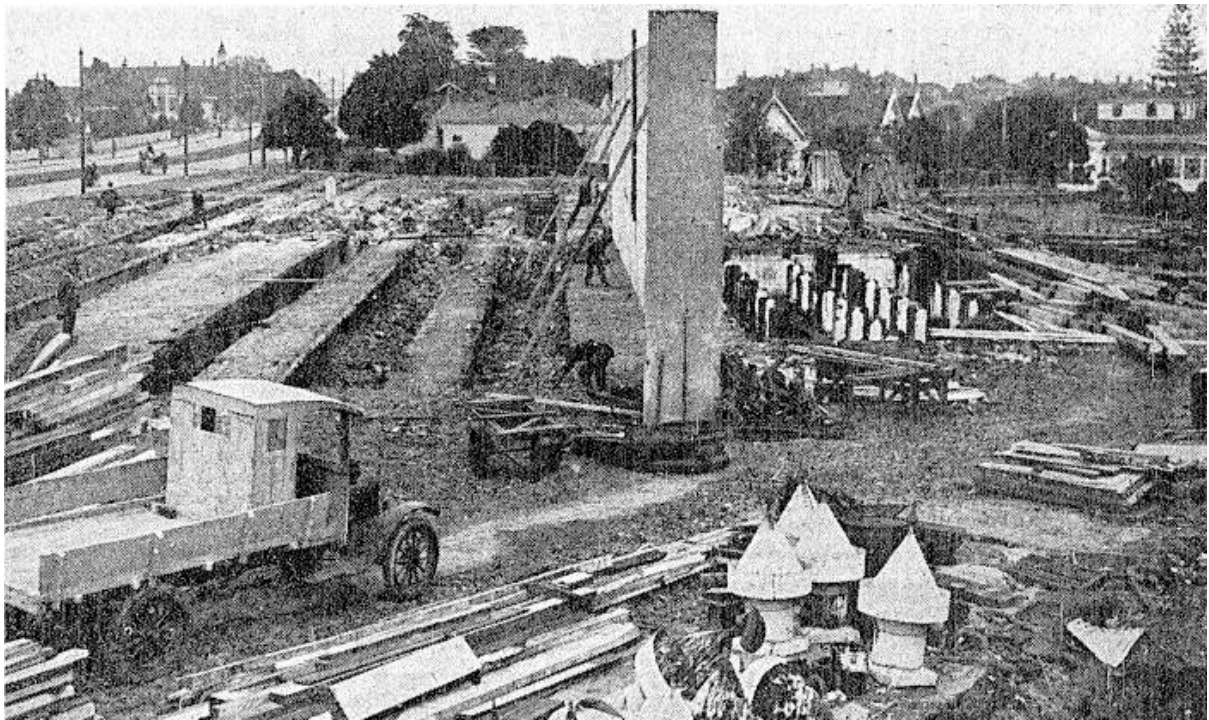


Figure 9: Photograph showing the demolition of the Jervois Road Tram Barn, c. 1929. Source: Papers Past, 21 May 1929.

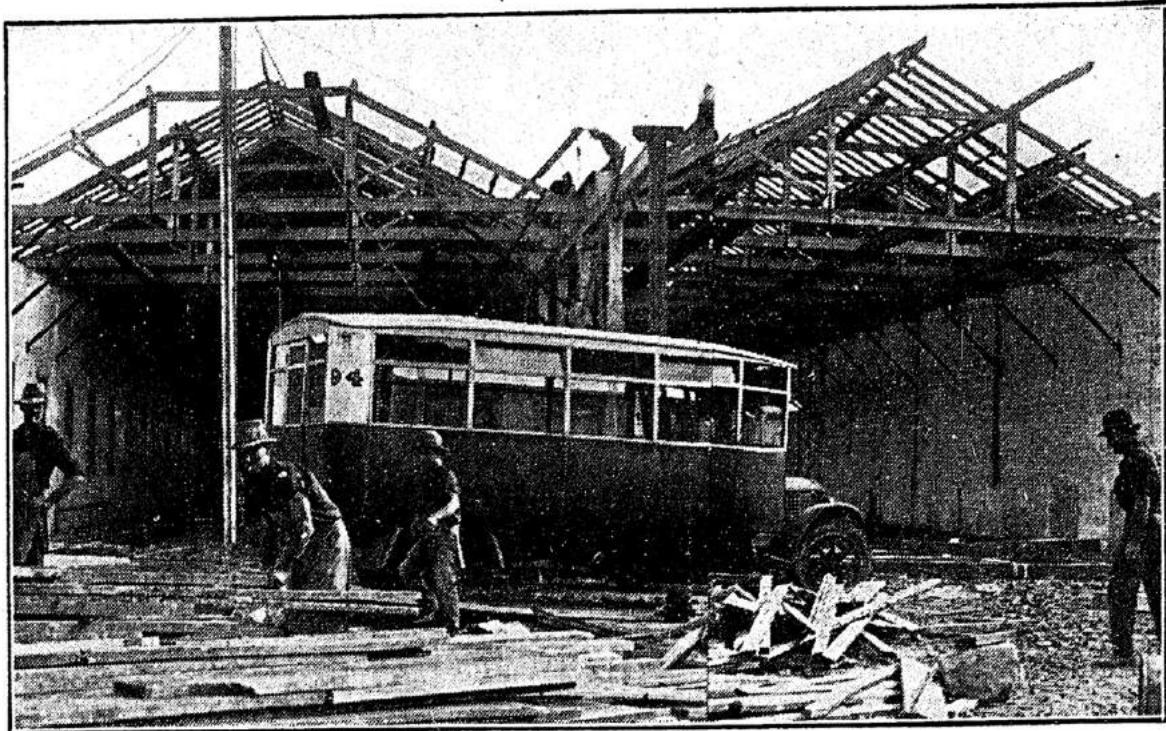


Figure 10: Photograph showing the demolition of the Jervois Rd Tram Barn, c. 1929. Source: Papers Past, New Zealand Herald, 16 March 1929.



Figure 11: Whitcombe's map of Auckland city and suburbs showing tram routes in yellow, c. 1930. Source: Auckland Libraries Heritage Collections, Map no. 2593.

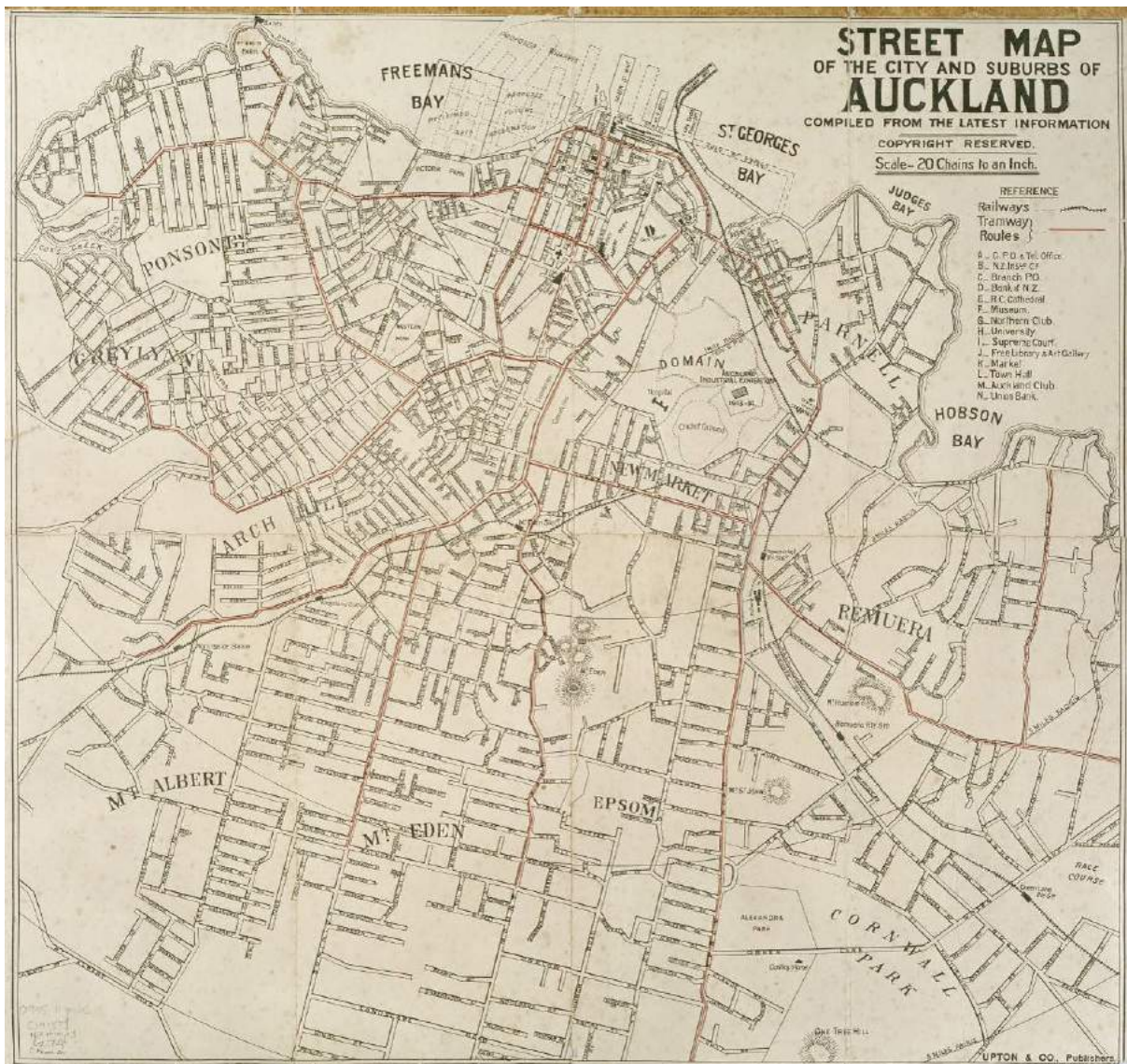


Figure 12: Map of Auckland city and suburbs with tram routes and railway lines, c. 1917. Source: Auckland Libraries Heritage Collections, Map no. 6274.

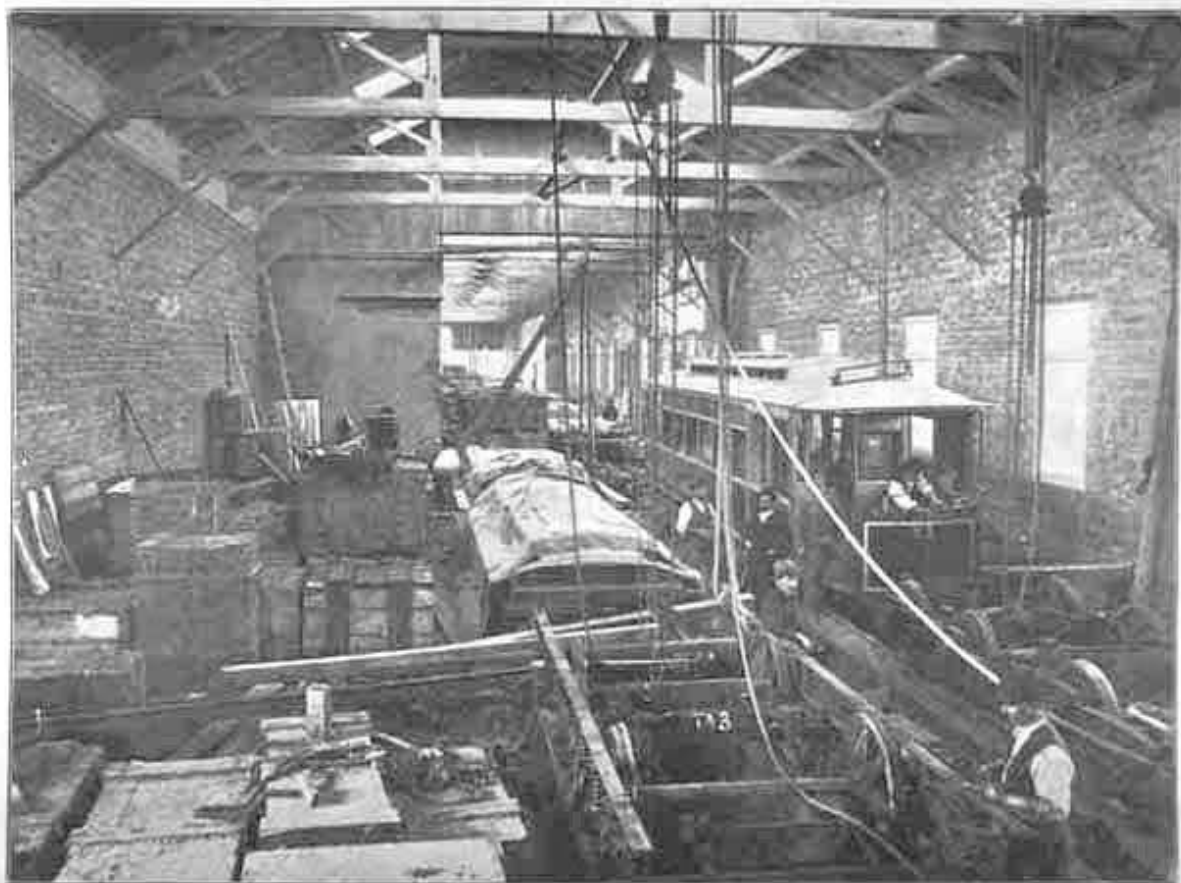


Figure 13: Photograph showing the interior of the Jervois Rd Tram Barn, c. 1902. Source: Auckland Libraries Heritage Collections, 7-A9373.



Figure 14: Photograph looking east from the south side of Jervois Rd showing the corner of Dedwood Tce, c. 1926. Source: Auckland Libraries Heritage Collections, 4-1786.

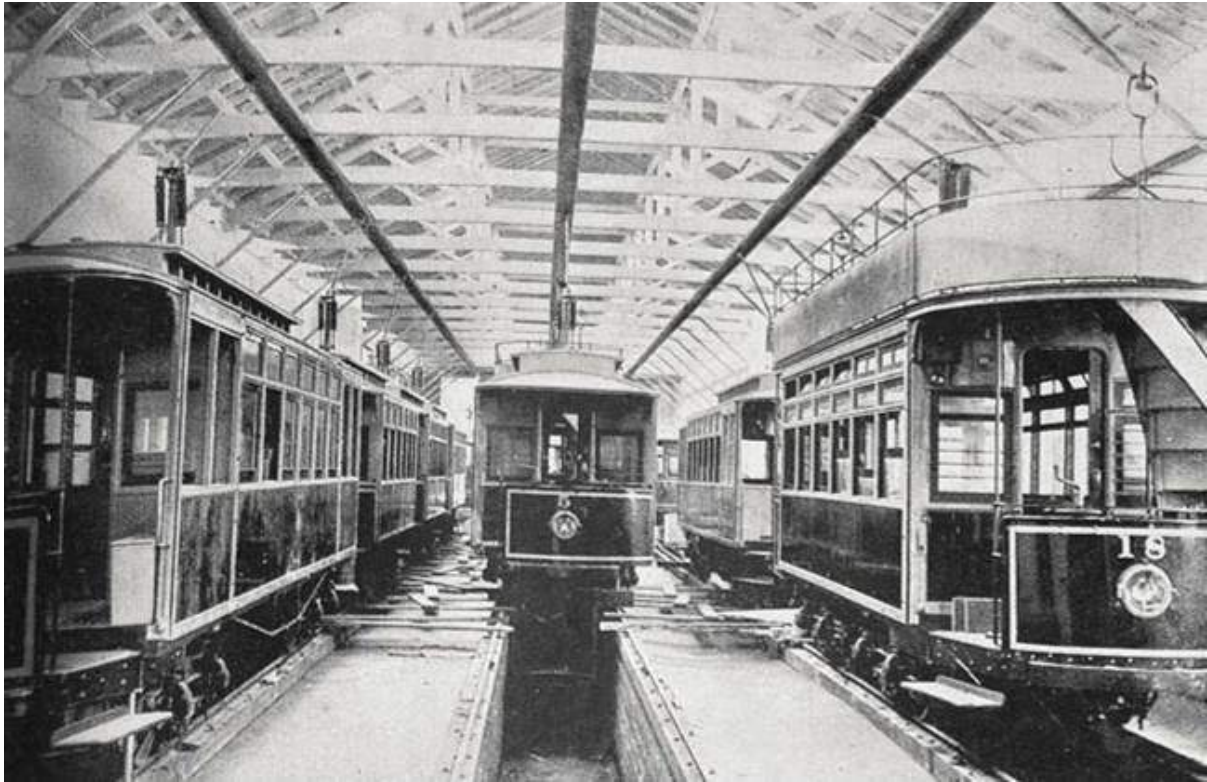


Figure 15: Photograph showing the interior of the Jervois Rd Tram Barn, c. 1902. Source: Auckland Libraries Heritage Collections, AWNS-19020918-3-1.



Figure 16: Photograph looking north across Jervois Rd showing Salisbury Flats, ca. 1996. Source: Auckland Libraries Heritage Collections, 802-13-1.



Figure 17: Photograph looking north across Jeroois Rd towards Salisbury Flats, c. 1996. Source: Auckland Libraries Heritage Collections, 802-13-2.



Figure 18: Photograph looking north across Jeroois Rd towards Riverina, c. 1996. Source: Auckland Libraries Heritage Collections, 802-13-3.



Figure 19: Photograph looking north across Jervois Rd towards Wallace St with Raycourt on the left, c. 1996. Source: Auckland Library Heritage Collections, 802-13-22.

THE ARCHITECTS

Arthur Sinclair O'Connor (1884-1943)

Arthur Jacobus Sinclair O'Connor (known early in his career as Arthur S O'Connor and later as A Sinclair O'Connor) was born in March 1884 in Fremantle Australia. His father, John James O'Connor was a customs officer at Fremantle.

It appears that O'Connor received some architectural training in Western Australia, probably learning the craft from a local architect. By 1904 when he was in his early 20s, O'Connor advertised in the local newspapers describing himself as an architect with premises initially in Phillmore Chambers and later in Cliff Chambers in Fremantle.

In 1904 and 1905 he called tenders for a number of houses and shop buildings. He is listed in the West Australia Post Office Directory of 1905 as an architect and civil engineer so it appears that he was doing civil engineering work too. In August 1905 O'Connor left Australia for New Zealand. However, O'Connor did not stay long in New Zealand. In 1908 he was back in Fremantle before travelling to San Francisco via Fiji, Honolulu and Vancouver. He planned to study architecture in America and wrote home with his impressions of his journey in July 1908. At this time San Francisco would have offered many opportunities for young architects like O'Connor as it was being rebuilt after the devastating earthquake of 1906. Within days of his arrival in San Francisco O'Connor found work as a draughtsman.

It is not clear how long O'Connor spent in San Francisco but he was certainly back in Western Australia in 1910 when he applied for a patent for an improved hat pin that he had designed. By late 1911 he had returned to New Zealand and jointly entered a design competition for the new parliament building in Wellington with Alva Bartley. He also entered a design competition with architect A B Herrold for the Whangarei Town Hall. He made Auckland his home, marrying Pauline Penzholz in 1913 and raising a family of two sons and a daughter.

Around the time of his marriage O'Connor undertook work for the Auckland City Council. He worked with the City Engineer, W E Bush, in designing the Tepid Baths, though credit was given to Bush for the design as he held ultimate responsibility for the project. Other work he undertook for the Auckland City Council in 1913 included several structures in the Auckland Domain. He designed the band rotunda that was gifted to the city by Councillor J M Mennie, ticket boxes that were probably for the Auckland Industrial, Agricultural and Mining Exhibition that was held in the Domain in late 1913 and early 1914, and additions to the Domain Lodge.

Sinclair O'Connor's first recorded independent architectural commission was the design of Radnor Hotel (1913, demolished), Auckland CBD. This was followed by the neighbouring Middle Courtville (1914), Auckland's earliest purpose-built apartment building, and one of many notable examples of this building type designed by O'Connor during his career.

The 1920s were prolific for A Sinclair O'Connor. It was a time when some of his most notable Auckland buildings were designed and built. Examples include the Orange Coronation Hall (1922), Espano Flats (1927), and several Queen Street commercial buildings such as Kean's Building (1927), Windsor House (1927-8), Civic House (1928), and the Ferguson Building (1929). He was also involved with the 'architectural arrangements' of St James' Theatre (1927-8), one of the most ambitious projects of the time, carried out in association with theatre architect, Henry E. White. Although specialising in the design of inner-city residential, commercial and industrial buildings, O'Connor was also involved with many suburban projects, including the design of sports pavilions, theatres, a kiosk, fire station and a church, in addition to numerous residences across the region.



During the 1920s, Sinclair O'Connor conducted his practice from the Safe Deposit Building, High, then Angus House also on High Street. In 1935, he relocated his offices to Civic House where he remained until his death.

A Sinclair O'Connor died suddenly on 19 May 1943 at his home at 1 Bellevue Road, Mt Eden. He was 59 years old.

Other Known Buildings Designed by A Sinclair o'Connor

All photographs from Google Maps

**We have a full list of over 120 buildings attributed to SOC, not appended*

Address	Photo and description	Current Heritage Status
11 Parliament Street, CBD, Auckland	 <p>5 storey apartment building in reinforced concrete and brick wall construction for developer Mr Ernest Potter and William Stanton by James Fletcher. The building features shallow bay windows, deep eaves, and a dome over the corner. Constructed in 1919.</p>	Schedule ID 01993 Cat B
9 Parliament Street, CBD, Auckland	 <p>3 storey apartment building in reinforced concrete and brick wall construction. Constructed in 1915.</p>	Schedule ID 01992 Cat B

20 Poynton Terrace,
CBD, Auckland



Schedule
ID 02737
Cat B

4 storey apartment building bordering Myers Park built in the Spanish Mission style.
Constructed in 1927-8.

145/147 Newton
Road, Eden
Terrace, Auckland






Schedule
ID 01767
Cat B

Constructed in 1922 for the Protestant Orange Society in brick and plaster construction as a dance hall.

Other Known Buildings Designed by A C Jeffries



All photographs from Google Maps

Address	Photo and description	Current Heritage Status
11 Canterbury Place, Parnell, Auckland	 <p data-bbox="533 788 1171 987">3 storey house in the Art Deco style with brick construction at the base and weatherboard cladding to the upper storeys. The house featuring a large front bay window constructed in 1936 for Morris Yock who was notable for introducing and manufacturing jandals.</p>	Not Scheduled but covered by Special Character Areas Overlay Residential and Business - Parnell, Residential Isthmus B
1224-1228 North Road	<p data-bbox="427 992 507 1021">Great</p>  <p data-bbox="533 1330 1171 1570">2 story block of shops located in the Point Chevalier Town Centre on Great North Road, just west of the Pasadena Buildings. Brick masonry construction with plastered façade in the stripped classical design. Both this building and the Pasadena Buildings these are notable examples of Jeffries' commercial commissions.</p>	Not Scheduled
1041-1049 North Road, Point Chevalier	<p data-bbox="427 1601 507 1666">Great Point</p>  <p data-bbox="533 1877 1171 2069">Pasadena Buildings designed in the Spanish mission style, constructed in 1930. Concrete and beam structure with brick infill, plastered façade. The building originally featured three shops at street level and two two-bedroom flats above the shos and an attached apartment to the north on</p>	Schedule ID 02797 Cat B

	Premier Avenue. Jeffries also designed three additional shops adjoining at the west end of the building.	
Buckland Hall, Logan Road, Pukekohe Auckland	 <p data-bbox="533 595 1169 696">Public hall building constructed in 1932. Plain in design with brick base and weatherboard parapet.</p>	Not Scheduled
295 Mount Eden Road, Mount Eden. Auckland	 <p data-bbox="533 1115 1169 1308">Windsor Hall Flats were constructed in 1938 in the spanish mission style. The three storey block of flats features garaging on the ground floor level with apartments on the upper two levels. The building is plastered masonry construction with a hipped marseille tile roof</p>	Not Scheduled
2 View Road, Mount Eden, Auckland	 <p data-bbox="533 1693 1118 1718">The Granada Flats were constructed in 1937</p>	Not Scheduled

Other Known Buildings Designed by A B Crocombe

All photographs from Google Maps

Address	Photo and description	Current Heritage Status
10 Brighton Road Parnell, Auckland	 <p data-bbox="533 719 1171 846">Brighton Hall Flats is a 3 storey apartment building in the Spanish Mission Revival style built in 1930. The building is rendered masonry construction with hipped Marseille tile roof.</p>	Not Scheduled
511 Parnell Road Parnell, Auckland	 <p data-bbox="533 1131 1171 1191">Park Drive Flats is a single storey 5 apartment building</p>	

EARLY 20th CENTURY APARTMENT BUILDINGS

The Evolution of the Apartment Building

Mass housing in multilevel apartment buildings has a history that dates back to the Roman Empire. The Romans called these structures 'Insulae' which translates as Islands. These buildings, generally of four stories, occupied whole city blocks, with a central garden courtyard. These buildings provided accommodation for a wide range of ordinary Romans as opposed to the domus or town houses of the wealthy. Unlike modern apartments, the Romans valued the ground floor most, with its direct connection to the garden and to the social world of the street. By the fourth Century there were 44,850 of these buildings in Rome. ¹ The ancestor of the western apartment building, this urban building type disappeared from Europe for centuries after the fall of Rome.

In considering apartment buildings a distinction needs to be made between speculative and exploitative mass housing, once called tenement housing, and the speculative housing aimed at the middle class called Mansion Flats in London and Apartments in New York.

Tenement flats as a typology evolved in the industrial towns of Britain and Europe spreading also to America. The tenement was a building created to provide living accommodation for many

¹Khan Academy: Roman Domestic Architecture (insula); essay by Dr. Jeffrey A. Becker <https://www.khanacademy.org/humanities/ancient-art-civilizations/roman/beginners-guide-rome/a/roman-domestic-architecture-insula>

people, and families, within a single multi-storey building. This building type was a response to urban growth and frequently became a form of speculation that fed on the less fortunate in society. Tenement housing was often workers housing. In New York by the mid 19th Century, tenement buildings were being constructed that provided hopelessly inadequate living conditions for the occupants.² These places were generally overcrowded and poorly serviced. Places, such as 'Gotham Court' constructed by Silas Wood in 1850 rapidly became notorious as substandard housing.³

The tenement housing of Paris from the mid nineteenth century is briefly described by Siegfried Gideon (p.670-71) in his text: *Space Time and Architecture*; Harvard University Press 1963. He shows a typical corner apartment building of this period, a response to Hausmann's city planning of that time when the grand boulevards of Paris were formed. The critique is subjective, he is not impressed by the type of planning nor by the mixed typology of the building, nevertheless the example shows that this type of housing was well established as a domestic model for the middle class in Paris at this time.

In London the pressures of a growing middle class enabled the growth of a more salubrious style of apartment evolved from the 1860s. These buildings became known as 'Mansion Blocks' to distinguish the apartment buildings, flats, of the relatively well to do from the far less salubrious 'Tenement Flats' that predated them. Apartment living for the relatively well off was seen at that time as a French affectation, as the French were 'accustomed to be satisfied with a very much smaller quantity of everything than we (the English) are'.⁴

Apartment living offered far greater amenity than tenement living. These places were distinguished by the quality of their public spaces, a generosity of space and light, quality finishes and construction, and the provision of service spaces such as bathrooms and kitchens within the flats. These buildings were designed by architects such as Norman Shaw. 'Mansion Blocks' were carefully designed with street frontages given particular attention. Ladbroke Association, Conservation Area of the Royal Borough of Kensington + Chelsea.

Similarly in New York apartment buildings began to appear designed for the middle classes from 1870. The first of these was Stuyvesant Apartments, built by Rutherford Stuyvesant and designed by Richard Morris Hunt, the most fashionable architect of the period. The building was an immediate success.⁵ The style of housing was dubbed 'the French Flat'.⁶ By 1893 *King's Handbook of New York* reported that more than half of the middle class population of Manhattan Island was housed in apartment buildings.⁷

"The apartment house was originally devised as a means of providing relief for the housing situation that confronted certain large urban centres in this country. It resulted in the presentation of a problem in architectural design which precedent offered no aid whatever in solving. Fundamentally, the apartment house represents the development of an incongruous idea. It is intended to provide a home for five, fifty or five hundred families (as the case may be) under one roof, retaining all the domestic advantages of the private house, reducing its cares and worries to a minimum". P 1 *American Apartment Houses of Today, City and Suburban*. Edited by R W Sexton, New York, Architectural Book Publishing Co. 1926.

² P.279 *New York 1900, Metropolitan Architecture and Urbanism 1890-1915*, Robert Stern, Gregory Gilmartin + John Massengale. Rizzoli 1983.

³ P.161 *Berlin-New York Like and Unlike; Essays on Architecture and Art from 1870 to the Present*. Edited by Josef Paul Kleihues and Christina Rathgeber. Rizzoli International Publishers, New York 1993. Essay: *On the Uses and Abuses of Air: Perfecting the New York Tenement, 1850-1901*: Richard A. Plunz

⁴ Phene Spiers, address to the Royal Institute of Architects, December 1871. Quoted in Ladbroke Association, Autumn 2015 Ladbroke News

⁵ P.279 *New York 1900, Metropolitan Architecture and Urbanism 1890-1915*, Robert Stern, Gregory Gilmartin + John Massengale. Rizzoli 1983.

⁶ P.282, *ibid*

⁷ P 280, *ibid*

By the end of the 19th century Improving technologies, particularly the invention of the elevator, advances in electrical and plumbing services, provided a further catalyst for the success of this building type. Typically for that period, the architectural styles used to 'dress' these buildings ranged from the Gothic through the full range of Beaux Arts to the more austere pallazzo style.

Famous examples of apartment buildings are: the Dakota, New York, 1882, by Henry Janeway Hardenberg, the apartment buildings at 38 + 40 Linke Wienzeile, Vienna, 1898-99 by Otto Wagner, Casa Mila, Barcelona 1905-1910 by Antonio Gaudi.

Appendix 3.

SITE & CONTEXT PHOTOGRAPHS



Figure 20: Looking west, approach from Jervois Rd with Raycourt in the background. Figure 21: Looking south-west along Jervois Rd with Raycourt, Bayville, & Jervois Flats visible on the right. Source: Burgess Treep & Knight, 2019.



Figure 22: Looking north along Jervois Rd with Riverina & Salisbury Flats visible in the centre. Figure 23: Looking north towards Salisbury St with Riverina & Salisbury Flats on the right and left respectively. Source: Burgess Treep & Knight, 2019.



Figure 24: Looking north towards the Streamline Moderne block with Riverina on the left. Source: Burgess Treep & Knight, 2019.



Figure 25: View from the footpath showing Raycourt on the foreground and Bayville on the background. Source: Burgess Treep & Knight, 2019. Figure 26: Looking south-east from the Bayville driveway with Raycourt on the left and Jervois Rd shops on the background. Source: Burgess Treep & Knight, 2019.



Figure 27: Looking south-east from the driveway in-between Kelmarna and Jervois Flats on the left and right respectively. Source: Burgess Treep & Knight, 2019



Figure 28: Looking east from the Raycourt driveway. Figure 29: Looking north-east from Jervois Rd footpath with 185 & 183 Jervois Rd on the left. Source: Burgess Treep & Knight, 2019.



Figure 30: Looking south on Salisbury St with Riverina on the right. Figure 31: Looking south along Jervois Rd footpath with Jervois Flats, Kelmarna, Bayville, & Raycourt visible. Source: Burgess Treep & Knight, 2019.



Figure 32: Looking south-east from the Raycourt driveway with the R & W Hellaby Building on the background. Source: Burgess Treep & Knight, 2019.



Figure 33: Retail buildings to the east of the Streamline Moderne block. Figure 34: Villas to the east of the Streamline Moderne block. Source: Burgess Treep & Knight, 2019.



Figure 35: Delphi Apartments to the east of the Streamline Moderne block. Figure 36: Villas on the opposite side of the Streamline Moderne block. Source: Burgess Treep & Knight, 2019.



Figure 37: R & W Hellaby building opposite Raycourt. Source: Burgess Treep Knight, 2019.

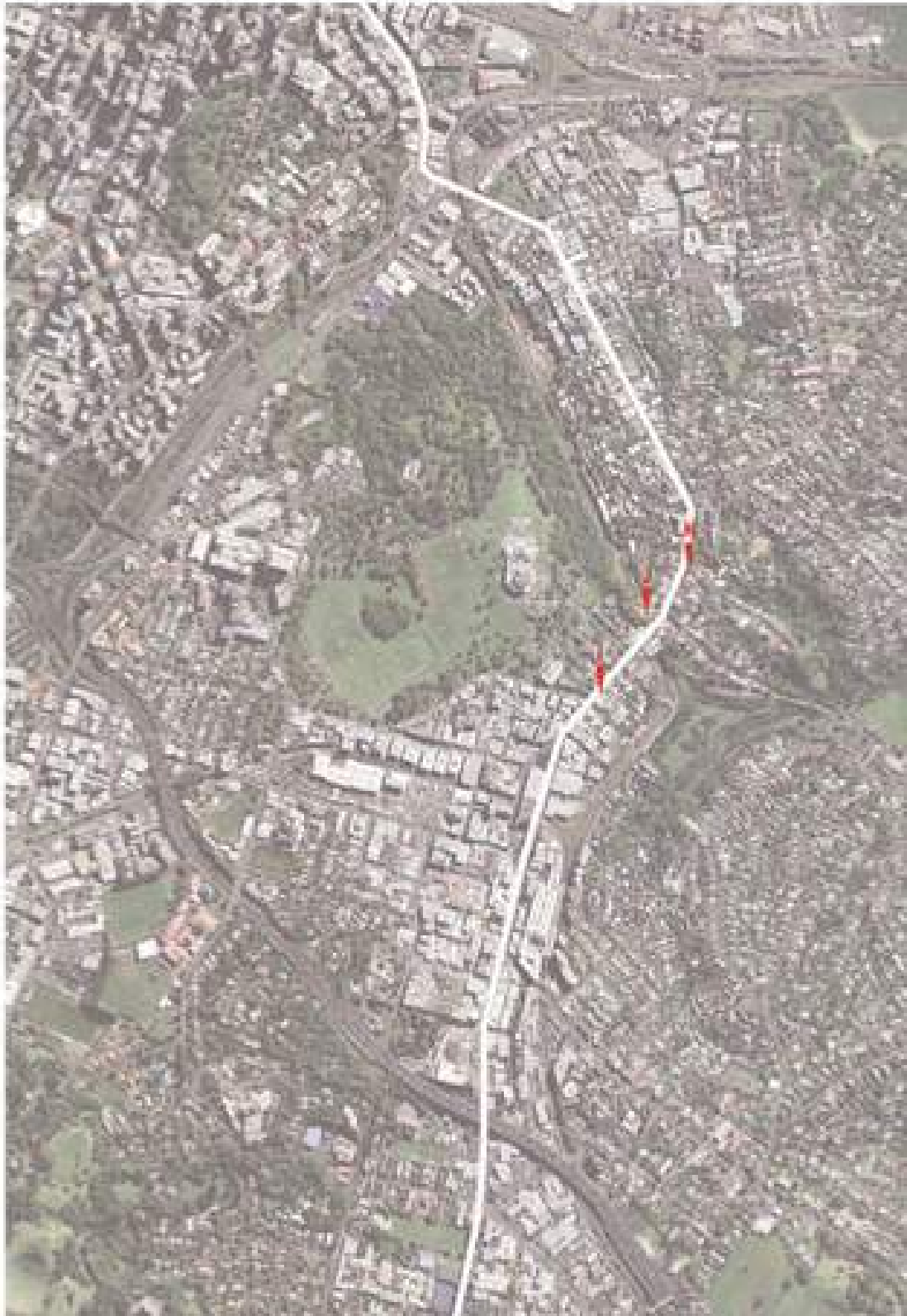





Figure 38: Houses opposite Raycourt on Wallace St. Source: Burgess Treep Knight, 2019. Figure 39: House adjacent to Raycourt on Wallace St. Source: Burgess Treep & Knight, 2019.






Appendix 4.

SITE + CONTEXT - TRAMLINER STUDIES

MANUKAU RD - PARNELL RD TRAM LINE



MANUKAU RD – PARNELL RD TRAM LINE		
ADDRESS & DESCRIPTION		PHOTO
A	337 MANUKAU RD FLATS	
B	327 MANUKAU RD FLATS	
C	230, 232 MANUKAU RD FLATS	
D	222 MANUKAU RD FLATS	

E	170, 176 MANUKAU RD FLATS	
F	100, 102, 104, 106 MANUKAU RD FLATS	
G	52, 54, 56, 58, 60, 62, 64, 66 MANUKAU RD & 2 CLYDE ST FLATS	
H	4, 6 CLYDE ST FLATS	
I	538, 540, 542 PARNELL RD FLATS	

J

511 PARNELL RD
FLATS





K




456, 458 PARNELL RD
FLATS






DOMINION RD TRAM LINE





DOMINION RD TRAM LINE		
	ADDRESS & DESCRIPTION	PHOTO
A	1302 A DOMINION RD SINGLE HOUSE	
B	903 DOMINION RD DUPLEX	
C	893, 891 DOMINION RD DUPLEX	

D	887 DOMINION RD 2X DUPLEX	
E	2 FOCH AVE FLATS	
F	815, 813 DOMINION RD FLATS	

G	886 DOMINION RD DUPLEX	
H	183 LANDSCAPE RD SINGLE HOUSE	
I	181 LANDSCAPE RD SINGLE HOUSE	

NEW NORTH ROAD TRAM LINE



NEW NORTH RD TRAM LINE		
ADDRESS & DESCRIPTION		PHOTO
A	1135 NEW NORTH RD SINGLE HOUSE	
B	1038 NEW NORTH RD DUPLEX	
C	990 NEW NORTH RD SINGLE HOUSE	
D	886 NEW NORTH RD SINGLE HOUSE	

E	826 NEW NORTH ROAD FLATS		
F	1 ROCKY NOOK AVE SINGLE HOUSE		

PT CHEVALIER RD - GREAT NORTH RD TRAM LINE



POINT CHEVALIER RD – GREAT NORTH RD TRAM LINE

ADDRESS & DESCRIPTION

PHOTO

A

514 PT CHEVALIER RD
SINGLE HOUSE



B

493 PT CHEVALIER RD
DUPLEX



C

300 PT CHEVALIER RD
SINGLE HOUSE



D
2, 4 WAINUI AVE
DUPLEX



E
1103 GREAT NORTH RD
FLATS



F
1060 GREAT NORTH RD
SINGLE HOUSE



1059 GREAT NORTH
RD
SINGLE HOUSE

G

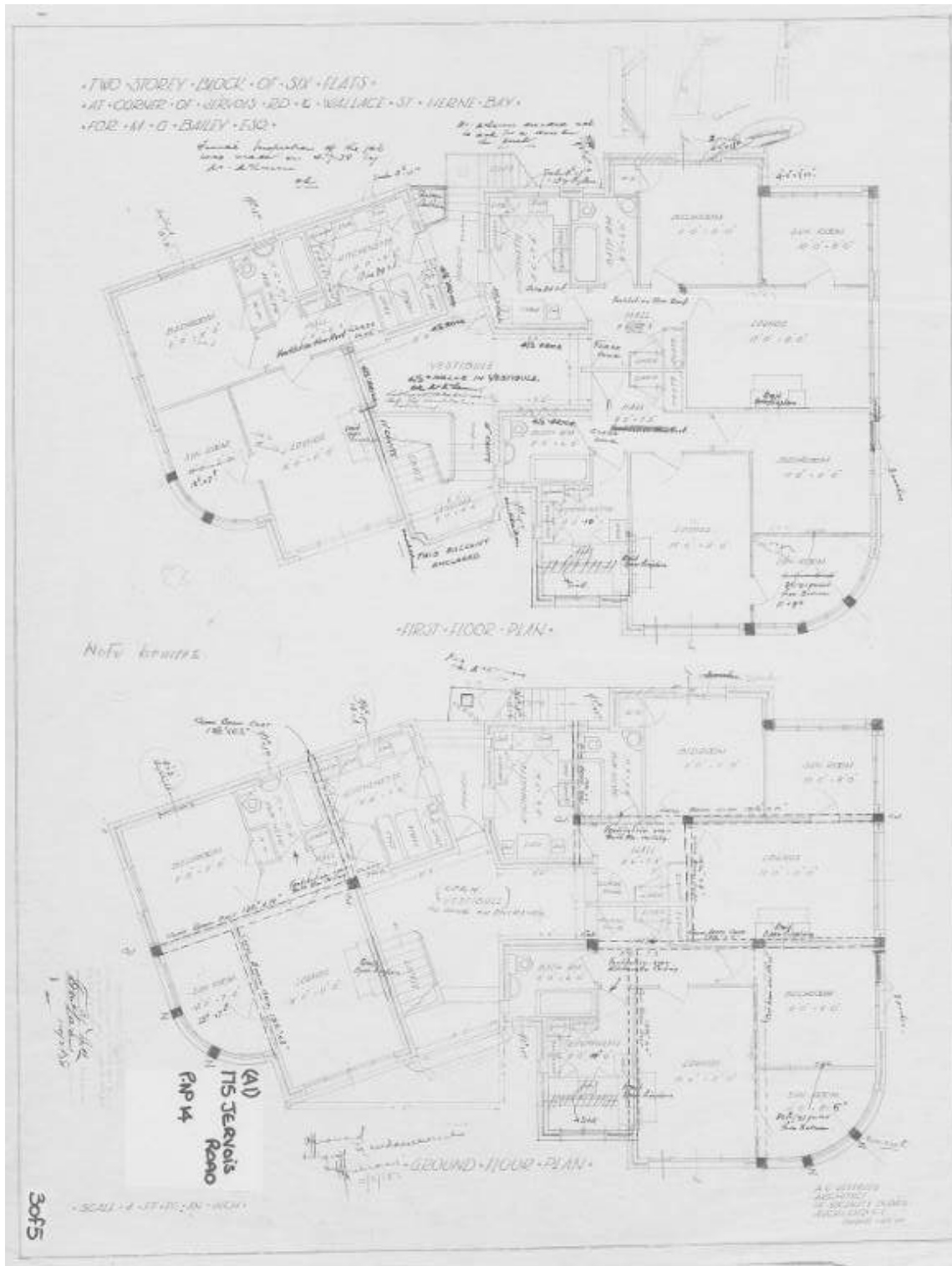


Appendix 5.

Architectural Drawings

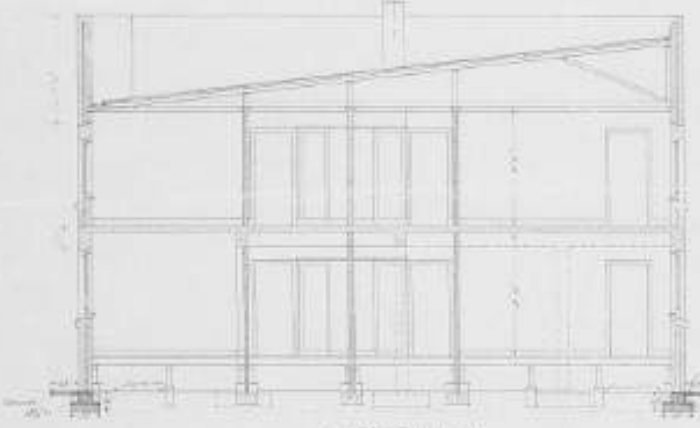
Source: Auckland Council Archives

RAYCOURT





WEST ELEVATION

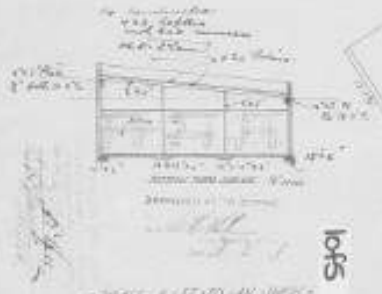


SECTION A-A

• TWO STOREY BLOCK OF SIX FLATS •
 • AT CORNER OF JERVIS RD &
 • WALLACE ST HERNE BAY •
 • FOR MR G BAREY ESQ •

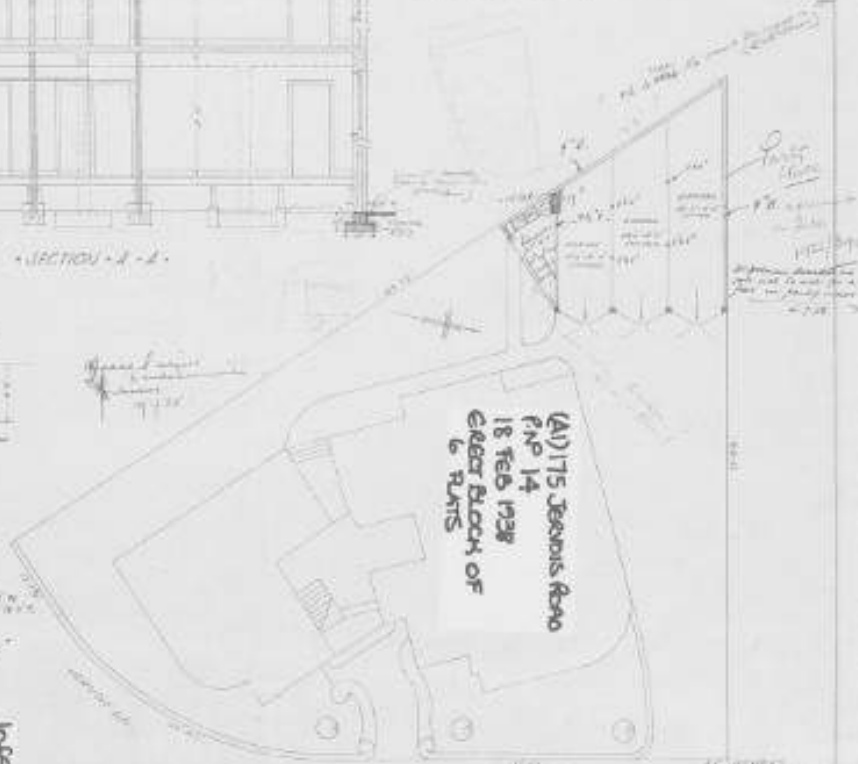


DETAIL OF WINDOW



SCALE 1/4" = 1'-0" (AS SHOWN)

10/5

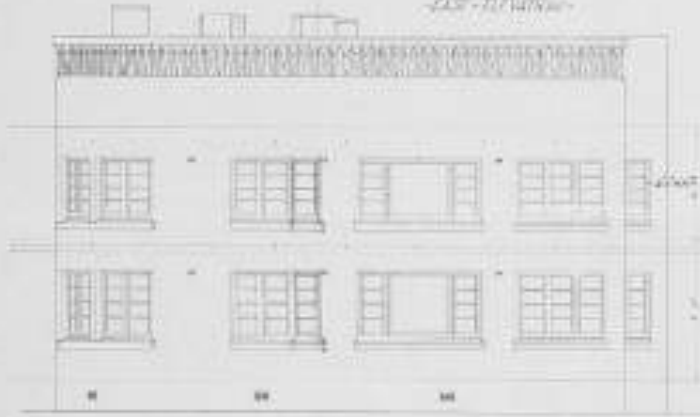


(A) 175 Jervis Road
 No 14
 18 Feb 1938
 Great Block of
 6 Flats

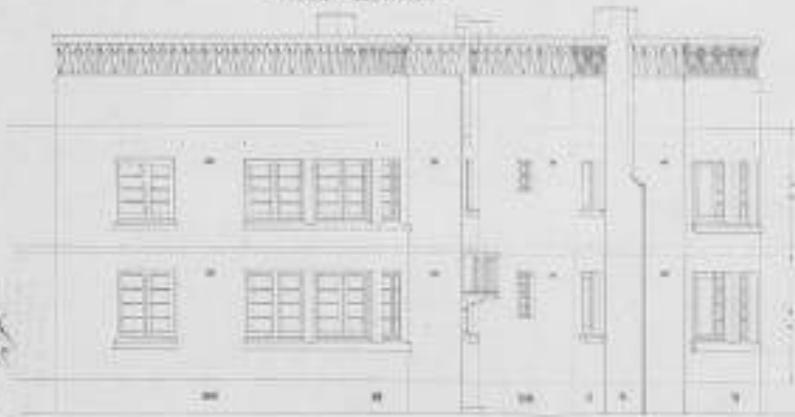
J.C. LITTLE
 ARCHT
 17 WALLACE ST
 HERNE BAY



- EAST - ELEVATION -



- WEST - ELEVATION -



- SOUTH - ELEVATION -

- TWO - STORY - BLOCK - OF - SIX - HEATS -
 - 41' - CORNER - OF - 100' x 100' -
 - 100' x 100' - 11' - 100' x 100' -
 - 100' x 100' - 100' x 100' -



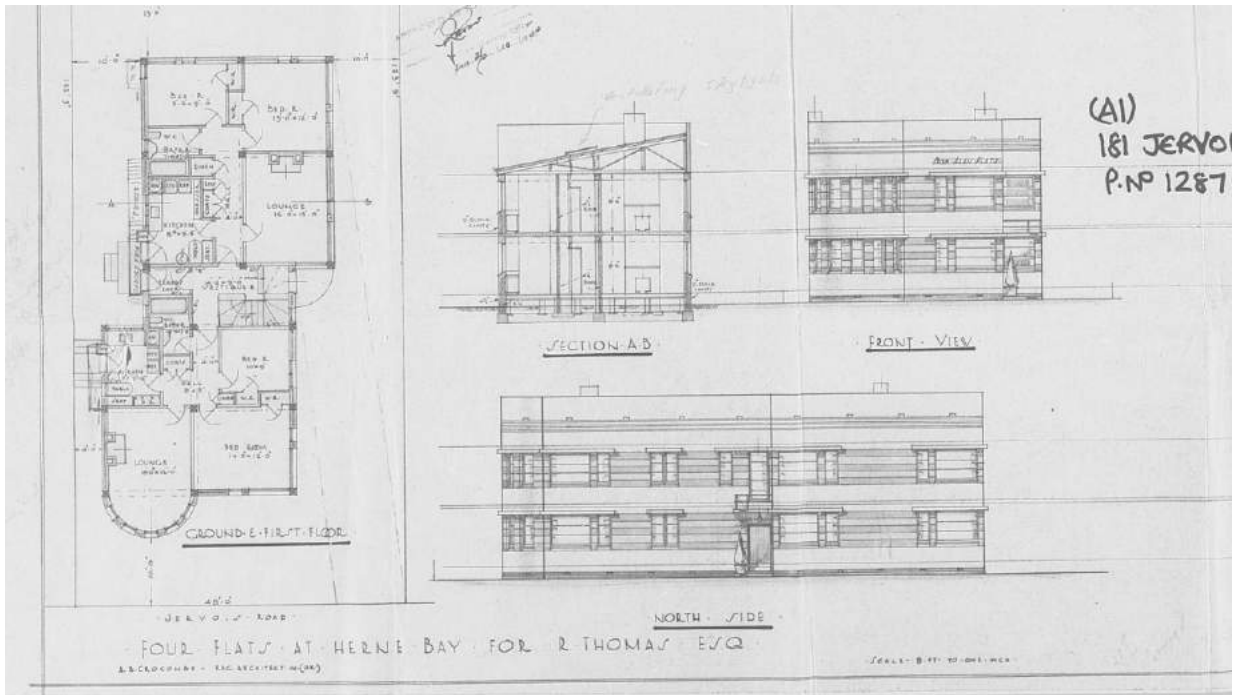
(A) 175 Jackson Road
 P. 10 14

4085

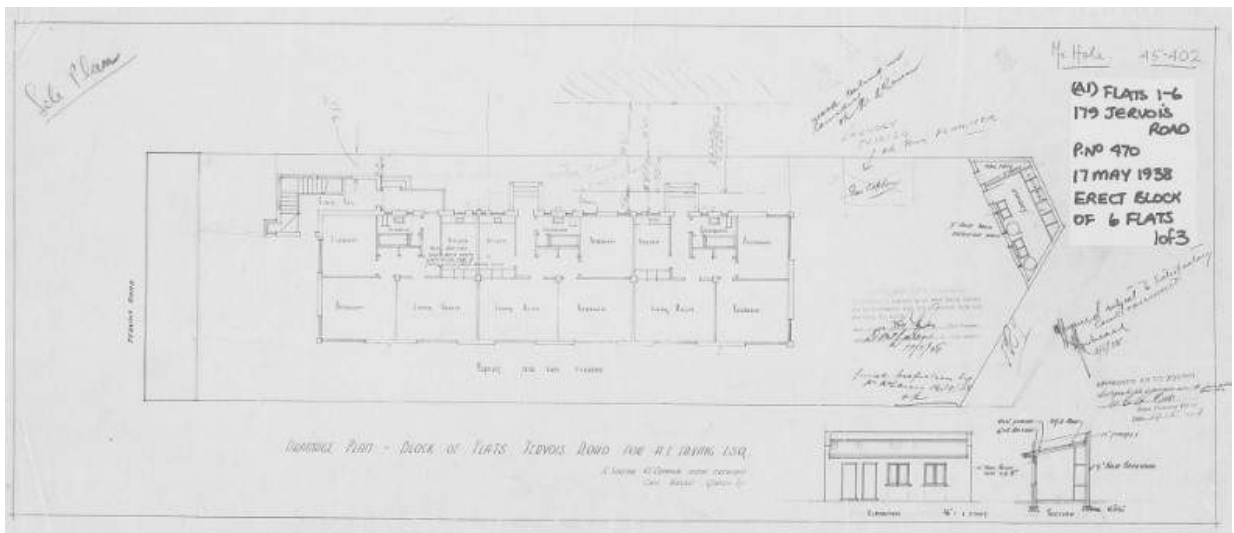
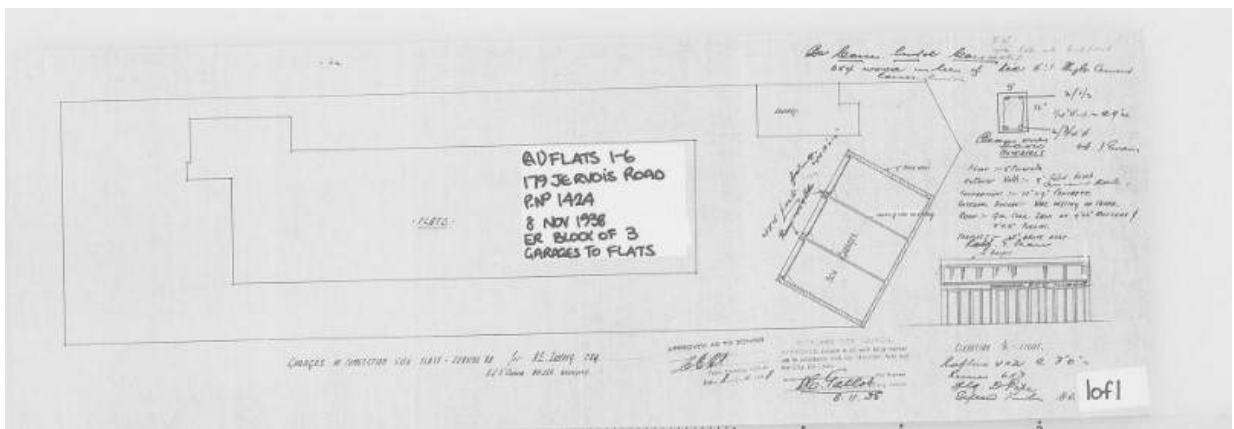
- SCALE - 1/4" = 1'-0" -

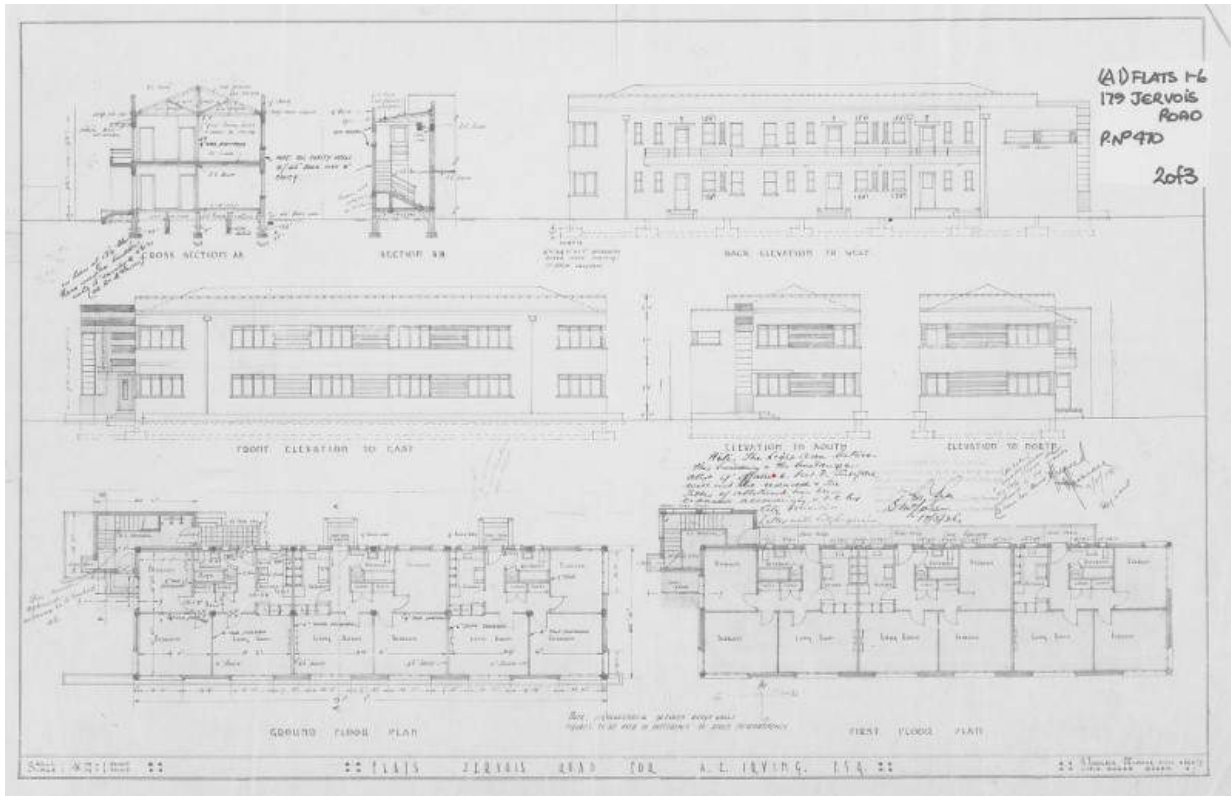
ALL RIGHTS RESERVED
 BY ARCHITECT
 100' x 100' - 11' - 100' x 100' -
 100' x 100' - 100' x 100' -

BAYVILLE

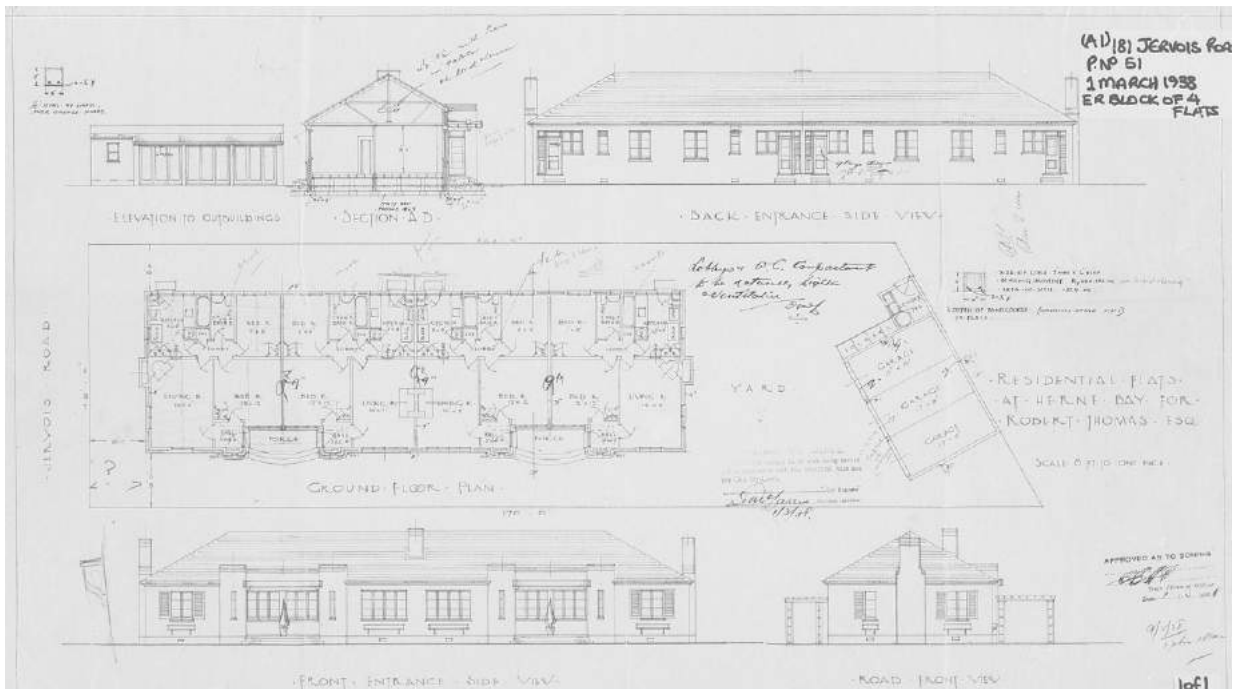


KELMARNA

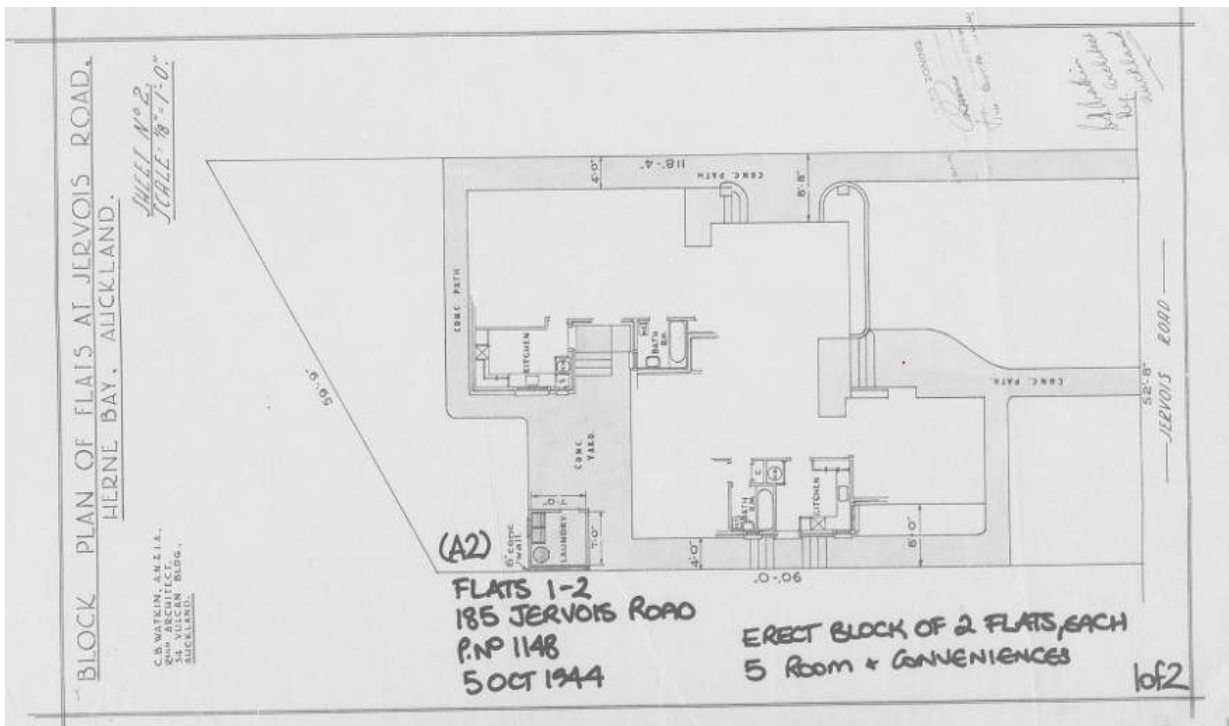
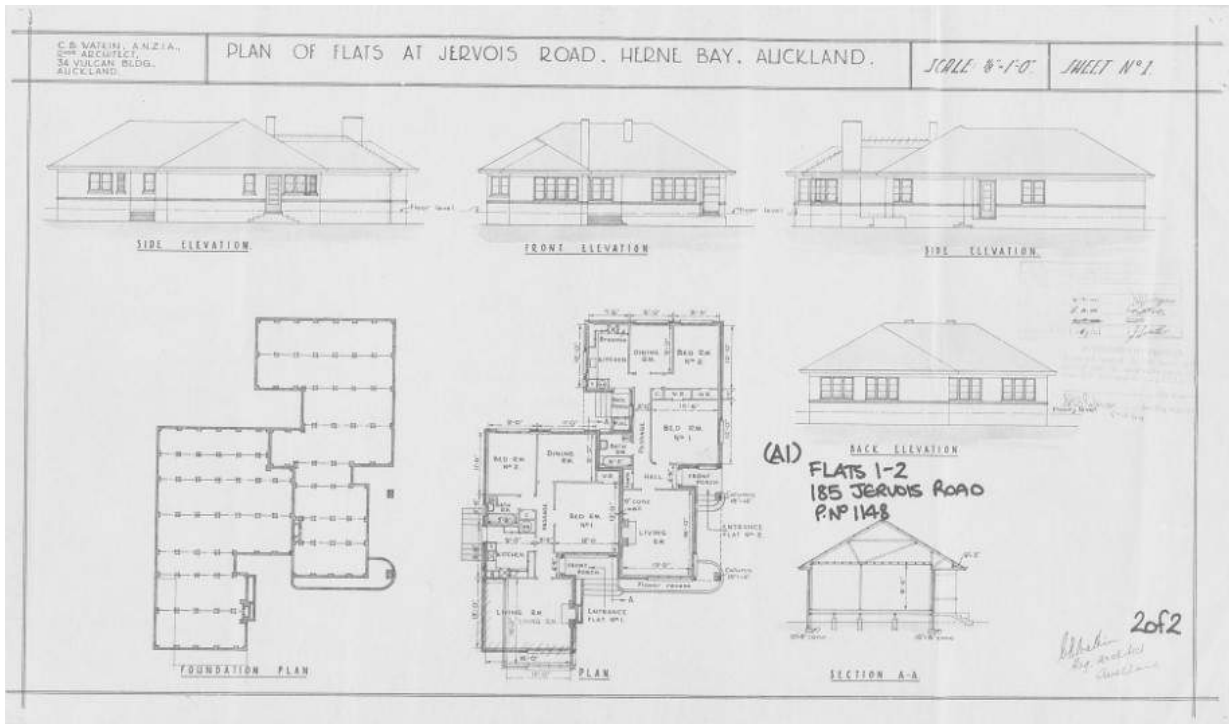




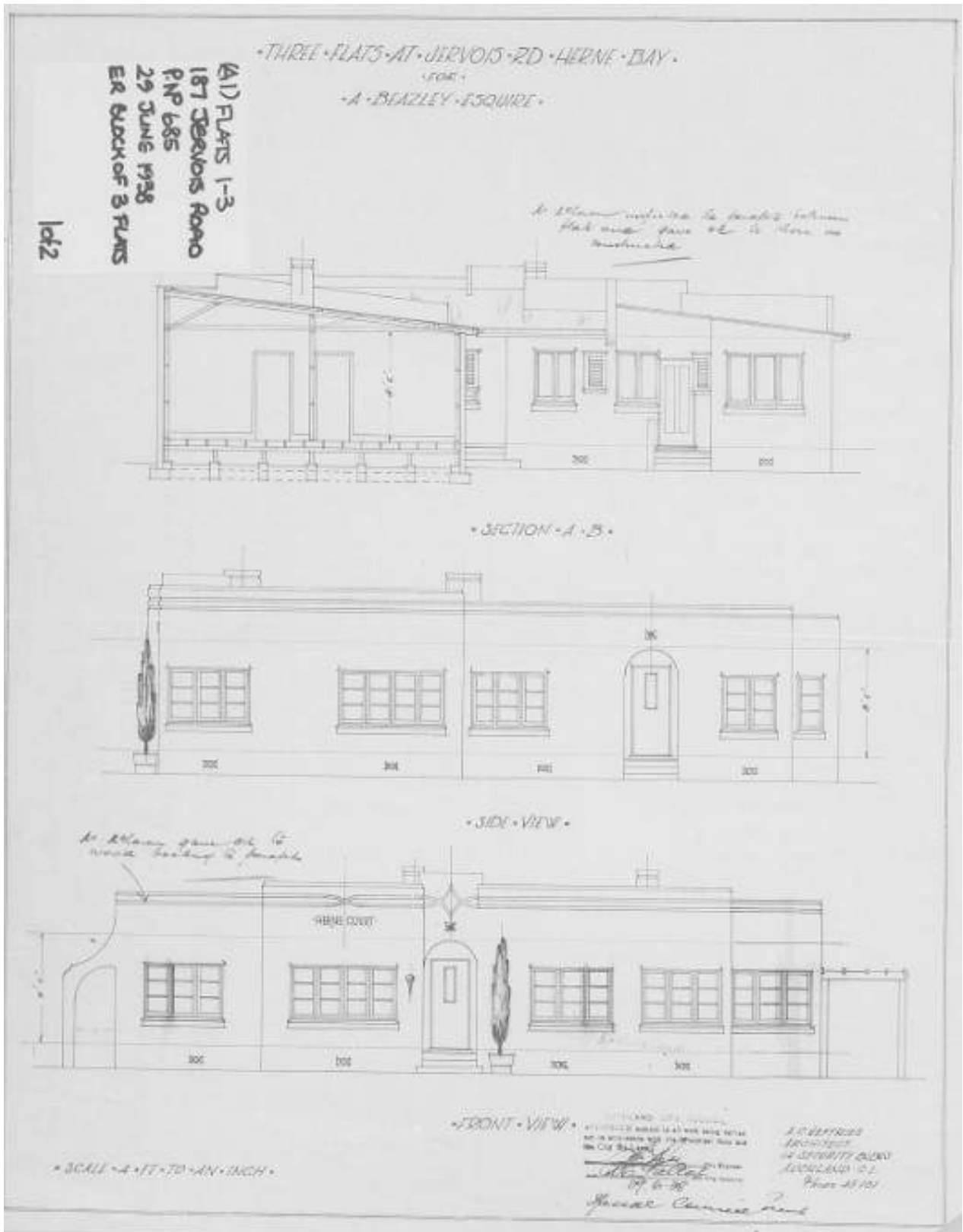
JERVOIS FLATS



185 JERVOIS ROAD



HERNE COURT

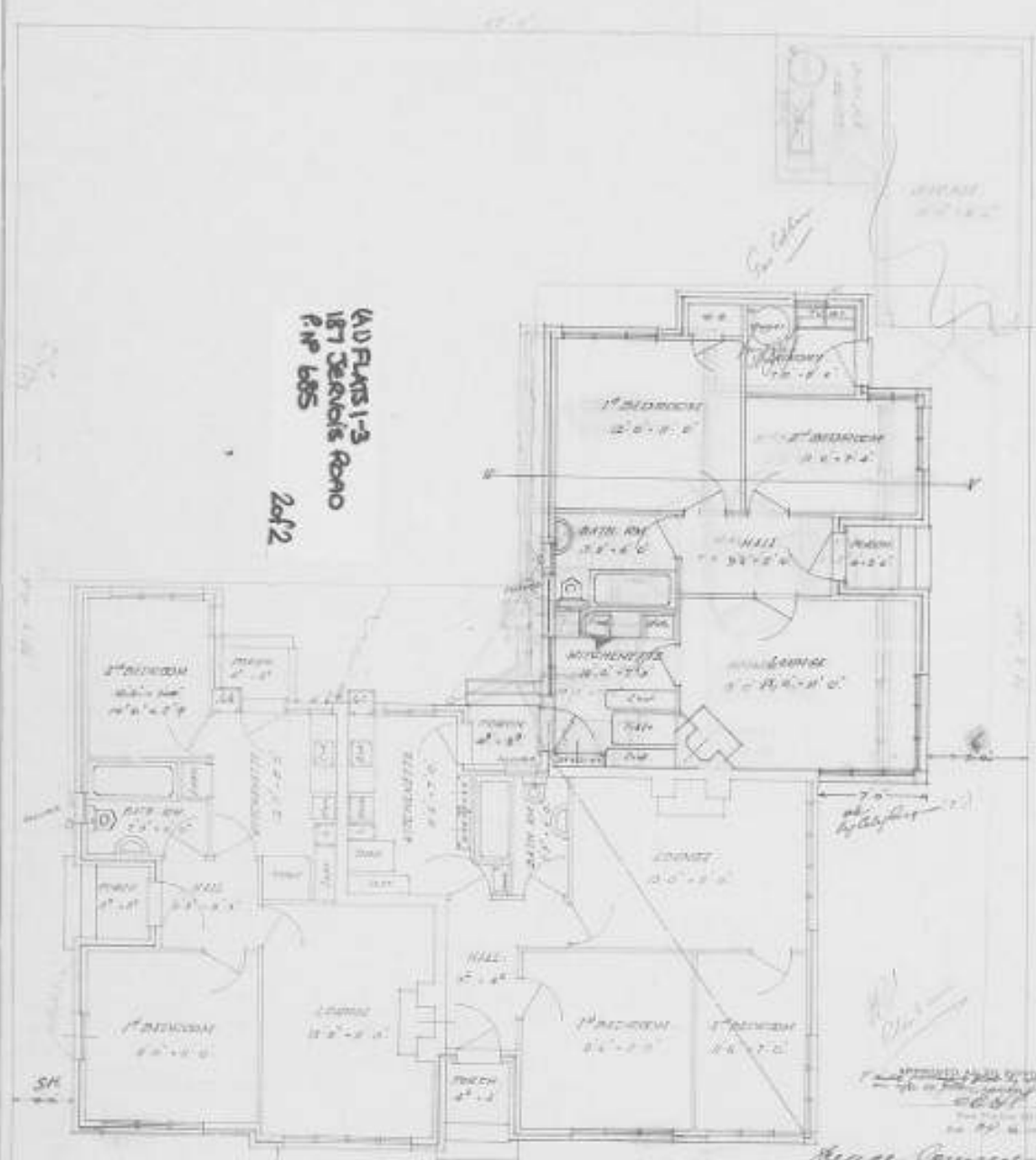


THREE FLATS AT JERVOIS RD HERNE BAY

1922

A. BRAZLEY ESQUIRE

400 FLATS 1-3
187 JERVOIS ROAD
R.P. 685
2012



FLOOR PLAN

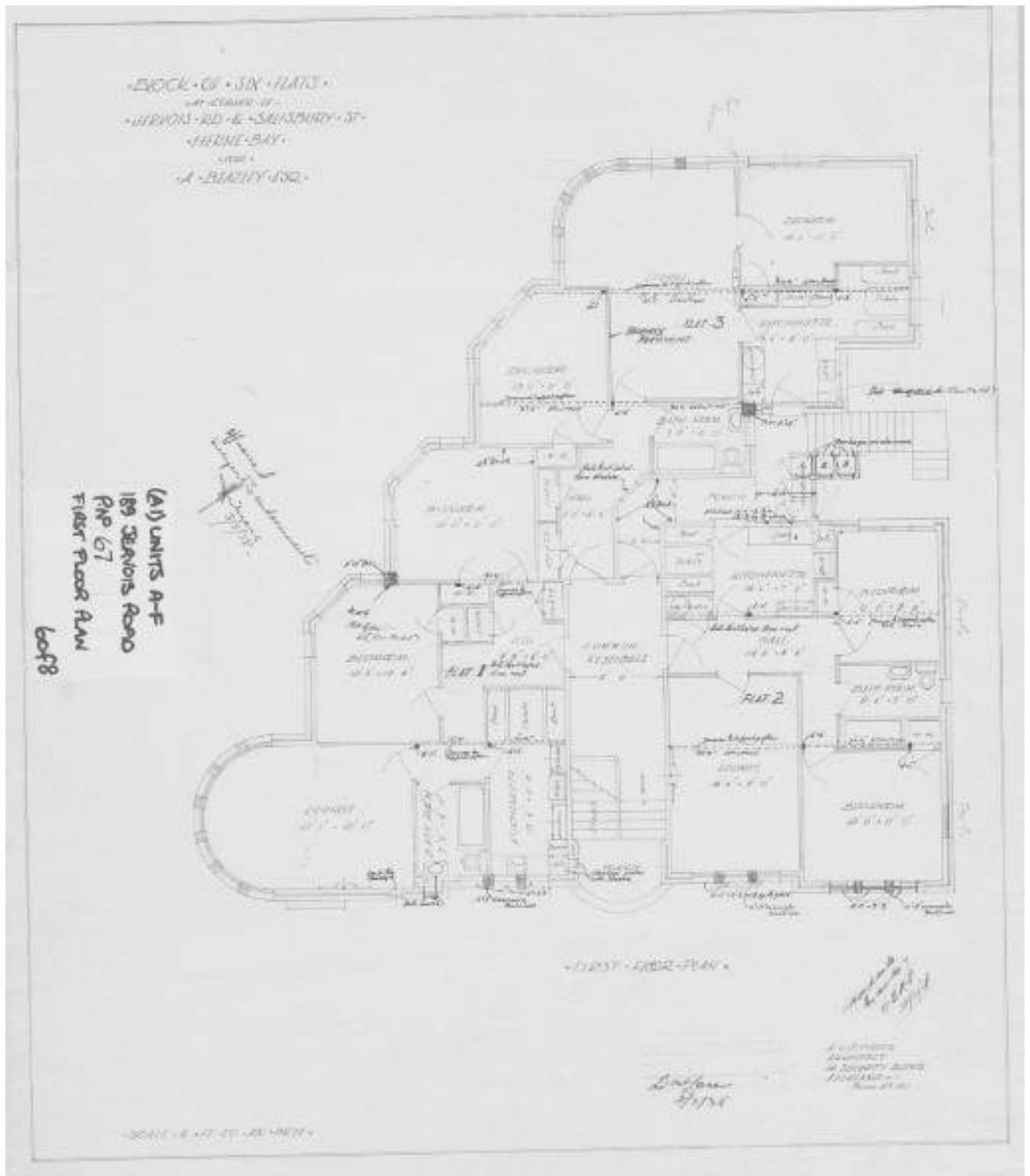
SCALE 1/4" = 1'-0" TO 1/8" = 1'-0"

APPROVED FOR THE
 187 JERVOIS ROAD
 HERNE BAY
 2012

Head, Council

AND THIS PLAN
 HAS BEEN APPROVED
 BY THE LOCAL
 AUTHORITY
 HERNE BAY
 2012

RIVERINA



Architectural Firm
1234 Main Street
City, State, Zip
Phone: (555) 123-4567

(A) UNITS A-F
789 DEWOLF ROAD
Rm 67
DENNIS

40'x8



SECTION 1



SECTION 2

SECTION 3

Handwritten notes and signatures in the bottom right corner of the drawing, including a signature and some illegible text.

1000-10-01-0003
ARCHITECT
1000-10-01-0003-001
1000-10-01-0003-001
1000-10-01-0003-001



WEST ELEVATION

(A1)
WANTS A-F
1000-10-01-0003-001
RMP 67
DENNIS

548



EAST ELEVATION

1000-10-01-0003-001
ARCHITECT
1000-10-01-0003-001
1000-10-01-0003-001
1000-10-01-0003-001

1000-10-01-0003-001

SALISBURY

