

Viewpoint 1: Maungauika (North Head)



Figure 174: View 1: (Top) before and (bottom) after.

- 7.8 The proposed retirement village will be barely visible from this viewpoint.
- 7.9 The combination of the distance from the site, the typically shaded south facing elevations, the buildings' colours and the heavily vegetated suburban landscape result in the proposed retirement village blending inconspicuously into its greater North Shore setting.

Viewpoint 2: Takarunga (Mt Victoria)



Figure 175: View 2: (Top) before and (bottom) after.

- 7.10 The proposed retirement village will be just visible from this viewpoint.
- 7.11 The open patch of green beyond Ngatarunga Park will be 'replaced' by the proposed retirement village which, because of its dark colours and typically shaded southern elevations, will blend seamlessly into the bush-clad foreshore protection yard and its heavily planted suburban neighbourhood.

Viewpoint 3: Te Taua Moana Marae



Figure 176: View 3: (Top) before and (bottom) after.

- 7.12 The proposed Ryman retirement village will replace a part of the natural, 'treed' skyline silhouette, but in doing so the built form will create a similarly scaled series of undulations and variations in that skyline.

- 7.13 Notwithstanding the sixth storey on Building B02, the proposed village will sit inconspicuously and harmoniously within its existing context and not detract from the prominence of Rangitoto.

Viewpoint 4: Jim Titchener Parade



Figure 177: View 4: (Top) before and (bottom) after.

- 7.14 From this viewpoint, the proposed retirement village will not significantly change the existing view. The natural, vegetated silhouette against the sky will be replaced by a built silhouette of similar height and profile variation that blends into the bush-clad foreshore yard tracing the coastal edge of the Waitemata Harbour.

Viewpoint 5: Bulwer Street



Figure 178: View 5: (Top) before and (bottom) after.

- 7.15 The proposed retirement village will be barely noticeable from this viewpoint.
- 7.16 The profile from existing ridge line will barely change and its silhouette against the sky will continue to be finely varied in grain and profile.

Viewpoint 6: Abbotsford Terrace



Figure 179: View 6: (Top) before and (bottom) after.

- 7.17 The proposed retirement village will 'replace' the existing visible patch of grassland but not significantly alter the attractive skyline silhouette..

Viewpoint 7: Skateboard rink in Ngataringa Park



Figure 180: View 7: (Top) before and (bottom) after.

- 7.18 From this viewpoint the proposed retirement village will be clearly visible. A slightly closer, but similar view will be experienced from the skateboard rink itself, but the photograph was taken from this location to provide a context for the skateboard rink.
- 7.19 However, the buildings will not extend significantly above the existing level of the skyline and its profile will continue to be attractively varied.
- 7.20 The variations in the cladding materials and colours on the southern elevations of the buildings has proved effective in reducing the apparent bulk and scale of the buildings.
- 7.21 In particular, the use of lighter colours on those parts of the elevations nearest the viewer and darker colours on the recessed parts of the elevations help to enhance the residential scale and character of the village.
- 7.22 The proposed retirement village will retain glimpses of the existing natural treed skyline silhouette to the distant rear (north) of the village.

Viewpoint 8: Walking/cycling track in Ngataringa Park



Figure 181: View 8: (Top) before and (bottom) after.

- 7.23 The proposed retirement village will also be clearly visible from this viewpoint, and from further along the walking/cycling track. This viewpoint was chosen because it encapsulates almost the full east-west length of the site and its village buildings. The relationship to the two cabbage trees also enables the viewpoint location to be verified and revisited.
- 7.24 The varied height profile of the village buildings provides an attractive backdrop to the natural character and ambience of the park, while the variation in cladding materials and colours on the southern elevations create a finely grained residential building scale and character.
- 7.25 The presence of the building also imbues the park with an increased sense of passive surveillance and safety for its users. This sense would get stronger further along the track.

Viewpoint 9: Wesley Street



Figure 182: View 9: (Top) before and (bottom) after.

- 7.26 The top two levels of the proposed new three level Building B04 on the corner of Ngataringa Road and Wesley Street will be just visible behind the terracotta-coloured roof on the house immediately behind the bus shelter.
- 7.27 Even if Building B04 were completely visible, it would sit very comfortably amongst its residential neighbours.

Viewpoint 10: Regent Street



Figure 183: View 10: (Top) before and (bottom) after.

- 7.28 The proposed retirement village will be barely visible or noticeable from this viewpoint.
- 7.29 The upper two levels of Building B01 (just behind the white van parked on the right hand side of the street) will be all but screened from view by the existing large pohutukawa tree.

Viewpoint 11: Mid-way along Ngataringa Road



Figure 184: View 11: (Top) before and (bottom) after.

- 7.30 The upper level of the three level Building B04 will be just visible behind the existing trees growing along the northern boundary of the site and the proposed new planting in the same location.
- 7.31 The proposed new Building B02 will be set even further back from the Ngataringa Road boundary, behind and to the left of the tree on the extreme left of the image.

Viewpoint 12: Western end of Ngataringa Road



Figure 185: View 12: (Top) before and (bottom) after.

- 7.32 This view from this viewpoint demonstrates how the south-sloping topography of the site has enabled the proposed new three level Building B04 on the corner of Ngataringa Road and Wesley Street to successfully blend into the character and scale of the existing residential neighbourhood.

Viewpoint 13: Wesley Street north of Ngataringa Road



Figure 186: View 13: (Top) before and (bottom) after.

- 7.33 This viewpoint illustrates the thoroughly residential scale and character of the proposed new Building B04 on the corner of Ngataringa Road and Wesley Street.
- 7.34 The generous north-facing and west-facing balconies, directly accessible from the apartment living rooms and bedrooms, will enhance the passive surveillance of both streets.

Viewpoint 14: Wesley Street



Figure 187: View 14: (Top) before and (bottom) after.

- 7.35 This viewpoint illustrates the effects of the proposed Wesley Street widening (towards the east) and the planting in the road reserve.
- 7.36 The western end of the proposed new Building B04 is just visible through the trees on the left of the image.
- 7.37 The proposed new retirement village will enhance the residential character and quality of the eastern side of Wesley Street in a manner and at a scale that does not visually dominate the residential property at 39 Ngataranga Road visible on the right of the image.

Viewpoint 15: Wesley Street



Figure 188: View 15: (Top) before and (bottom) after.

- 7.38 This viewpoint demonstrates how the large exterior space proposed to be shaped up by Buildings B04 (on the left) and B03 (on the right), and generously set back from the eastern side of Wesley Street, creates an attractive and residentially scaled edge to the street.
- 7.39 Notwithstanding the three storey Building B04 (on the left) and the gradual eastward-stepped three, four and five storey Building B03 (on the right), Wesley Street widening, the generous set back from the new Ryman site boundary and the steeply sloping topography of the land will result in an outcome which is both considerate of and responsive to the scale and character of the existing residential properties at 39 Ngataranga Road (on the corner of Wesley Street) and at 1 Wesley Street.
- 7.40 Put simply, Buildings B03 and B04 will not visually dominate either the street or the residential properties on its opposite (western) side.

Viewpoint 16: Wesley Street



Figure 189: View 16: (Top) before and (bottom) after.

- 7.41 This viewpoint, from the cul de sac at the bottom of the steeply sloping Wesley Street, illustrates the proposed road widening and a secondary point of vehicular access into the site (on the extreme right of the image).
- 7.42 The heights of Building B04 (at the top of Wesley Street) and Building B03 (in the right foreground) respond to the sloping topography of the site towards the south and west.
- 7.43 The large open space between the two buildings can be seen to contribute both a significant sense of spatial openness to the street and an attractive outlook for the residents of the houses at 39 Ngataranga Road (on the corner of Wesley Street) and 1 Wesley Street.
- 7.44 Overall, it is considered that the sixteen photomontages provide visual evidence of just how well the proposed retirement village has been designed to respond to the unique character of its site, its adjoining streetscapes, its residential neighbours facing its site boundaries and a wide variety of views from its greater North Shore public space context.

8 CONCLUSIONS

8.1 The foregoing analysis and assessment demonstrates that, from an urban design perspective, the site is unquestionably suited to use by a comprehensive care retirement village of the type and scale proposed:


- The proposed retirement village will significantly increase the range and choice of residential living accommodation in an area currently characterised by largely traditional types of residential accommodation in the form of 'single family' detached houses; and
- The relatively long rectangular shape and Ngataringa Road frontage of the site and its orientation, together with the slope and outstanding views to the south (towards the harbour and the city beyond), have provided an exceptional opportunity to maximize the level of residential amenity and outlook for residents, while at the same time not adversely affecting the amenity of the existing residential properties to the north, east and/or west of the site.

8.2 The design and location of the proposed new retirement village has been very successfully managed to simultaneously;

- i. Comply as far as practicable with the Residential 4B zone provisions of the Auckland Council District Plan Operative North Shore Section 2002;
- ii. Limit any breaches of the permitted 8.0m maximum building height control, to a degree whereby any actual or potential adverse environmental effects (including shading, visual dominance, overlooking and/or loss of privacy) arising from such breaches will be less than minor;
- iii. Ensure that all buildings comply with the 'height-in-relation-to-boundary' recession plane controls applying to their respective adjoining site boundaries;
- iv. Respond to the shape and sloping nature of the site;

- v. Be cognisant of the existing generally one/two storey high, detached, houses in Ngataranga Road directly opposite and overlooking the site;
- vi. Be cognisant of and responsive to the one/two storey high existing houses in Wesley Street directly opposite the site;
- vii. Align the village's various buildings with the road boundaries of the site to ensure that they spatially define and contain the adjoining streets;
- viii. Enhance the visual amenity and surveillance of the adjoining streets and harbour edge pedestrian pathway;
- ix. Avoid any n minor or more than minor adverse environmental effects on the amenity values of immediate adjacent properties, including in particular the existing residential properties directly adjoining the eastern boundary of the site;
- x. To ensure that any loss of sunlight, daylight and privacy (through overlooking) in respect of directly adjoining and generally neighbouring residential properties is minimal;
- xi. Within the limits realistically achievable when taking account of the functional and operational requirements of healthcare-based retirement village accommodation, ensure that the form, scale and character of the proposal is broken down by the composition of the elevations and the variation in the colours and types of cladding materials to be generally compatible with scale and character of residential development in the neighbouring area; and
- xii. Ensure that the proposal maintains and enhances the quality and amenity of the adjoining streetscapes and harbour edge.

8.3 For all of the reasons outlined in this report, and from an urban design perspective, the proposal has my strong support.

A handwritten signature in black ink, reading "Clinton Bird". The signature is fluid and cursive, with the first name "Clinton" and the last name "Bird" clearly distinguishable.

Clinton Bird BArch(Hons) DipUD(Dist) MA (Oxford Brookes)

Director, Clinton Bird Urban Design Limited

18 November 2015

ANNEXURE 1:

The list of the drawings and images upon which this report is based.

DRAWING LIST - RCT					
RC Number	Block Number	Sheet Number	Sheet Name	Current Revision	Current Revision Date
RC01	S01	A0-000	Contents & Cover Sheet	E	17.11.15
RC02	S01	.0001	Topographical Plan (Aurecon)	A	14.10.15
RC03	S01	A0-010	Location Plan	C	16.11.15
RC04	S01	A0-020	Site Plan with Aerial	C	12.11.15
RC05	S01	A0-030	Building Lengths & Boundary Setbacks	D	16.11.15
RC06	S01	A0-040	Site - Trees for Removal	B	09.11.15
RC07	S01	A0-050	Site - Carpark Level	C	12.11.15
RC08	S01	A0-060	Site - Entry Level	C	12.11.15
RC09	S01	A0-070	Site - Building Heights	C	12.11.15
RC10	S01	A3-010	Site Sections 1	B	09.11.15
RC11	S01	A3-020	Site Sections 2	B	09.11.15
RC12	S01	A3-030	Site Sections 3	B	09.11.15
RC13	B01	A1-010	Building One - Floor Plans- Levels 0 & 1	B	09.11.15
RC14	B01	A1-020	Building One - Floor Plans - Levels 2 & 3	B	09.11.15
RC15	B01	A1-030	Building One - Floor Plans - Levels 4 & 5	B	09.11.15
RC16	B01	A2-010	Building One - Elevation Views	B	09.11.15
RC17	B02	A1-010	Building Two - Floor Plans - Level 0,1,2	B	09.11.15
RC18	B02	A1-020	Building Two - Floor Plans - Level 3,4,5,6	B	09.11.15
RC19	B02	A2-010	Building Two - Elevations	B	09.11.15
RC20	B03	A1-010	Building Three - Floor Plans - Levels 0 to 5	B	09.11.15
RC21	B03	A2-010	Building Three - Elevations	B	09.11.15
RC22	B04	A1-010	Building Four - Floor Plans - Levels 0 to 5	B	09.11.15
RC23	B04	A2-040	Building Four - Elevations	B	09.11.15
RC24	B05	A1-010	Building Five - Floor Plans - Levels 0 & 1	C	16.11.15
RC25	B05	A1-020	Building Five - Floor Plans - Levels 2 & 3	C	16.11.15
RC26	B05	A1-030	Building Five - Floor Plans - Levels 4 & Roof Plan	C	16.11.15
RC27	B05	A2-010	Building Five - Elevations	B	09.11.15
RC28	B06	A1-010	Building Six - Floor Plans - Level 1 & 2, & Roof Plan	B	09.11.15
RC29	B06	A2-010	Building Six - Elevations	B	09.11.15
RC30	S01	A2-010	Site Elevations	B	09.11.15
RC31	S01	A0.080	Shadow Study - 23 September - Spring Equinox	B	09.11.15
RC32	S01	A0.081	Shadow Study - 22 December - Summer Solstice	B	09.11.15
RC33	S01	A0.082	Shadow Study - 21 June - Winter Solstice	B	09.11.15
RC34	S01	A2-020	Photomontage Location Plan	B	09.11.15
RC35	S01	A2-021	Photo Montage	B	09.11.15
RC36	S01	A2-022	Photo Montage	B	09.11.15
RC37	S01	A2-023	Photo Montage	B	09.11.15
RC38	S01	A2-024	Photo Montage	B	09.11.15
RC39	S01	A2-025	Photo Montage	B	09.11.15
RC40	S01	A2-026	Photo Montage	B	09.11.15
RC41	S01	A2-027	Photo Montage	B	09.11.15
RC42	S01	A2-028	Photo Montage	B	09.11.15
RC43	S01	L0-010	Indicative Landscape Tree Planting Plan	B	09.11.15
RC44	S01	L0-020	Indicative Landscape Tree Planting Plan	A	14.10.15
RC45	S01	L0-030P	Indicative Landscape Planting Plan	A	09.11.15
RC45A	S01	LS-010	Indicative Landscape Tree Planting Schedule and Notes	A	09.11.15
RC46	S01	A2-020	Typical Ryman Healthcare Villages	A	09.11.15
RC47	S01	A2-021	Typical Ryman Healthcare Villages	A	09.11.15

APPENDIX H

**Preliminary Heritage Impact Assessment
Clough & Associates Ltd (2015)**

7-37 NGATARINGA ROAD, DEVONPORT, AUCKLAND: PRELIMINARY HERITAGE IMPACT ASSESSMENT

Report prepared for Ryman Healthcare Limited

By

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November 2015

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EXECUTIVE SUMMARY

Summary

Ryman Healthcare is proposing the development of a Retirement Village at Ngataringa Road, Devonport, Auckland. Several new building blocks and associated earthworks are envisaged, within the extent of place of a scheduled Historic Heritage Place (PAUP ID 831). This is the R. & R. Duder Brickworks and Jetty (Duder Brickworks) site (R11/1795), which is a Category B place of historic heritage significance. The development proposal will also include the demolition of a residential 1950s duplex on Lake Road, within a Pre-1944 Building Demolition Control overlay (PAUP 2013). Outside the general area of proposed works are Maori shell midden deposits (site R11/2181) and further remains associated with the Duder Brickworks within the Mary Barrett Glade.

Early plans, historic photographs and aerials were examined for information on the project area and a non-intrusive field survey was carried out. The results indicate that there have been three main phases of development within the project area, comprising the Duder Brickworks (c.1875-1936); New Zealand Defence Force Camp Duder (c.1942-1946); and Navy accommodation (c.1953-2003). Since the closure of the Duder Brickworks, the site has been cleared of standing structures and re-contoured during the 1940s, 1950s and in 2003. Material from the Brickworks was re-used offsite, dumped over the coastal escarpment and possibly used to infill part of a gully.

Apart from the quarry face, there are no visible archaeological remains of the Duder Brickworks within the proposed development area, but the possibility of subsurface remains cannot be discounted. Research shows that if subsurface remains are present, these are most likely to be located at the eastern end of the property, although no subsurface testing has been carried out to confirm this.

The residential duplex to be demolished on Lake Road is the only remaining building that was part of the former 1950s Wakakura Crescent Navy housing scheme, demolished in 2003. The development was originally designed by Group Architects, and was one of their first big commissions and attempts at medium density development. However, the scheme was considerably revised by the Government and District Architects. Group Architects' first office was also thought to be located on the site, although the building they operated from was removed or demolished in the early 1950s.

The Mary Barrett Glade and walkway form part of the property, but are outside the area in which development is envisaged. Previously recorded in situ remains of the scheduled Duder Brickworks site are located here, as well as a number of midden deposits in poor condition (R11/2181). Various dumped military items, rubbish and demolition debris from the Brickworks is also present on the escarpment and within the foreshore.

Continued on next page

EXECUTIVE SUMMARY, CONTINUED

Summary, *continued*

The proposed development would take place within the defined ‘extent of place’ of the scheduled Brickworks; however, the condition, significance and extent of the site within the proposed area of works has not been confirmed. Archaeological investigations are proposed to confirm the condition, significance and extent of the site. These will be undertaken when approval is granted by Auckland Council. An authority for the investigation has been granted by Heritage New Zealand (no. 2016/431).

If significant subsurface remains are present in this area, the site would potentially be substantially destroyed by the development (with some features left in the Mary Barrett Glade). In this scenario the effects of the development on historic heritage would be more than minor, and detailed archaeological investigations of the site before works commence would be required by way of mitigation.

However, if the site is already destroyed or largely destroyed by the previous documented development and demolition, the effects may be minor, with the most intact remains preserved in the Mary Barrett Glade, outside of the proposed area of works.

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INTRODUCTION

Project Background

Ryman Healthcare Limited (Ryman) is proposing the development of a Retirement Village at 7-37 Ngataringa Road (DL/AK NAVY 294-381- Lot 4 DP 20927, Lot 5 DP 20927), Devonport, Auckland (Figure 1, Figure 2). The site is situated at the north side of Ngataringa Bay on former Royal New Zealand Navy land and is c.4.2 hectares in total.

A concept plan has been provided, consisting of seven new blocks, associated earthworks and landscaping (Figure 3). The majority of the proposed development would be located within the extent of place of a scheduled Historic Heritage Place on the Proposed Auckland Unitary Plan (PAUP ID 831) that relates to the Duder Brickworks (site R11/1795). The remainder of the proposal includes demolition of a residential 1950s duplex on Lake Road, within a Pre-1944 Building Demolition Control overlay (PAUP 2013). Outside the general area of proposed works are shell midden deposits relating to Maori occupation (R11/2181) and further remains associated with the Duder Brickworks within the Mary Barrett Glade along the coastal strip.

A Heritage Impact Assessment was commissioned by Mitchell Partnerships Limited to establish whether future development of the property is likely to impact on historic heritage values. This report has been prepared as part of the required assessment of effects accompanying a resource consent application under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA).

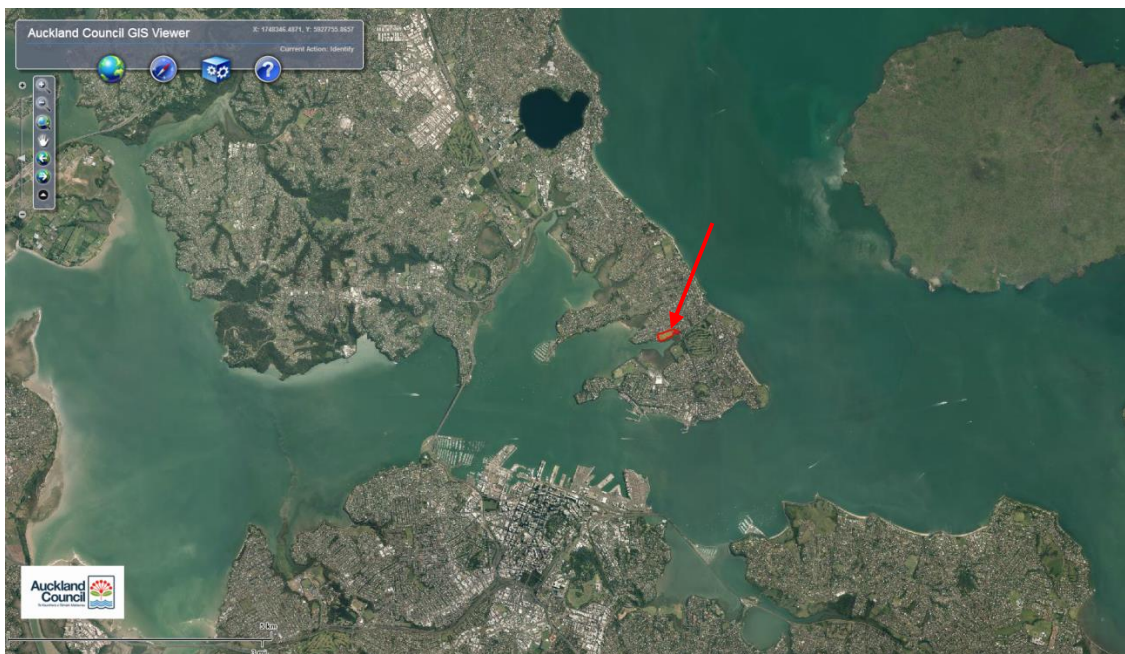


Figure 1. General location map of the project area (highlighted red, arrowed) showing wider Auckland context (source: Auckland Council GIS Viewer, accessed May 2015)

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INTRODUCTION, CONTINUED

Methodology The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), District Plan schedules and the Heritage New Zealand (Heritage NZ) New Zealand Heritage List were searched for information on sites recorded in the vicinity. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early plans held at Land Information New Zealand (LINZ) were checked for information relating to past use of the property.

A visual inspection of the property and the Brickworks site was conducted on 19/05/2015. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape, or indications of 19th or early 20th century European settlement remains) and industrial activity associated with the Brickworks industry (in the form of brick structures, seawall and jetty, etc.). Exposed and disturbed soils were examined where encountered for evidence of earlier modification, and an understanding of the local stratigraphy. Particular attention was paid to the likely location of the former Brickworks site within the development area and the coastal edge/reserve, where associated archaeological sites and features have been recorded. Sites were photographed, GPS readings taken and site record forms updated.

Continued on next page

INTRODUCTION, CONTINUED



Figure 2. Detailed 2010 aerial of the project area showing approximate property boundaries highlighted (source: Auckland Council GIS viewer; accessed May 2015)



Figure 3. Concept design plan of the proposed development at Ngataranga Road, showing the general massing proposal (source: Ryman Health Mitchell Partnerships, 9/11/2015)

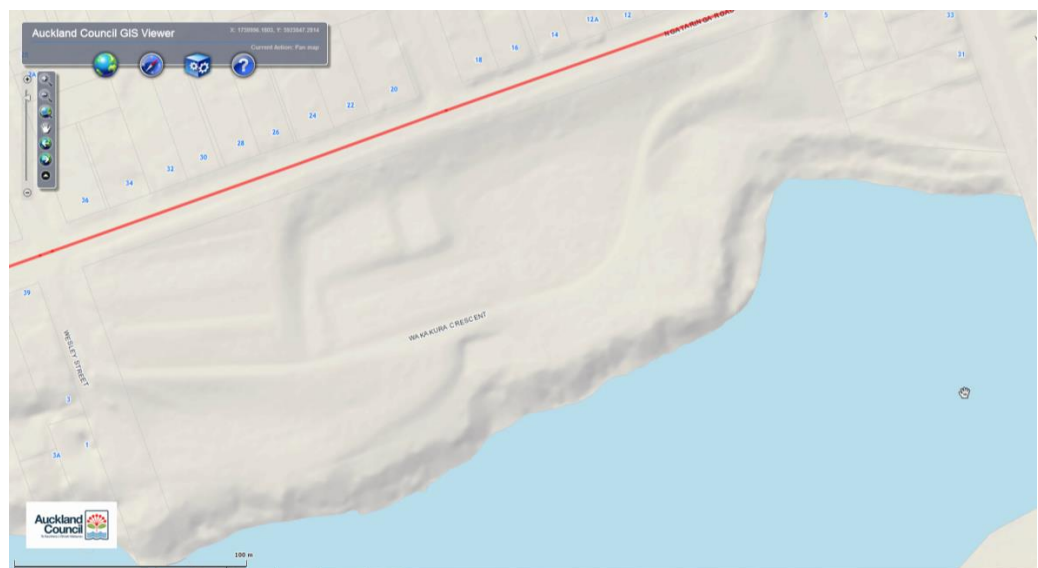
PHYSICAL ENVIRONMENT

Topography

The project area is located on the north side of Ngataranga Bay on the western part of the Devonport peninsula. The surrounding area is residential, with Duders Point to the west and the land sloping down to the bay in the south. Ngataranga Bay is estuarine and filled with mangroves. Much of the former nearby swamps have been reclaimed (e.g. the Waitemata golf course), which has created large areas of low lying flat land to the southeast.

The project area is bounded by Ngataranga Road to the north, Lake Road/residential properties to the east, Wesley Street to the west and the coastal edge to the south. A moderate to steep sloping bank descends to an uneven platform that is more gently sloping to the south and east. Various building platforms, clay extraction areas, paths and roads from former development of the site are evident in changes in topography on the ground surface (Figure 4). South of this platform is a steep escarpment, descending to the coastal edge, which also contains a walking track. There is a narrow platform above the high-water mark at the eastern extent of the walking track, which is likely to be reclaimed land associated with the wharf servicing the Duder Brickworks.

Figure 4. Terrain map for the project area (source: Auckland Council GIS viewer; accessed May 2015)



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PHYSICAL ENVIRONMENT, CONTINUED

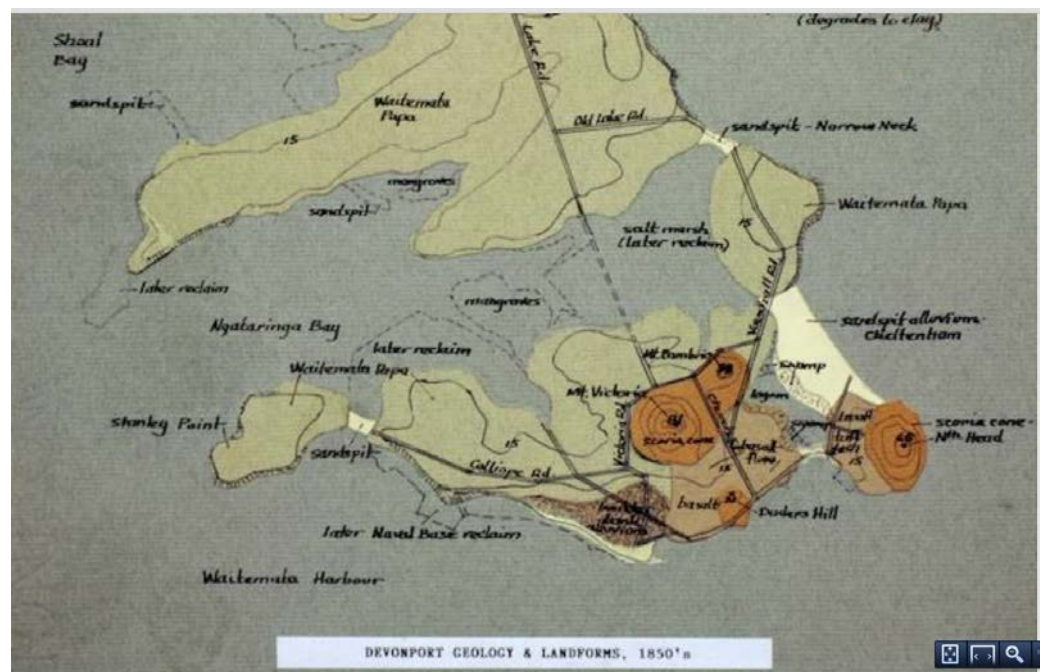
Geology

The basement rocks of the North Shore, like most of New Zealand, are composed of greywacke and argillite (Auckland Council 2011:8). Overlying this is a sequence of Miocene era alternating sandstones and mudstones, called the Waitemata Formation. These have weathered to form clay-rich soils throughout the region.

Prior to the Auckland volcanic eruptions 40,000 years ago, during sea level rise at the end of Glacial periods, the Devonport peninsula comprised three islands connected by sandspits (Figure 5). The project area was on the north side of a much larger Ngataringa Bay, which had areas of mangroves and salt marsh (later reclaimed). The bay extended further east to an island (marked 'Waitemata Papa' on Figure 5), with thin sandspits at Narrow Neck and Cheltenham. The volcanic eruptions 40,000 years ago formed the scoria cones of North Head, Mt Cambria and Mt Victoria in Devonport (Figure 5).

The North Shore has an abundance of clay suitable for brickmaking and during the 19th and 20th centuries brickyards were common in the landscape (Auckland Council 2011:52). Substantial clay deposits formed during the Miocene and Pleistocene period in Devonport, Bayswater, parts of Takapuna, Barrys Point Road, Northcote, Birkenhead and Wairau Valley (ibid.). The clay soils at Ngataranga were very well suited for brickmaking, the clay containing little rock or other impurities.

**Figure 5.
Geological
features of the
Devonport
Peninsula,
Warren Wilcox,
Devonport
Historical and
Museum Society
(source:
Auckland
Council 2011)**



Continued on next page

PHYSICAL ENVIRONMENT, CONTINUED

Land Use and Modification

There have been a number of significant modifications to the landscape since the 1840s, which are described in more detail below (see Results). The first major change was likely to have been vegetation clearance, followed by use of the site for the Duder Brickworks. In addition to any earthworks associated with the brickwork structures themselves, clay was sourced on site and the physical impact of the quarry is still visible today. This continued until the mid-1930s. Another change to the landscape would have been the creation of 'Camp Duder' during World War II; however, this was more temporary in nature. The more significant modification would have occurred for the Naval housing scheme built in 1957-1958 on Wakakura Crescent. Aerial photographs indicate the site was cleared significantly at this time, with bare clay visible in many parts. The Naval houses themselves were then cleared in 2003.

The escarpment has also been modified since the 1840s. In addition to vegetation clearance, a road associated with the Brickworks was created near the coastal edge. This would have provided access from Lake Road to the wharf. It is possible that the road and platform near the Brickworks wharf is on an area of reclaimed salt marsh (Figure 5). A revetment (stone facing) was added to the coastal edge/bank to protect against erosion. During the military occupation of the site there has been dumping of demolition debris from the Brickworks. Military items and rubbish are also prevalent over the escarpment, down to the foreshore. A gully near the centre of the site has also been partly filled in the 1950s. In 1993 a loop track called 'Mary Barrett Glade' was created, which is partly metalled (eastern extent) and incorporates remnants from the former Brickworks. Various underground services truncate the site.

The land is currently private land owned by Ngati Whatua. The site is zoned 4B Residential in the Auckland Council District Plan – Operative North Shore Section 2002 and Mixed Housing Suburban in the Proposed Auckland Unitary Plan 2013. The site is subject to a number of additional controls/ restrictions to safeguard historic heritage, views, coastal conservation and ecology.

HISTORICAL BACKGROUND

Introduction

The land at and surrounding Ngataringa Road and Wakakura Crescent has had a varied history but has been marked in particular by a long association with the Duder family and their brickworks enterprise, and in the later 20th century by an association with the New Zealand Navy. The following historical background has been researched and written by Elinor Harris.

Maori History

North Shore historian David Verran states that the Ngataringa Bay area was not heavily settled by Maori, though it was used for fishing and collection of edible vegetation; the inhospitality of the heavy clay soils meant that intensive cultivation of crops like kumara was impossible. The coastline was valued however, both for subsistence, transport and defensive purposes.¹ The swamp (now the reclaimed Waitemata Golf Course) provided flax and raupo.² From the 1650s the most consistent occupants of the area were Ngati Paoa, though there were numerous visiting tribes and changing tribal allegiances which led to nearly continuous conflict. Around 1790 there was a notable battle at nearby Narrow Neck between Ngati Whatua and Ngati Paoa.³ Originally known as Queens Road, Ngataringa Road was given its current appellation in 1926.⁴ Ngataringa means ‘the ears’, and Ngataringa Bay was said to be a lookout point; other lookout points in the area included Te Paekawau, meaning the shag’s perch, and Te Mataarae, meaning the headland brow.⁵ Another account relates the name to an earlier incident – a chief was fishing with his mokopuna in the bay when a flying fish landed in their waka, frightening the child and causing him to bite the chief’s finger. Ngau Te RingaRinga, meaning ‘the bitten hand’ recalls this incident; the current appellation probably resulting from a historical misinterpretation of this name.⁶

Continued on next page

¹ Verran, David, section in: Matthews and Matthews Architects, ‘Takapuna Central Area: Preliminary Heritage Overview: Prepared for North Shore City Council’, Draft, May 2007, pp.6-7; Brown, Jacqueline, ‘Ngataringa Bay’, Devonport, 2004, p.31.

² North Shore Heritage, ‘Thematic Review Report: Compiled by Heritage Consultancy Services for Auckland Council’, Auckland Council Document TR 2011/010, 1 July 2011, p. 43.

³ Matthews and Matthews, *ibid.*, pp.6-7.

⁴ Auckland Museum Streets Database: ‘Ngataringa Road’:

http://muse.aucklandmuseum.com/collections/general/Streets/2676.detail?Ordinal=1&c_streetnameorlocation_search=ngataringa; see also: ‘Name for a Street; Decision at Devonport’, *New Zealand Herald*, 18 March 1926, p.13.

⁵ Auckland Museum Streets Database: ‘Ngataringa Road’, *ibid.* see also, Titchener, Paul, ‘Beginnings: A History of the North Shore’, Paul Titchener Publications, Auckland, Volume 1, 1977 p.45.

⁶ Brown, p.31.

HISTORICAL BACKGROUND, CONTINUED

Crown Purchase

The land was sold to the Crown in 1841 as part of the Mahurangi Block sale, a series of purchases, which included 40,468 hectares of land and was agreed to by several tribal groups including: Marutuahu, a confederacy of Hauraki tribes (including Ngati Tamatera, Ngati Whanaunga, Ngati Maru and Ngati Paoa); Te Kawerau; Ngapuhi and Ngati Whatua.⁷ On 28 June 1845 the land and surrounding area was purchased by the Hokianga resident and Wesleyan Missionary William White as a part of a Crown Grant. White paid £143.10.4 for 143 acres of land consisting of Allotment 3 in Section 1 in the Parish of Takapuna.⁸ By 1847 White had sold this land to Thomas Duder, who also purchased the land alongside this section (Section 4), which reached out into Ngataranga Bay.⁹ Duder initially used the land at Ngataranga to graze stock.¹⁰

Duder Family

Thomas Duder arrived in New Zealand from Devon in 1838. In 1845 he married Margaret Dunne of Wicklow in Ireland and they had a family of eight, including twins Robert and Richard. Thomas worked as a signalman in Auckland Harbour for almost 30 years; he died in 1875.¹¹ Duder and later his heirs divided and sold numerous parcels of this larger land holding from 1855 onwards; however, the land at Ngataranga road remained intact, unsubdivided and largely in their ownership until 1951.¹²

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⁷ Simmons, David, *Maori Auckland: Including the Maori Place Names of Auckland, Collected by George Graham*, Bush Press, Auckland, 1987, p. 34; Brown, p.31.

⁸ Gittos M.B., 'White, William', *The Dictionary of New Zealand Biography*, Te Ara - the Encyclopedia of New Zealand, updated 2-Apr-2014, URL: <http://www.TeAra.govt.nz/mi/biographies/1w19/white-william>; 'Deed #949 Crown Grant #4053C, to William White, 28th June 1845', in 'Crown Grants 3G - Folio 901-1594' (Eden County, Auckland) R22764319; BAJZ; 23663; A1660; 962 / a; 3G; 3; BK10; 1845 -1856; Archives New Zealand, Auckland.

⁹ 'Conveyance White to Duder, #6254, 22nd May 1847', and for Section 4 alongside section 3 see: 'Conveyance Wethall to Duder, #6255, 10 November 1848', both in: 'Deeds Register Book 5D (Eden County) - Folio 1-366'; R22764054; BAJZ; 23641; A1660; 673 / a; 5D; 1; c.1854 - c.1855; Archives New Zealand, Auckland.

¹⁰ Philson, Marianne & Tessa Duder ed., *The Duder Family in New Zealand*, Duder Family 1990 Re-union Committee, Bush Press, Auckland, 1990, p.78

¹¹ Thomas Duder was at the centre of a scandal when he was accused of the murder of Lieutenant Snow and his family in 1847 in a story which dominated the press. Duder was twice arrested, but he was let off the charges when another man (a convict called Mr Burns) admitted to committing the crime: 'Horrible Murders at Auckland', *Nelson Examiner and New Zealand Chronicle*, 4 December 1847, p.155; 'Lieutenant Snow's Murder', *Daily Southern Cross*, 11 March 1848, p.2; *Daily Southern Cross*, 17 August 1875, p.2; 'Obituary' [Thomas Duder] *Daily Southern Cross*, 2 September 1875, p.6; 'Captain Albert Duder', *The Cyclopaedia of New Zealand: Auckland Provincial District*, Cyclopaedia Company Limited, Christchurch, 1902, p. 140-141; Philson, Marianne, 'Duder, Albert', *Dictionary of New Zealand Biography*, updated 7-Jun-2013; URL: <http://www.TeAra.govt.nz/mi/biographies/3d18/duder-albert>; Titchener, Paul, 'Beginnings: A History of the North Shore', Paul Titchener Publications, Auckland, Volume 3, 1979, pp.11-12

¹² 'Deeds index 3A - Folio 1799-2193' (Eden County, Auckland) R22764214; BAJZ; 23662; A1660; 831 / a; 3A; 2; c.1846 – N.D., Archives New Zealand, Auckland, 'Deeds Index 22A, Folio 312-611' (Eden County, Auckland, R22764262; BAJZ; 23662; A1660; 879 / a; 22A; 2; 1906-n.d., Archives New Zealand, Auckland. CT 988/195, 1951 LINZ Records.

HISTORICAL BACKGROUND, CONTINUED

Duder Brickworks

The clay soils at Ngataringa, though not suitable for agriculture, were exceptionally well suited to brickmaking and this enterprise began on the North Shore in the mid-1840s, with numerous brickworks being established. The coastal situation of clay and brickmaking sites meant water-based transport of the finished products was easy.¹³ From 1875 the Duder family leased part of their land at Ngataringa Bay to a small scale brick-maker, for a term of five years; he used hand-manufacture and wooden moulds to create about 600 bricks per day, stacked in clamps for firing.¹⁴ The tenant erected a shed on the site and possibly a wooden tram rail and trolley to convey new clay from the digging area.¹⁵ When he left they hired a brick-maker to work for them and took over the enterprise by 1890, when they built new facilities on the site.¹⁶

The twin Duder brothers, Robert and Richard ('R. & R'), ran a diverse business empire which included groceries, provisioning, coal and firewood sales, selling sand and lime (for cement), real estate and land sales and fire insurance alongside their interests in brick, tile and pottery manufacturing. The firm was so large it had its own cutter, a wharf at Devonport and 'a shed capable of storing 1000 tons of merchandise'. In 1901 a newspaper article lauded the 'big future' ahead of R. & R. Duder, noting the 'fine water frontage', and the erection of a wharf at the Ngataringa site.¹⁷ A 1902 feature in *The Cyclopaedia of New Zealand* (an informative advertising directory) stated that the Duders' Brickworks made:

'common and ornamental bricks, pipes of all kinds, including salt-glazed inspection pipes, flower-pots, garden edgings, yard sinks, and special bricks for chimney heads and basements, border tiles,. . . and tiles for bakers' ovens. The clay from which all these manufactures are made contains no rock, and thus the firm is enabled to turn out articles of the very best quality.'¹⁸

Continued on next page

¹³ North Shore Heritage, 'Thematic Review Report: Compiled by Heritage Consultancy Services for Auckland Council', Auckland Council Document TR 2011/010, 1 July 2011, p. 53

¹⁴ O'Neill, Allan, 'Takapuna: How it was Settled', 1926. Takapuna North Shore Information File

¹⁵ Titchener, Paul, 'Beginnings', Volume 3, 1979, p.11.

¹⁶ Brown, p.31; Packington-Hall, A.J., 'Intensive Survey of the Historic R. and R. Duder Brickworks in Devonport, Auckland', University of Auckland. Research Report, Anthropology Department, 1992, p.18.

¹⁷ The article also noted the entrance/approach to the site was from Lake Road. 'R. & R. DUDER.', *Auckland Star*, 16 April 1901, p.3

¹⁸ 'R. & R. Duder', (Devonport), *The Cyclopaedia of New Zealand: Auckland Provincial District*, The Cyclopaedia Company, Limited, Christchurch, 1902, p.533.

Duder Brickworks, *continued*

There was a disastrous fire in Victoria Road, Devonport in 1888. The Borough Council decreed that buildings in the main shopping area were to be constructed from bricks only. Consequently, Duder's bricks are found in nearly all the large brick buildings in Devonport, as well as thousands of glazed drain pipes and fittings that are still operating in some areas today. The pumphouse and chimney in Takapuna, as well as the reservoir on Mount Victoria, were also constructed from Duder's bricks.¹⁹

The site at Ngataringa was described as being extensive, consisting of 'a horizontal brick machine, with a capacity of 5000 bricks per day, and a pipe machine, all driven by a six horsepower Tangye boiler and engine; and there are two kilns, each with a capacity of 20,000 bricks.'²⁰ Some of the methods and equipment potentially used on the site are shown in Appendix 2. A letter to the NZ Insurance Company dated 14 July 1944 sets out in more detail some of the machinery being claimed against by Crum (the landowner at the time) following military occupation of the site. A description of the plaster-of-Paris moulds used gives a very good indication of the range of products, including different pipe sections, sanitary wares, chimney pots and flower pots, which corresponds closely to the description given in 1901 (Appendix 2).

R. & R. Duder's Brickworks were not the only brick manufacturers in the locality (Figure 6). In close proximity were the Auckland Gas Company Brickworks and Gasworks (sites R11/1943 and R11/1809) and the Tiller & King Brickworks (site R11/1944). The Auckland Gas Company site was located between Lake Road and Mozeley Avenue.²¹ The Auckland Gas Works Brickworks were located next to gasworks in Ngataringa Bay and operated from 1885 to 1970 and 'on this site they produced more sophisticated, high-temperature industrial ceramics and later pioneered refractory fireclay goods.'²²

Continued on next page

¹⁹ Cornelius, R. 'Ramblings with Rod: The tale of the Devonport brickworks.' *The Devonport Flagstaff*, 2001, p. 15

²⁰ *Ibid.*, p.533.

²¹ Cable, Nicholas and Mica Plowman, 'Archaeological Assessment of R. Duder Brickworks (R11/1795), Devonport, Auckland: Mary Barrett Glade Track Upgrade', Opus International Consultants Limited, 2010, p.7.

²² Sites in the area included: Stanley Bay Beach operating from 1844 through to the 1850s; Phillip Callan's works at the southern end of Sulphur Beach, Northcote from 1845 to 1860; and Tiller and Kings works at Seabreeze Road in Narrowneck, operating to 1875. There were also works belonging to Mr Beech and James Willet in Bayswater (what is now Philomel Reserve); Walter Carnall at Kauri Point; and the works of Bradley and J. Dunning, both near Marsden Reserve off Jutland Road; O'Neill, n.p.; Verran David, *The North Shore: An Illustrated History*, Random House, North Shore City, 2010, pp.90-93.

HISTORICAL BACKGROUND, CONTINUED

Duder Brickworks, *continued*

The Tiller and King Ltd. Brickworks was also located off Lake Road (near Hanlon Crescent) and was in operation between 1852 and 1863.²³ Early in the 20th century the 'major' brickmaking companies in Auckland, including R. & R. Duder, signed an agreement which, stated they would not sell their products on the other side of the harbour (and vice versa); however, as the West Auckland brickmaking firms became more dominant, they also became more aggressive and this had an impact on the industry on the North Shore.²⁴

In 1882, a large part of Thomas Duder's estate (Section 4), which adjoined the Ngataringa Road section, was subdivided and auctioned off by R. & R. Duder as a planned suburb called 'Victoria Park'. The auctioneer's advertising described 'Victoria Park' as being 'healthy and most desirable'; a 'beautiful marine suburb' in which no section was smaller than a quarter acre.²⁵ This was a profitable development as by the early 1880s the population of the North Shore had reached nearly 2,000, of whom 1,300 lived around the Devonport area. This increase in population was due to increased ease of transport into Auckland City through provision of ferry services and a growth in industries on the North Shore, including boatyards, timber-milling and the brickworks.²⁶

An 1884 map shows the subdivision of 'Victoria Park', with the sections and 'reserve' (the Brickworks) (see Figure 19, below).²⁷ Renowned potter Barry Brickell recalled exploring the Duder Brickworks as a young boy. The site was then 'a large wilderness of scrub, wattles and cutty grass'. Brickell recalls finding a building with an archway, remains of square and round kilns, wharf piles at the water's edge and shards of drain pipes and bricks.²⁸ As a child he used to build kilns in his garden using bricks from the Duder Brickworks.²⁹

In 1925 Ngataringa Road was formed (or metalled) and Captain Albert Duder, took the Council to court for damages to several of his sections on Ngataringa Road caused by piling up of roading fill leading to erosion.³⁰ 1926 plans of the land show that the large lot 5 (the Brickworks site) was 'covered in gorse and blackberry' (Figure 22, below), though the location of a structure and two kilns are depicted on this lot. Ngataringa road is noted as being 'in public use'.³¹

Continued on next page

²³ Cable & Plowman, p.7.

²⁴ North Shore Heritage, p. 54.

²⁵ 'Victoria Park, Devonport, North Shore'; 'Sir George Grey Special Collections, Auckland Libraries, NZ Map 4554'

²⁶ North Shore Heritage, p. 13.

²⁷ 'Devonport Parish of Takapuna', 1884, Sir George Grey Special Collections, Auckland Libraries, NZ Map 4318'.

²⁸ On Brickell see: <http://www.drivingcreekrailway.co.nz/Barry-Brickell-Pottery.cfm>; Brickell, Barry, 'Devonport Reminiscences: The Old Duder Brickworks', 2001. Takapuna North Shore Information File, Takapuna Library.

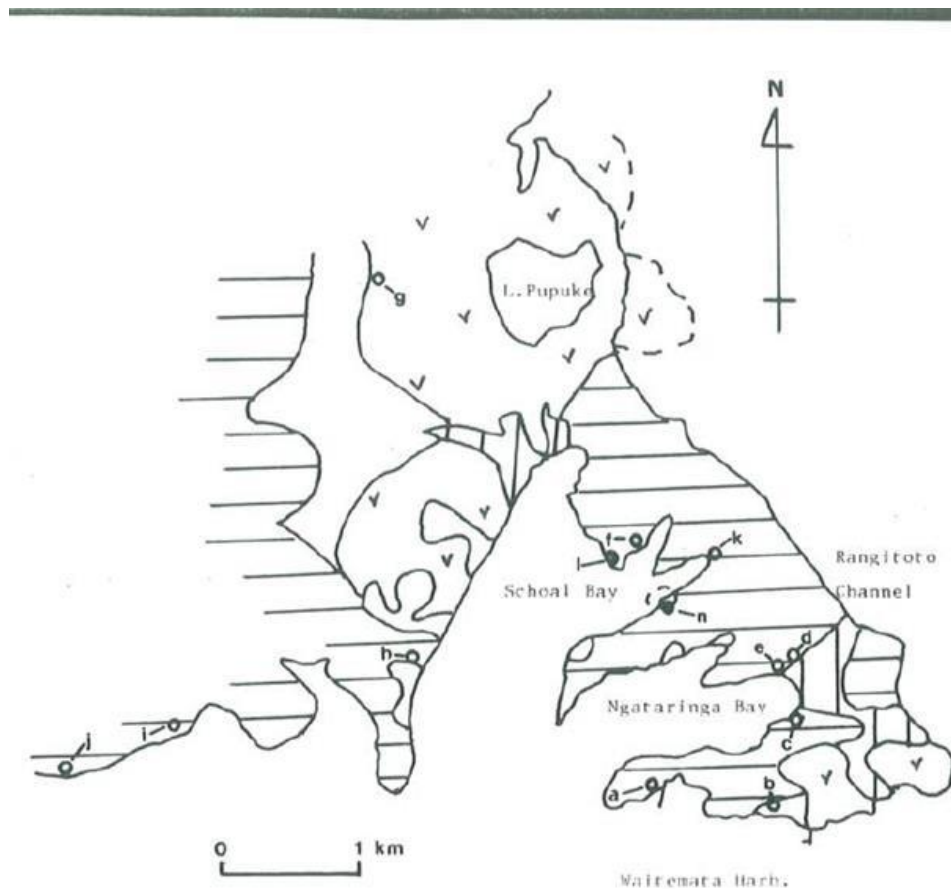
²⁹ North Shore Heritage, 'Thematic Review Report', p.101; also: Brickell, *ibid*.

³⁰ 'Claim for Compensation Ngataringa Road - Re Queen Street Formation - Captain A Duder'; DBC Devonport Borough Council; DBC 112; DBC 112; 43; 4; 587741; 1925-1929, Auckland Council Archives, North.

³¹ DP 20927, 'Plan of Subdivision of Allotment 3, Section 1, Parish of Takapuna; Surveyed for Mr. R. Duder and Others, by J. Parry', December 1926, LINZ Records.

HISTORICAL BACKGROUND, CONTINUED

Figure 6. Map showing heavy clay deposits and distribution of brickworks (source: Packington-Hall, 1992: Appendix B Map 1)



AUCKLAND - NORTH SHORE - HEAVEY CLAY DEPOSITS AND DISTRIBUTION OF BRICKWORKS

MAP D1	SCALE: 2.5cm 1.0km
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KEY

	Miocene Clay Deposit	a - Jas. Hammond, c 1844 c 1850's
	Pleistocene Clay Deposit	b - Garden Tee., 1887 1888
	Volcanic Deposit	c - Auck. Gas Co., 1885 1970
	Brickworks Site	d - Tiller and King, c 1852 c 1875
		e - R. and R. Duder, c 1875 c 1936
		f - J. Donning, 1830 ?
		g - Charlie Smart, 1915 1934
		h - Phillip Callan, 1847 1860
		i - Chelsea Sugar Works, 1883 1885
		j - Kauri Pr. (Walter Carnall), c 1865 c 1866
		k - John Andrews, c 1859 early 1860's
		l - Bradley, 1880's
		n - Reech and Jas. Willet, c 1860

REFERENCES - Crum J., 1951; Eaves M., 1990, P.8 | 9 and P.39; Hutchinson M., 1973, P.30; MacKay J., Apr., 1969, P.14; O'Neill A., P.2 | 3; Walsh 1979, P.22 | 28

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HISTORICAL BACKGROUND, CONTINUED

Duder Brickworks, *continued*

By 1927 the smaller lots 2 and 4 (facing Lake Road – see Figure 22 below) and the larger lot 5 came under the joint ownership of Percy Adolph Johnson (a master mariner from Devonport); Richard Willoughby Duder; Albert Duder and George Panton Finlay (a Solicitor resident in Auckland).³² The block on the corner of Ngataringa and Lake Roads was held by Thomas Waddington Drake, an engineer from Auckland.³³

Crum Brothers

By the mid-1930s the Avondale Crum Brick, Tile & Pottery Co. brought the Duder Brickworks.³⁴ This firm, formed by Albert Crum and later managed by his sons, had merged with several large West Auckland brick-making companies (including R.O. Clark Ltd.) to create the unified, Amalgamated Brick & Pipe Company.³⁵ Jacqueline Brown has argued that buying the Duder Brickworks was a strategy to control competition and so the Crum's deliberately 'produced nothing'; Brown may be referring to an earlier 'comprehensive nine-page legal document' with 24 clauses agreed to by Auckland brick-makers in which, Crum agreed not to sell 'across the harbour', in Duder's territory.³⁶ However, slowed production may also have been due to the state of the machinery and site, which J. Crum wrote had suffered 'neglect through lack of use during many years'.³⁷ Though in 1924 the steam powered plant had been replaced with an electric current motor, the brickworks fell in disrepair during the 1930s. There was a general decline in demand for bricks in New Zealand due to the economic depression of the 1930s and the 1931 Napier earthquake. Brick structures were more risky than timber in the event of an earthquake and government policy after this event mandated that brick would not be used in the construction of public buildings.³⁸ At the Duder site a 100 foot (30.5m) brick chimney collapsed in a storm, which stopped production sometime between 1934 and 1936.³⁹

Continued on next page

³² CT 467/207, 1927 LINZ Records.

³³ CT 501/163, 1925 LINZ Records

³⁴ Albert Crum and his partner had set up the New Zealand Brick, Tile and Pottery Company, New Lynn in 1905 and was the manager for 25 years, producing a wider range of glazed pipes, bricks, drain tiles and roof tiles than anything previously attempted in the North Island. It then became part of the Amalgamated Brick & Pipe Company in 1929, at which time he had set up his family, sons Gordon, Jack and Colin, with their own pottery business. It was on Great North and Portage Roads, called the Crum Brick, Tile & Pottery Co. (source: Timespanner, 2011: accessed at <http://timespanner.blogspot.co.nz/2011/01/albert-crums-new-zealand-brick-tile.html>)

³⁵ Scott, Dick, *Fire on the Clay: The Pakeha Comes to West Auckland*, Southern Cross Books, Auckland, 1979, pp.131-133.

³⁶ *Ibid.*, p.125.

³⁷ Brown, p.31; Letter from J. Crum to Mr. Woolams, New Zealand Insurance, 14 July 1944 in appendices to, Packington-Hall, n.p.

³⁸ Though not active at the Duder site, Crum Brick & Tile survived until 1975, unlike most other brick-works due to innovative 'Quakeproof' bricks and a focus on speciality products such as Spanish tiles and complex ceramic telephone conduits; Scott, p.136-139.

³⁹ Packington-Hall, p.19.

HISTORICAL BACKGROUND, CONTINUED

Military Use

The unused land was used for military purposes during World War Two (from 1942) and was established as 'Camp Duder' from 1944. The army demolished some of the existing remnants of the Brickworks, including three brick drying sheds, and took up to 1,000 bricks to Camp Takapuna for construction occurring there.⁴⁰ The War Realisation Board (and Public Works Department) records note that 'Camp Duder' consisted of four temporary buildings on the site, of a 'medium' quality. These were two Mess Rooms (containing a cookhouse and shower) and two Men's Quarters (accommodation blocks), all of which were concrete, fibrolite and corrugated iron constructions. The exact location of these buildings is unclear. The War Board summarised the state of the property as being 'on main road – sloping site, Borough water, well drained, overlooking sea, Mangrove swamp'.⁴¹

During World War Two the relationship of the Devonport Borough Council and the Government in relation to the location of Defence properties was antagonistic. The Devonport Borough Council felt the land (in general) should be used for residential purposes and that too much land in the area was devoted to Defence storage and housing.⁴² In 1951 the land including the large section originally occupied by the Brickworks and the smaller lots 2 and 4 (facing Lake Road – see Figure 22, below) were brought by Robert Penman a Mercantile Broker from Auckland.⁴³ Throughout 1952 the Government negotiated with Penman, eventually paying him £15,500 for taking the site under the Public Works Act of 1928. There was one caveat on the sale: that Penman be allowed to take one old kiln from the site. Penman's independent valuation of the property had noted that '[p]art of the property is occupied by the abandoned Brickworks which comprises several old sheds and Kilns [sic], all but one being in bad condition', noting '[f]rom a real estate viewpoint these buildings are valueless'.⁴⁴

Continued on next page

⁴⁰ Ibid., p.20.

⁴¹ 'Medium' quality was considered a building which could be 'transferred within New Zealand' but not to the Pacific, and was too good to be used as salvage. See: 'Camp data – Duders' Brickworks GVP [Guard Vital Point]'; R10112937; ACIO; 21011; A1629; 16 / m; 168; AD-NMD/16; 1943 – 1944, Archives New Zealand, Auckland; 'Camp Data, Duders' Brickworks GVP [Guard Vital Point]'; R9493933; ACIO; 8722; A1629; AD-A10; 9 /; 168; AD-A10/9; 1943 – 1944; Archives New Zealand, Auckland.

⁴² There was an ongoing correspondence between the Government and Devonport Borough Council see: 'Defence Properties Plans, Proposals, Protests - Dockyard, North Head and Narrowneck Areas 1929-1945', DBC Devonport Borough Council; DBC 112; DBC 112; 69; 6; 587759; 1929-1946, Auckland Council Archives, North.

⁴³ CT 988/195, 1951 LINZ Records.

⁴⁴ Samuel Vaile & Sons Ltd., 'Valuation of Freehold Land, Old Brick Yard Site- Lake Road, Devonport', correspondence to R. Penman, 30 July 1952, in: 'Defence - Devonport Naval Base - Housing, Ngataringa Road scheme, legal file (Penman Property)', R22453672; BBAD; 1054; A463; 1040 / a; 8/13/86/0/1; 1; 1952 - 1971, Archives New Zealand, Auckland.

HISTORICAL BACKGROUND, CONTINUED

Naval Housing

On 1 January 1953 the land was taken permanently by the Government for use as a Naval accommodation site, initially referred to as the 'Penman Naval Housing Scheme'.⁴⁵ The two-storey 'terrace-style' Naval Housing Blocks which were built on the property were initially designed by Group Architects, 'a firm that has become synonymous with New Zealandness in architecture'.⁴⁶ Not coincidentally, one of the architects was Robert Penman's son, Bret Penman.⁴⁷ However, it seems the Commissioner of Works maintained a tight reign over the project from its inception, as in correspondence in 1952 he wrote to his Auckland based counterpart that: 'no objections will be raised to commissioning Group Architects to complete the working drawings provided they are done to the complete satisfaction of Government Architect.'⁴⁸

These plans (Appendix 2) were revised several times and changes were made by both the Government architect Gordon Wilson and the Auckland District Architect, Graham Dawson much to the frustration of the Group Architects. Figure 7 shows an earlier subdivision scheme and Figure 8 as implemented.⁴⁹

The Naval Housing Blocks were built by the Nelson Carlton Construction Company; however, their completion was delayed by several months due to issues with sub-contractors and 'abnormally wet weather conditions'.⁵⁰ The building works were completed between 1957 and 1958. When the first flats were opened newspaper reports noted that 'the Navy provides a washing machine in each flat, a refrigerator, built-in bunks in the children's rooms, drapes, light fittings, some floor coverings and other amenities not usually included in a rented house'⁵¹ (Figure 9).

Continued on next page

⁴⁵ 'Memorandum from the Lands and Deeds Registry Office (William McBride) to the Commissioner of Works, Auckland', 21 April 1953, in: 'Defence - Devonport Naval Base - Housing, Ngataranga Road scheme, legal file (Penman Property)', R22453672; BBAD; 1054; A463; 1040 / a; 8/13/86/0/1; 1; 1952 - 1971, Archives New Zealand, Auckland. See also: 'Land Taken for Buildings of the General Government in the Borough of Devonport', *New Zealand Gazette*, 1, 15 January, 1953, p.9.

⁴⁶ Gatley, Julia, *Group Architects: Towards a New Zealand Architecture*, Auckland, 2010, p.152.

⁴⁷ 'Itinerary n.34', 'Group Architects: Towards a New Zealand Architecture, Gus Fisher Gallery Exhibition Pamphlet, 2010.

⁴⁸ Correspondence to the District Commissioner of Work, Auckland from the Commissioner of Works, Wellington, 25 July, 1952 in: 'Defence - Devonport Naval Base - Housing, Ngataranga Road scheme, legal file (Penman Property)', R22453672; BBAD; 1054; A463; 1040 / a; 8/13/86/0/1; 1; 1952 - 1971, Archives New Zealand, Auckland.

⁴⁹ Source: 'Defence - Devonport Naval Base - Ngataranga Bay Housing (Naval)'(R22453674; BBAD; 1054; A463; 1011 / b; 8/13/86/1; 2; 1956 - 1958, Archives New Zealand, Auckland

⁵⁰ 'Nelson Carlton Construction Company Ltd., to District Architect, Ministry of Works, Auckland, 5 September 1957', quotation from: 'Re: Naval Housing Contract', Nelson Carlton Construction Company Ltd., to District Architect, Ministry of Works, Auckland, 6 June 1957', both in: 'Defence - Devonport Naval Base - Ngataranga Bay Housing (Naval)'; R22453674; BBAD; 1054; A463; 1011 / b; 8/13/86/1; 2; 1956 - 1958, Archives New Zealand, Auckland.

⁵¹ 'Navy Families Settle Happily in New Flats', Newspaper clipping dated 8 March 1957 in: 'Defence - Devonport Naval Base - Ngataranga Bay Housing (Naval)'; R22453674; BBAD; 1054; A463; 1011 / b; 8/13/86/1; 2; 1956 - 1958, Archives New Zealand, Auckland.

HISTORICAL BACKGROUND, CONTINUED



Figure 7. First plans for the subdivision of the land by the Government; C.F. Bennett Ltd., Registered Public Valuer, correspondence to the Land Purchase Officer, Ministry of Works, Auckland (source: Defence - Devonport Naval Base - Housing, Ngataringa Road scheme Archives New Zealand, Auckland)

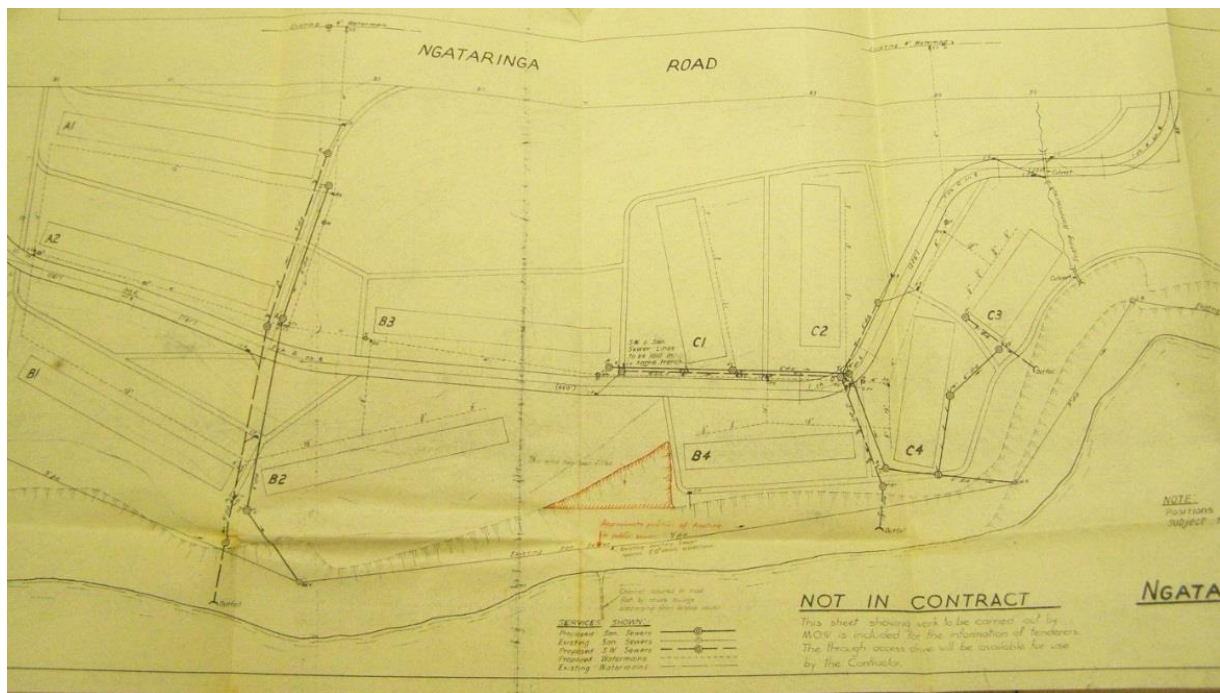


Figure 8. Layout of Naval Housing at Ngataringa Bay. The surviving duplex is on the plan (out of view) to the east - see Appendix 2 (source: 'Defence - Devonport Naval Base' R22453674; BBAD; 1054; A463; 1011 b; 813861; 2; 1956 – 1958, Archives New Zealand, Auckland)

HISTORICAL BACKGROUND, CONTINUED

Naval Housing, continued

Fencing was put in along the coast-line, though construction of garages for the flats was indefinitely delayed. The road running along the front of the Housing Blocks, Wakakura Crescent, was formed during their construction and was named after a minesweeper and naval training vessel.⁵² The Naval Housing Blocks were demolished in 2003, except for a single-storey duplex accessed from Lake Road.⁵³

Surrounding Area

The smaller lots (2 and 3) at the corner of Lake and Ngataringa Roads, not taken by the Naval Housing development, are shown as having 'wooden dwellings' present in 1964.⁵⁴ The area surrounding the land at Ngataringa Road and Wakakura Crescent also underwent environmental changes during the 20th century. From the 1960s (from 1972, officially) through to 1992 reclamation of land in Ngataringa Bay (extending out from Lake Road) was accomplished through 'tipping' (the dumping of inorganic rubbish), which has caused significant pollution.⁵⁵

In 1969 a 5 million dollar marina project, named 'Devon Isles', was proposed for Ngataringa Bay, which would have significantly altered the surrounding landscape and waterways. Despite several extensive studies being conducted into the commercial and environmental feasibility of this plan and its approval by Council authorities it was eventually abandoned due to vocal, local opposition from groups like the Ngataringa Bay Society.⁵⁶ In its recent history the foreshore at Wakakura has been turned into a nature walk. From 1933 onwards Mabel Pollack (known as Polly) was responsible for organising the clearing of illegally dumped rubbish and noxious weeds from the area. Pollack obtained a licence from the Navy to undertake the works, creating a walkway planted with native species along 7½ acres of land, named the 'Mary Barrett Glade' in honour of her daughter.⁵⁷

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⁵² 'News of the Day', *Auckland Star*, 18 July 1927, p.6; 'Naval Reserve; Training in Wakakura', *Auckland Star*, 26 July 1930, p.10; 'Wakakura's Return', *Auckland Star*, 4 July 1939, p.12. Waka meaning canoe, and kura means knowledge, see: Auckland Museum Streets Database, 'Wakakura Street', http://muse.aucklandmuseum.com/collections/general/Streets/8697.detail?Ordinal=1&c_streetnameorlocation_search=wakakura

⁵³ 'Itinerary n.34', n.p.

⁵⁴ 'DP 53403, Plan of Subdivision of Lot 2 and Part Lot 1, DP 20927 & Lot 9 DP 21553, Being Part of Allotment 3 Section 1 Parish of Takapuna', W.E. Griffiths, April 1964, LINZ Records.

⁵⁵ 'Harbours, Auckland - Devonport Borough Council - reclamation Ngataringa Bay'; R21487936; BADC; 4122; A1647; 3 / a; 43/1/6/12; 1964 – 1987, Archives New Zealand, Auckland; Brown, p.32.

⁵⁶ Several newspaper clippings and reports are held in this file; 'Harbours, Auckland - Devonport Borough Council - reclamation Ngataringa Bay'; R21487936; BADC; 4122; A1647; 3 / a; 43/1/6/12; 1964 – 1987, Archives New Zealand, Auckland; Brown, p.32.

⁵⁷ Pollock, Mabel, *Mary Barrett Glade: Polly's Park*, 29 Lake Rd, Devonport, 2007; Gibson Eloise, 'Navy Blocks Green-Finger Grandmother', *New Zealand Herald*, 3 September 2009 p.A7; Gibson Eloise 'Gardener Polly gets reprieve from Navy', *New Zealand Herald*, 30 October 2009, p.A7.

HISTORICAL BACKGROUND, CONTINUED



Figure 9. Newspaper clipping showing the newly opened Naval flats in: 'Defence - Devonport Naval Base - Ngataranga Bay Housing (Naval)'; R22453674; BBAD; 1054; A463; 1011 / b; 8/13/86/1; 2; 1956 – 1958, Archives New Zealand, Auckland

PAST RESEARCH AND INVESTIGATION

Packington-Hall 1992 Study

There have been several small local history studies and articles on the brickwork industry in Devonport based on documentary research (see Bibliography). However, the first detailed archaeological investigation of the Duder Brickworks was carried out by Packington-Hall in 1992 as part of an Auckland University project. This involved documentary research, ground survey of the site, surface collection of portable artefacts and soil resistivity testing (Packington-Hall 1992:1).

During the survey the remains of in situ structural features associated with the Duder Brickworks were found. This included a wharf (timber piles) in the intertidal zone, stone retaining wall above the high water mark, a platform/former road and a possible early brick kiln within the Mary Barrett Glade track. A large range of debris was also found, including scattered bricks and pipes, structural rubble (concrete footings and mortared bricks), machinery parts, and late 19th-century domestic rubbish. Packington-Hall concluded that this structural rubble was demolition material from the 1890s Brickworks above the escarpment that was dumped down the slope when the site was cleared in the 1950s for the development of the naval housing facilities (Packington-Hall 1992:10). At the extreme eastern end of the site was domestic debris associated with early domestic residential occupation above the escarpment from the 1870s onwards.

On the grassed area above (within the proposed area of works) Packington-Hall conducted a soil resistivity survey in a small part of the eastern area of the site in order to detect subsurface structural features. The location of the survey appears to have been based primarily on a 1927 plan, where a 'brickworks', square kiln and circular kiln were shown. No evidence of the circular 'beehive' kiln from c.1890 was found (Packington-Hall 1992:11). However, Packington-Hall interpreted the resistivity profiles to indicate the possible location of the square kiln walls and surrounding debris (Figure 10) (ibid.). The results of his survey were presented in a site map of the project area, which included the possible location for remaining Duder Brickworks subsurface structures (Figure 11). However, it is important to note the limitations of resistivity survey and that no subsurface testing was undertaken to verify the results. There appears to have been a heavy reliance on the accuracy of the 1927 plan, which our research has shown is not consistent with other historic aerials and photographs around this time (see Results, below).

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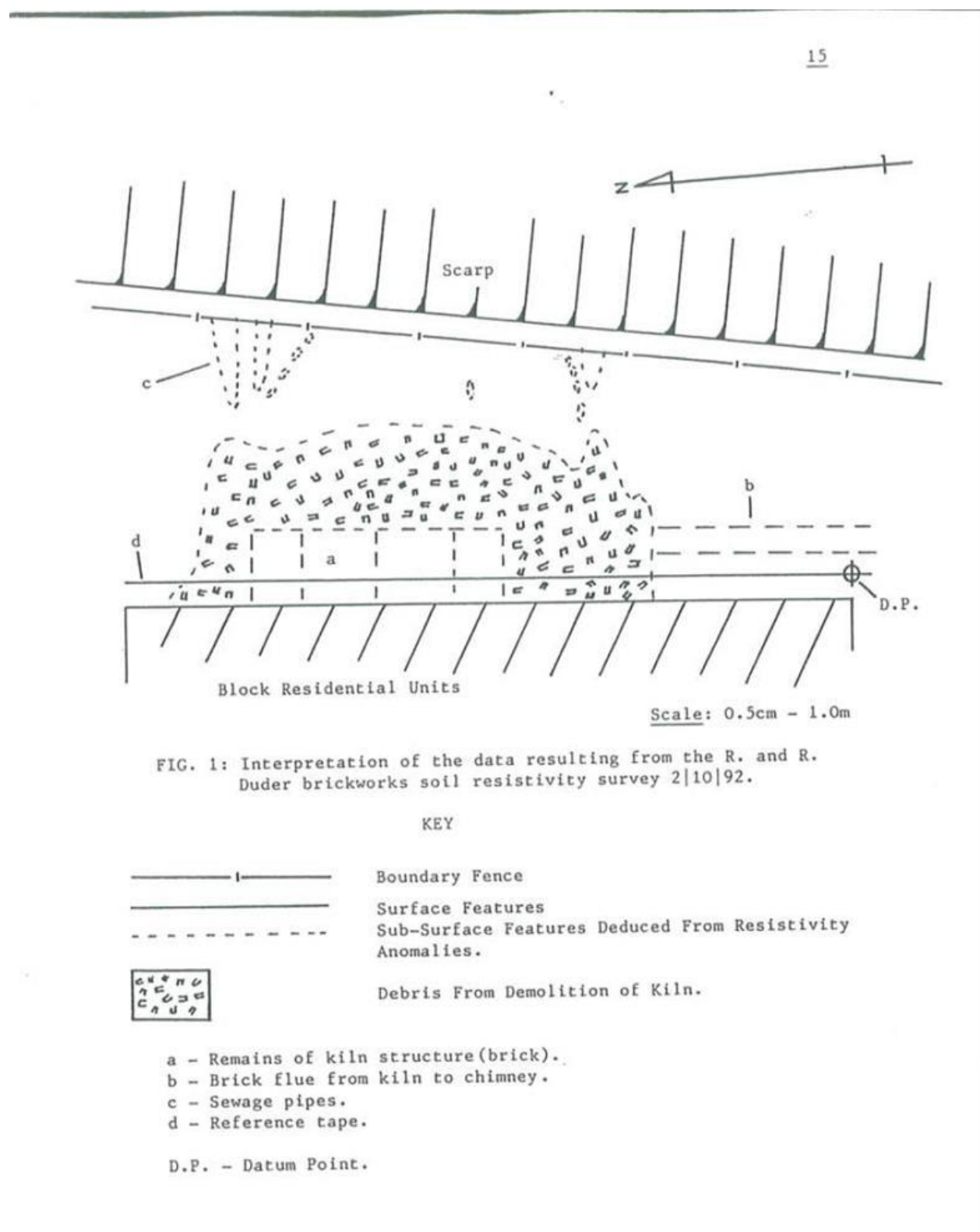
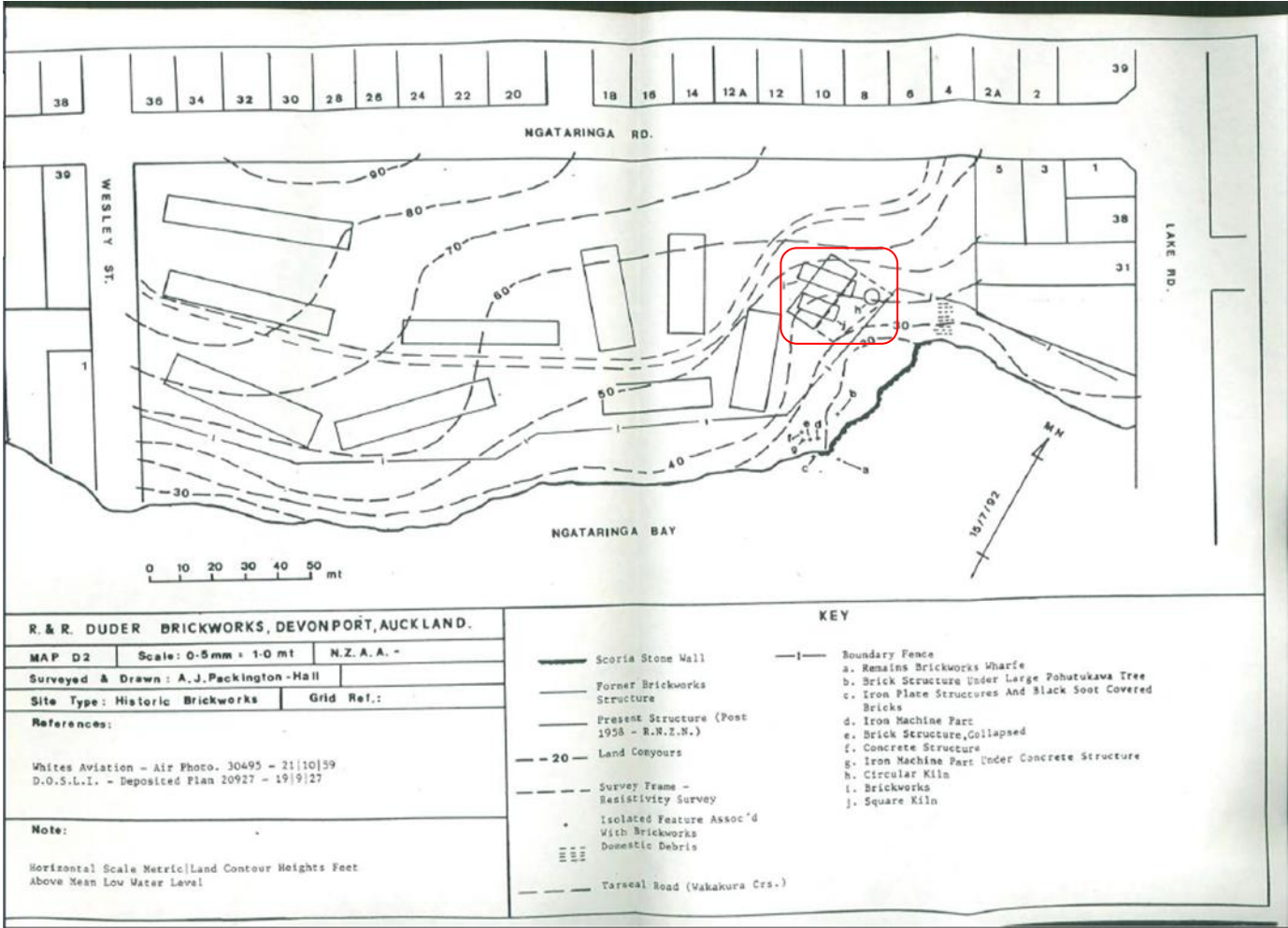


Figure 10. Interpretation of resistivity data from survey undertaken by Packington-Hall in 1992. This survey was located at the eastern end of the site, based on a 1927 plan showing features in this location (source: Packington-Hall 1992:15)

Continued on next page

PAST RESEARCH AND INVESTIGATION, CONTINUED

Figure 11. Map created by Packington-Hall in 1992, showing contours, location of the Navy residential blocks and historic heritage features located during his fieldwork. Note that features h, i and j (red box) are not the confirmed location of the Brickworks and kilns and are based on a 1927 plan (source: Packington-Hall, 1992: Appendix B Map 2)



Continued on next page

PAST RESEARCH AND INVESTIGATION, CONTINUED

1996-2009 Assessments

The Brickworks site was visited again in 1996 as part of the then Auckland Regional Council Historic Sites project, followed by Druskovich in 2001. Gardner recorded two midden deposits along the Mary Barrett Glade track in 2001 (R11/2181). Additional information was added to the Brickworks Site Record Form (R11/1795) by Murdoch in 2009. Both Druskovich and Murdoch note that the Brickworks site may be more extensive than recorded by Packington-Hall.

Opus 2010 Assessment

A site survey of the Mary Barrett Glade and immediate coastal surrounds was undertaken by Opus International Limited (Opus) in March 2010. The primary aim of the survey was to relocate the two recorded archaeological sites located in the Glade (Duder Brickworks R11/1795 and midden R11/2181), as well as any apparent unrecorded archaeological features (Opus 2010: 3). This was in advance of remedial works to upgrade an eastern portion of the walkway from the Lake Road entrance to the location of the brick structure/wharf associated with the Duder Brickworks.

Four, small, discrete shell midden lenses were identified along the western end of the Mary Barrett Glade walkway, within the coastal escarpment/walkway cuttings (Opus 2010: 15). The midden lenses contained diffuse fragmented shell, little more than 1m across and 50-150mm thick. Dispersed, fragmentary shell was also visible along the coastal walkway in their vicinity. The midden deposits consisted predominantly of cockle (*Austrovenus stutchburyi*) and pipi (*Paphies australis*) with lesser amounts of cat's eye (*Turbo smaragdus*) and mudsnail (*Amphibola crenata*). These generally resemble the descriptions of shell middens recorded elsewhere around Duder's Point.

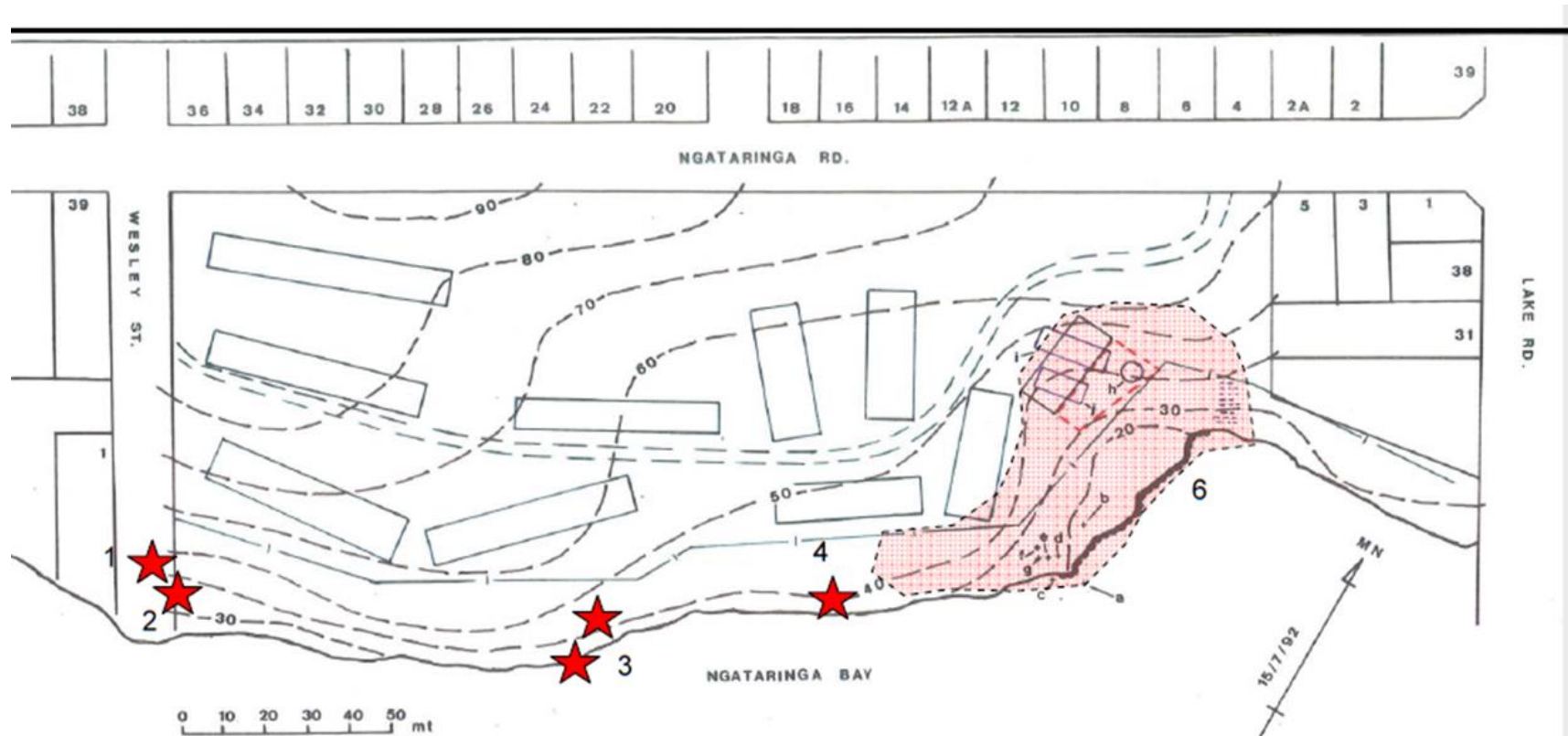
Remains of the Duder Brickworks were relocated including loose brick rubble, the brick stack (?kiln) under a pohutukawa tree, wooden piles of the wharf and the scoria seawall. It was noted that little had changed since 1992 when the site was surveyed and recorded by Packington-Hall. A plan by Opus for the location of the midden deposits and approximate extent of the Brickworks site is presented in Figure 12. This map shows the Brickworks extending further west, which appears to be based on the extent of the demolition material associated with the Duder Brickworks along the coastal escarpment. The area above was not examined, being outside the proposed works (Opus 2010: 16).

The Site Record Forms (R11/1795 and R11/2181) indicate that Heritage NZ granted an authority (2010/374) to NZDF for the upgrade works for the Mary Barrett Glade walkway in 2010. The earthworks were limited and included minor grading of the existing walkway, vegetation clearance and the installation of a post and rail fence within the walkway (Opus 2010: 28).

Continued on next page

PAST RESEARCH AND INVESTIGATION, CONTINUED

Figure 12. Plan showing the shell midden deposits (red stars labelled 1-4) found by Opus 2010 and Gardner 2001. The approximate extent of the Brickworks site is indicated (red area labelled 6). This overlays Packington-Hall's 1992 survey map (see Figure 11 for the key to Packington-Hall's base map) (source: Opus, 2010:17)



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PAST RESEARCH AND INVESTIGATION, CONTINUED

Comparative Studies

Locally there have been a couple of assessments prepared for the Auckland Gas Works Ltd/former Auckland Gas and Fire Brick Company Site (R11/1809) by Judge (2013) and Petry (1998). These focused on the surviving Claystore and concrete wall. Regionally, despite the large numbers of brickworks (c.60), comparatively few have been archaeologically investigated in any detail. Examples include the Pollen Brickworks (Best 1993); Burke Brickworks (Best & Clough 1998); Auckland Brick & Tile Company (Best & Clough 2000); R. O. Clark brickworks (Clough et al. 2008). Some research has also been carried out on the New Lynn/west Auckland ceramic and brickworks industries (Low & Macready 2012; Macready et al. 2010; Harris 2008), as well as the Heavy Clay Industry in Auckland, with a focus on Hobsonville (Eaves 1990; Clough & Associates 2010).

New Zealand Defence Force Studies

There does not appear to have been any systematic research and historic heritage evaluation of all of Navy housing stock in Devonport. However, in 1997 Dave Pearson Architects were commissioned by RNZN to undertake a heritage study of Navy housing on Calliope Road, Devonport. This report provides an inventory and assessment of heritage significance for these properties. Unlike many of the other naval housing areas in Devonport, Bayswater and Belmont, Calliope Road housing is largely villas and bungalows, that will have been purchased and not purpose built. A small proportion were of 1930-1950s date and these were typical 'state style' houses with weatherboard cladding and hipped tiled roof, stripped down to the basics, with casement windows.

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PAST RESEARCH AND INVESTIGATION, CONTINUED

Thematic Studies

North Shore Heritage Thematic Review Report (Auckland Council 2011)

This includes research on the brickworks industry in the North Shore (Section 4.2.3), such as Brick Bay (1844-1850s), Tiller and King (1852-1863), John Andrews in Bardia Reserve (1859-1860s), J. Willet in Bayswater (1860s), R. & R. Duder (1890s-1920s) and Auckland Gas Co. (1894 -1970). It is noted that the places representing this theme locally include the Duder Brickworks' Manger's House at 38 Lake Road and former Gasworks, 'Claystore' and concrete wall at 27 Lake Road (Auckland Council 2011:162).

In the residential architecture theme (Section 3.3), the 1950s naval development at Ngataringa Road and its association with Group Architects is noted (ibid.: 40). The location of the Defence Force on the North Shore created the demand for housing for Defence staff from around the 1950s (ibid.: 40). In Devonport, Bayswater and Belmont houses were built for naval staff and some existing dwellings were purchased. Substantial blocks of naval housing remain in these suburbs today.

Group Architects: Towards New Zealand Architecture (Gatley 2010)

The name Group Architects was adopted more formally in 1951 and it is noted that Robert Penman (former owner of the project area) played an influential role in their formative years (Gatley 2010: 9). This included commissioning their first larger project for the naval housing scheme at Ngataringa Road and providing them with their first studio accommodation 'in an old brick building on the site' (ibid.). Indeed Group Architects' letterheads in 1951-52 give an address at '29 Lake road, Devonport, Auckland' (see Appendix 2).

According to Gatley's research the Ngataringa Road development was their first commission (designed 1951 and 1952) for medium-density housing (ibid.: 151). Apparently Robert Penman approached the Royal New Zealand Navy and offered them the land and a package including designs for naval housing. The early designs included detached houses, initially 41 and then 60. The Navy asked for higher density housing and the Group produced a range of schemes with two-storey row or terrace houses and a high-rise slab apartment block (see Appendix 2). Eventually, the Government was provided with working drawings comprising 86 two-storey units for young naval families and two single-story units for site caretakers (see Appendix 2).

Continued on next page

Thematic Studies, *continued*

The housing was completed in three stages in 1957 and 1958 (see Appendix 2). The revisions required by Gordon Wilson and District Architect Graham Dawson was such that the Group remained disappointed with the end result (ibid: 152). The complex was refurbished in 1980s (ibid.). It was over 10 years before another commission for a blocks of flats was received (in the mid-1960s), this time for private developers (ibid.: 153).

Architectural pamphlet ‘itinerary n.34’(Gus Fisher Gallery 2010)

The architectural pamphlet on the Group’s public and commercial works notes that much of these schemes were unbuilt or have been demolished. There is a photograph of the duplex on Lake Road and a piece on the naval housing scheme. The pamphlet also features the Takapuna Bowling Club. Otherwise the remaining places are in other parts of Auckland including: three kindergartens, three union buildings, two factories, a group of shops, a St Johns Ambulance building and a bar.

Beyond the State: New Zealand State Houses From Modest to Modern (McKay and Stevens 2014)

30,000 state houses were built while Labour was in government between 1935 and 1949. More were built after that, including many duplexes and multi-storey units. The plans and materials were so prevalent that the forms and features of the classic state house worked their way into the vernacular of the 1950s (McKay and Stevens 2014: 12). In some ways Group Architects’ philosophy⁵⁸ can be seen as a reaction to this, reflected in their search for the ‘individual’ and belief that architecture should not be ‘imposed’ on anybody. Gatley and McKay note that ‘the increasingly standardised New Zealand state house served as a ubiquitous backdrop’ (Gatley 2010: 27), although they did appear to share views with the Government on mass production/standardisation to reduce costs and also the 1950s concern for urban sprawl, which led to experiments in higher density housing.

⁵⁸ The Manifesto of the Architectural Group is outlined in Gatley 2010: 22-23.

RECORDED HISTORIC HERITAGE PLACES

Project Area There are two historic heritage sites within the project area as shown in Figure 13–Figure 16 and described in the Site Record Forms in Appendix 1.

The Duder Brickworks is scheduled in the District Plan (ID 1795) and PAUP (ID 831) as a Category B Historic Heritage Place. It is recorded in the NZAA database (R11/1795) and Auckland Council CHI (no. 10282). Known heritage values are identified as A (historical) and D (Knowledge) (PAUP Appendix 9.1). There are additional controls for archaeology, but no Mana Whenua values are identified in the schedule (ibid.). The description for the site is based on the 1992 Packington-Hall Auckland University research project (SRF Appendix 1, discussed above).

The Duder Brickworks is recorded as located on land previously occupied by the Wakakura naval housing estate and within the Mary Barrett Glade. The PAUP schedule lists the address as 7-37 Ngataranga Road (Lot 5 DP 20927), although this may relate to the Navy duplex only and the correct address may be 1-88 Wakakura Crescent, which correlates with that Lot and DP number. The PAUP maps show an extent of place that includes all of the project area (including Mary Barrett Glade), except the property with the surviving Navy duplex facing Lake Road. This is inconsistent with the schedule, which says the extent of place is yet to be defined (annotated with #).

Within the project area, but outside of the proposed area of works, is archaeological site R11/2181. This relates to the midden deposits located within the Mary Barrett Glade, originally described as two middens by Gardner in 2001 and then five midden lenses by Opus in 2010 (discussed above). The middens contain fragmentary cockle and pipi shell, eroding out of tree roots and the steep bank along the coastal escarpment (SRF Appendix 1).

A PAUP Pre-1944 Building Demolition Control overlay covers the only existing building on the property at 7-37 Ngataranga Road. This is the residential duplex built by the Navy in the 1950s.

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RECORDED HISTORIC HERITAGE PLACES, CONTINUED

Vicinity of Project Area

There are six other places of historic heritage value within 500m of the project area (Figure 13–Figure 16, Table 1).

These include another historic brickworks, Tiller and King Ltd, which is located east of the project area near the junction of Lake Road and Hanlon Crescent (R11/1944). The site was recorded by Packington-Hall in 1992; however, Druskovich visited the area in 2003 and notes that it appears to have been largely destroyed, with no visible archaeological remains (SRF Appendix 1). A jetty site for the Tiller and King brickworks is also recorded on Seabreeze Road (CHI 343) in the reclaimed land, presently a golf course.

Other historic heritage places within 500m of the project area are a House (21 Aaramoana Ave), Memorial Drive and associated Norfolk Island Pine/ Pohutakawa trees, and a public clock.

There are three other archaeological sites located a little further away, including two middens (R11/969 and R11/968) west of the project area at Duders Point. The third is the Auckland Gas Company historic brickworks (R11/1943, and also R11/1809, the location of which is incorrect, placing it at the Tiller and King brickworks site) south of the project area between Lake Road and Mozeley Avenue. The company operated from 1885 up until 1970 (NZAA SRF). Packington-Hall recorded surface remnants across much of the site in 1992 and an archaeological investigation has been carried by Judge (2013) and Petry (1998).

Table 1. Recorded archaeological and other historic heritage sites within 500m of the project area. Grey shading indicates sites within or possibly extending within the project area (source: NZAA ArchSite and Auckland Council CHI, PAUP and operative District Plan; accessed 24/05/2015)

Site Type/Name	District/ Unitary Plan ID.	NZAA No.	CHI No.	Easting (NZTM)	Northing (NZTM)
R. & R. Duder Brickworks & jetty	1795/ 831	R11/1795	10282	1759857	5923907
Midden/ oven	-	R11/2181	14144	1759827	5923867
Brickworks (Tiller and King)	-	R11/1944	12212	1760057	5923908
Jetty Site/ Brickworks (Tiller and King)	-	-	343	2670677	6485614
House 21 Aramoana Ave	261/1093	-	13106	2670145	6485745
Memorial Drive	320/1146	-	13136	2670560	6485745
Norfolk Island Pine/ Pohutakawa	50/?	-	13227	2670605	6485355
Devonport's public clock	563/?	-	19699	1759884	5924319

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RECORDED HISTORIC HERITAGE PLACES, CONTINUED

Figure 13. Map showing distribution of recorded archaeological sites in the vicinity of the project area (source: NZAA ArchSite; accessed 27/05/2014). Note that R11/1809 is the Auckland Gas Company brickworks, but is incorrectly located

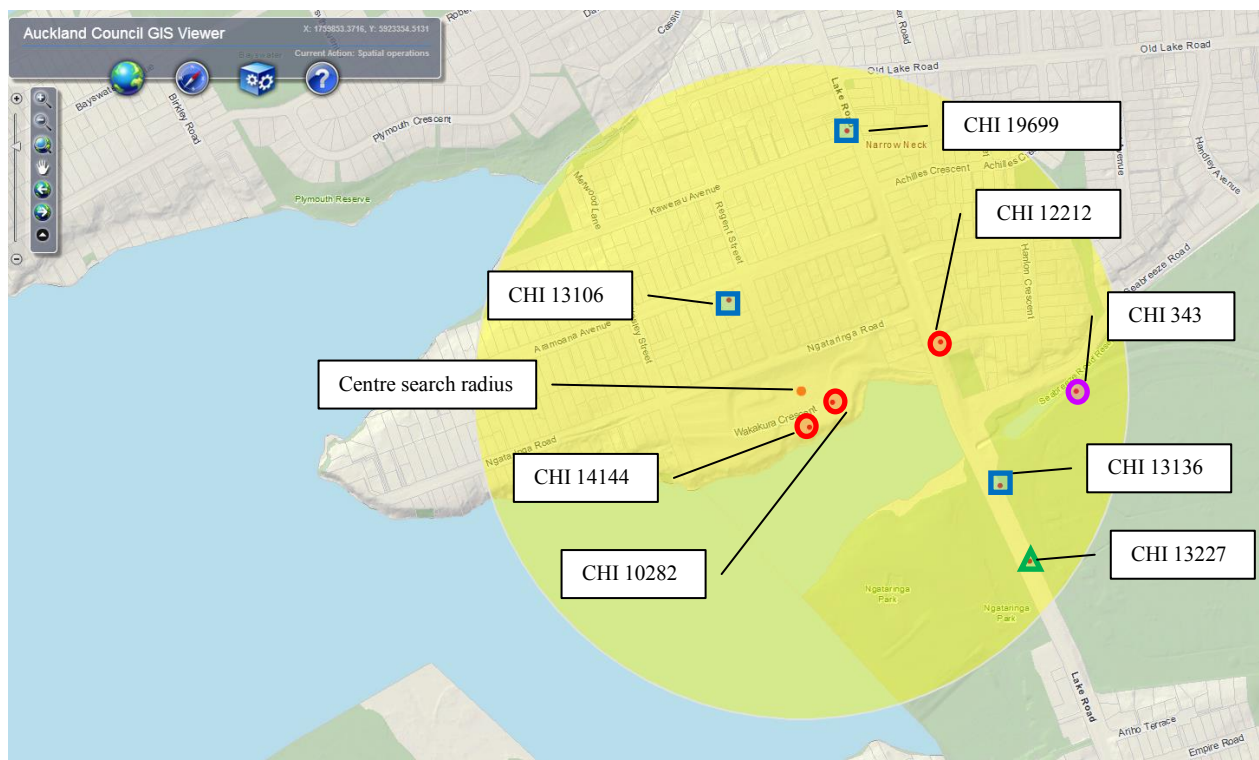


Figure 14. Map showing locations of sites recorded on the Auckland Council CHI within 500m of the project area. Red dots = archaeological sites (also recorded under the NZAA site recording scheme); blue squares = built structures; purple circles = maritime sites; and green triangles = heritage trees (source: Auckland Council GIS Viewer; accessed 24/05/2015)

Continued on next page

RECORDED HISTORIC HERITAGE PLACES, CONTINUED

Figure 15. PAUP map showing Historic Heritage Places (purple dots), Extent of Place (purple hatching), Pre-1944 Building Demolition Control overlay (pink crosses) (source: Auckland Council 2013, PAUP Maps)

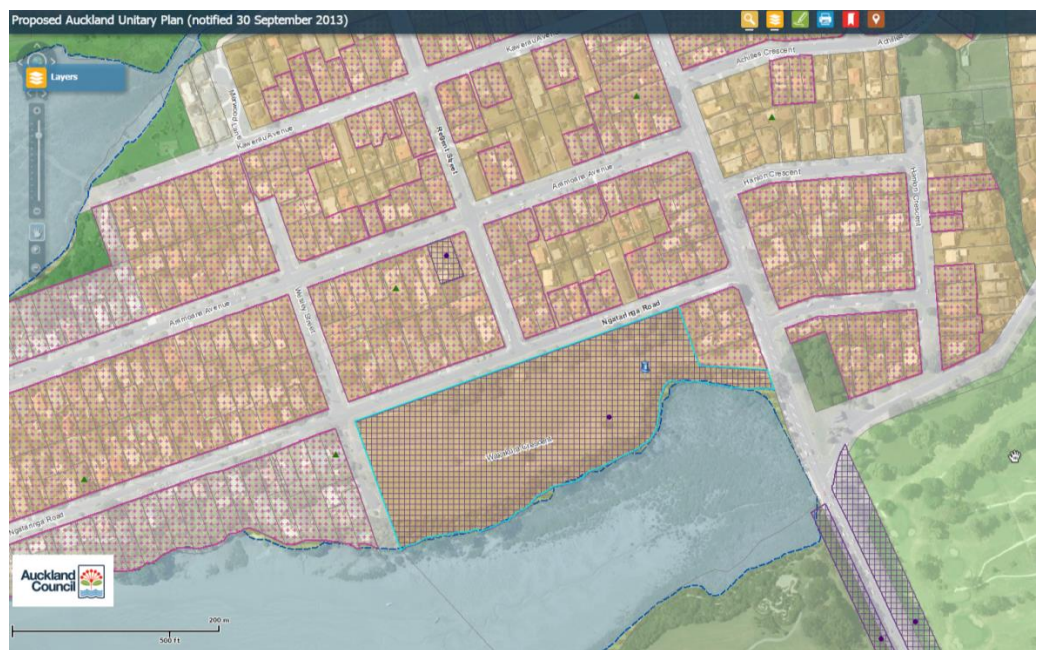
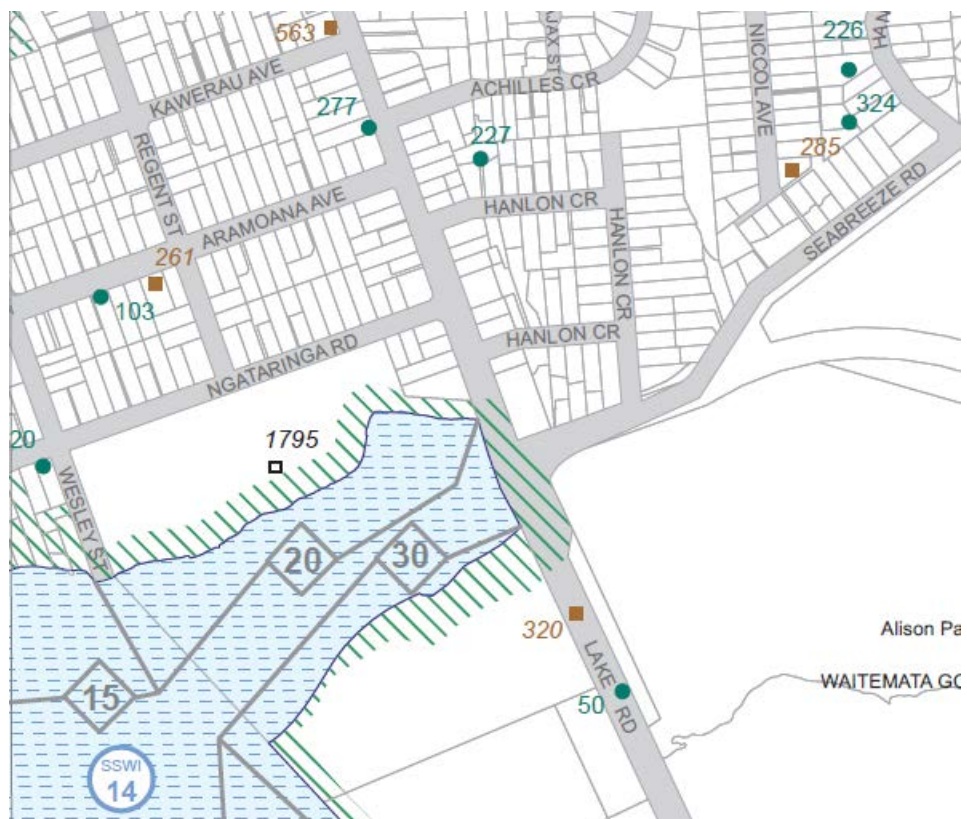


Figure 16. Excerpt from Auckland Council District Plan Operative North Shore Section 2002 planning map. Duder Brickworks (black square) ID 1795 (source: Auckland Council 2002, Map 32)



RESULTS

Information from Early Plans, Historic Photographs and Aerials

Early plans, historic photographs and aerials were examined for information on the project area. Although subdivisions of the Ngataringa peninsula took place from the middle of the 19th century (Figure 17 to Figure 19), the site remained largely undeveloped until the establishment of the Brickworks from the late 19th century. Documentary evidence set out in the historical background indicates that small-scale manufacture of bricks commenced in 1875, and developed significantly from 1890 when a more industrial-scale enterprise began.

Two early photographs reportedly taken around 1904 provide the earliest visual evidence of the site (Figure 20). These form a panorama of the site looking southeast towards Mt Victoria, Mount Cambria and North Head. Visible in the photographs are the roofs of part of the Brickworks (three or four linear structures), including possibly the original boiler house (with chimney). A small cottage is located towards the Lake Road frontage and may have been built by the first or second brick-maker who operated the site (after 1875).

The kilns and the chimney said to be constructed in 1890 are not visible in the 1904 photographs, and later structures seen in a photograph taken in 1924 (Figure 21) are not present. This may suggest the photographs were taken earlier than 1904, possibly in 1890 when the site was being developed. Alternatively, the date of the photographs is correct, and the assumption that the Brickworks were fully developed by the 1890s could be inaccurate.

Aerial and ground photography dating from 1924-32 shows the site fully developed (Figure 21, Figure 24, Figure 26). In addition to the tall chimney, there appear to be at least six structures, including a round and square kiln, boiler house, brickmaking/pipe moulding building and drying sheds (Figure 21, Figure 25, Figure 26). The quarry is clearly visible towards the centre of the project area and the Brickworks structures are located within the eastern part of the project area. The chimney and circular kiln appear to be west of the small point with a wharf and large pohutukawa tree, but east of the gully (now partly filled in), with the rest of the Brickworks structures extending eastwards. The far western part of the project area does not appear to have been utilised (Figure 24, Figure 27). A wharf, with road and stone revetment is clearly visible in the current location of the present day remains (Figure 21).

The 1932-1939 aerial and ground photography contradicts some of the documentary evidence, which indicates the chimney collapsed in 1934 (Figure 27). Possibly only part of the chimney collapsed. This is supported by a letter dated 1942 which stated that the remainder of the chimney was demolished by the army (Appendix 2; Figure 29).

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Information from Early Plans, Historic Photographs and Aerials, continued

Also of note is the inconsistency in the photographic evidence with the 1927 deposited plan (Figure 22). There is an absence of structures on the 1927 plan and the kilns appear in the wrong place, further east than the photographic evidence would suggest. This is of significance because this 1927 plan was used to locate the resistivity investigation by Packington-Hall in 1992, and also seems to have influenced his interpretation of Brickworks features visible in the 1940s and 1950s aerial photography. It is more likely that the investigation was carried out in the vicinity of the former boiler house or drying sheds, than the square or circular kiln, based on the photographic evidence.

At least four temporary buildings were known to be constructed during the World War II occupation by the Army (Figure 28). No photographic evidence or plans showing their location has been found. Following the end of World War II, the site was gradually cleared of standing structures (Figure 29 to Figure 32). An aerial in 1952 (Figure 31) shows that three structures remain (as well as the foundation of the circular kiln) and one looks to be in relatively good condition (possibly with a new roof). Documentary evidence suggests the Group Architects' office was within the project area in 1951 and 1952, so it is possibly this building. It is unclear at this stage if the structures are remains of the Brickworks, or relate to 'Camp Duder'. However it is noted in the documentary evidence that one kiln in good condition was taken by Penman c.1953. Clearance of the Brickworks and any other later structures was completed by 1955 and the area of the proposed development appears to have been stripped down to clay in most places, meaning the survival of subsurface features is not certain (Figure 32)

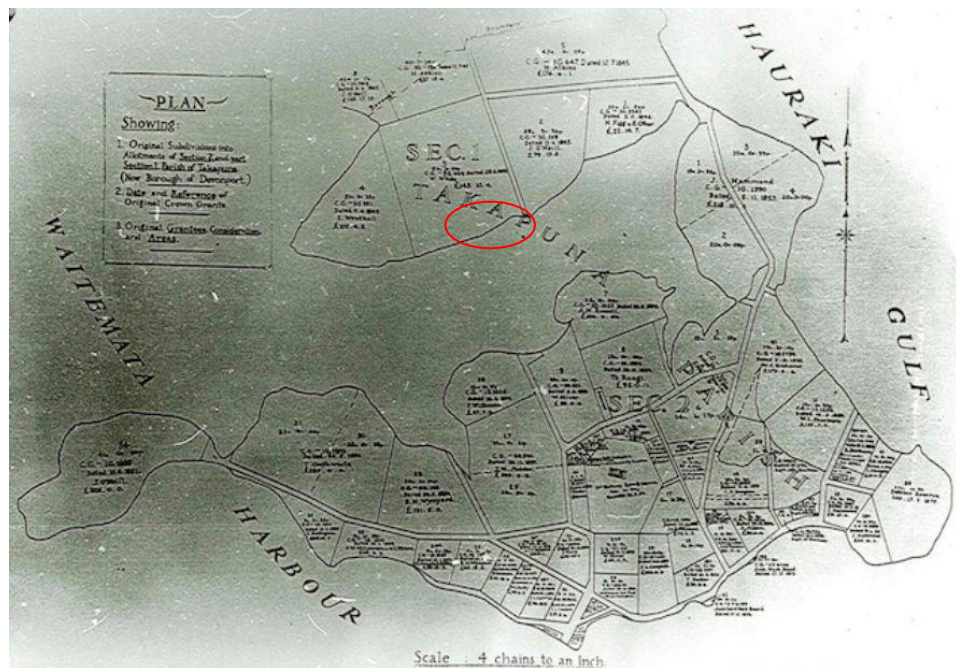
It remains uncertain what the two earthwork features/building platforms in the north central area of the site are. They are visible by 1959, but are not obvious in earlier photographs, which means they are unlikely to be associated with Brickwork quarry activities (Figure 34, Figure 35). They may relate to the World War II occupation/buildings or alternatively they may form part of the general landscaping of the Navy housing scheme, which was completed by 1959 (Figure 33, Figure 34). However, the Group Architect plans and their analysis of the site (1951 and 1952), as well as the final plans for the scheme, do not show a platform feature in this location.

The site was cleared of Navy housing in 2003 and appears to been left in a similar state to what is evident today, as shown in the 2006 aerial photography (Figure 36). A summary timeline for the project area, drawing together documentary evidence, early plans, historic photographs and aerials, is provided in Appendix 3.

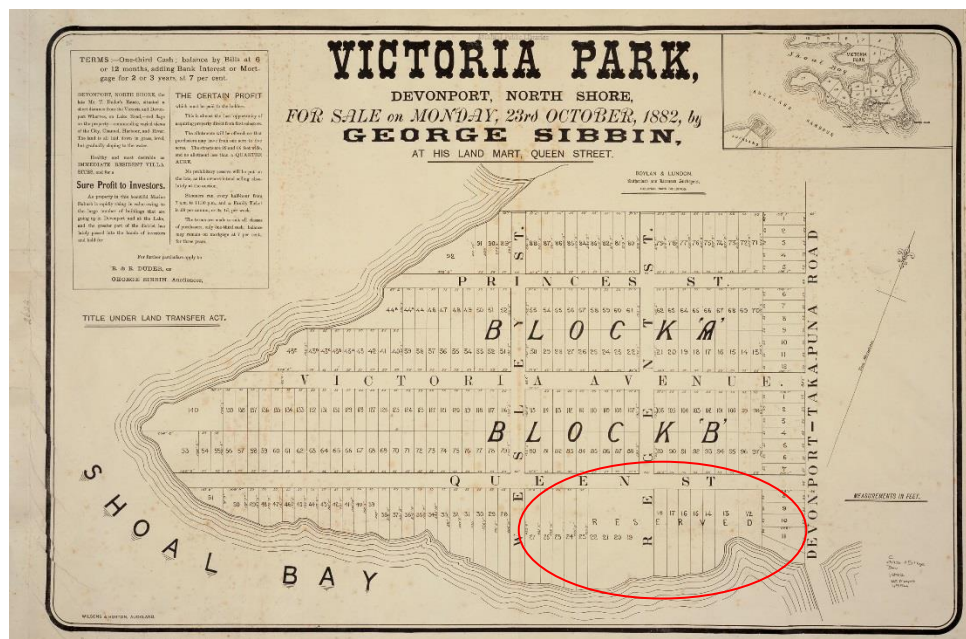
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RESULTS, CONTINUED

**Figure 17. 1860
Plan of the
Parish of
Takapuna,
Section 1 and 2.
Approximate site
location circled
(North Shore
Libraries, T2297)**



**Figure 18.
'Victoria Park,
Devonport,
North Shore'.
Site location
circled (Sir
George Grey
Special
Collections,
Auckland
Libraries, NZ
Map 4554)**



Continued on next page

RESULTS, CONTINUED

Figure 19. Detail from 'Devonport Parish of Takapuna', 1884 map; site location outlined by red circle (source: Auckland Libraries Maps online NZ Map Number 4318)



Figure 20. Duder Brickworks reportedly c.1904. The building with the small chimney in the centre is likely to be the original boiler house; the brickmaking/pipe moulding building would likely be to the building on the right, with the 120' drying sheds towards the far right. A small cottage is visible to the left, towards Lake Road (source: Local History Online ref 3032B; 3032C)

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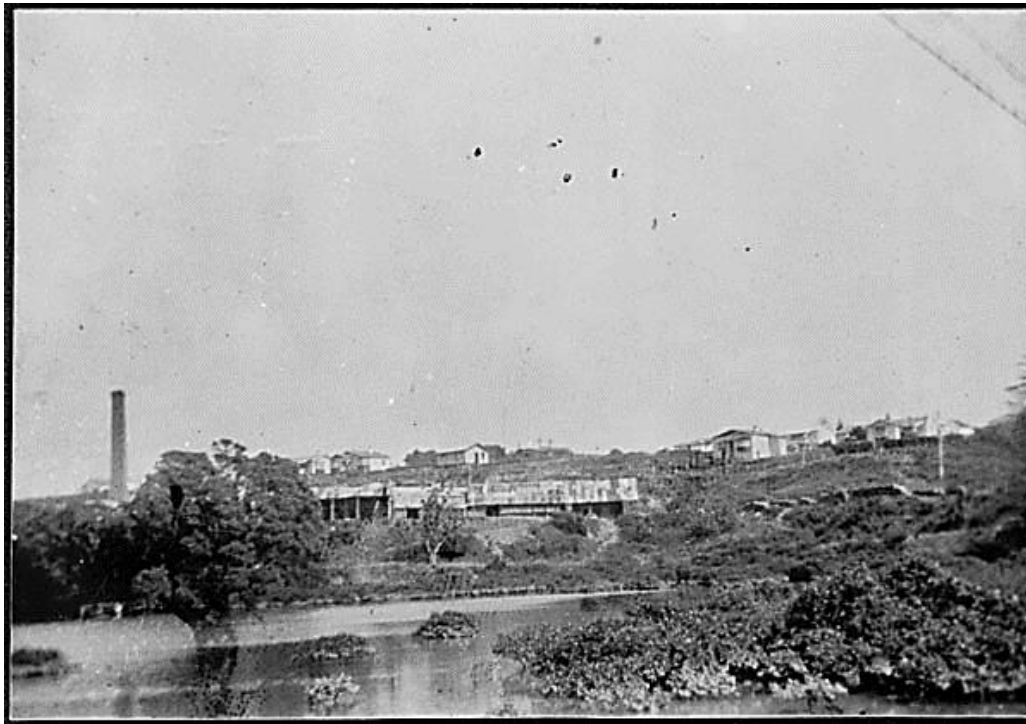


Figure 21. Photograph taken by Humphrey Duder of the Duder Brickworks in 1924, showing chimney (left) and what is probably the brick/pipe moulding building and drying sheds (central). The wharf (below chimney), a large pohutukawa tree, track way to the wharf, and the stone revetment along the coastal edge bank are also visible (source: Auckland Libraries ref D_GBB_0016)

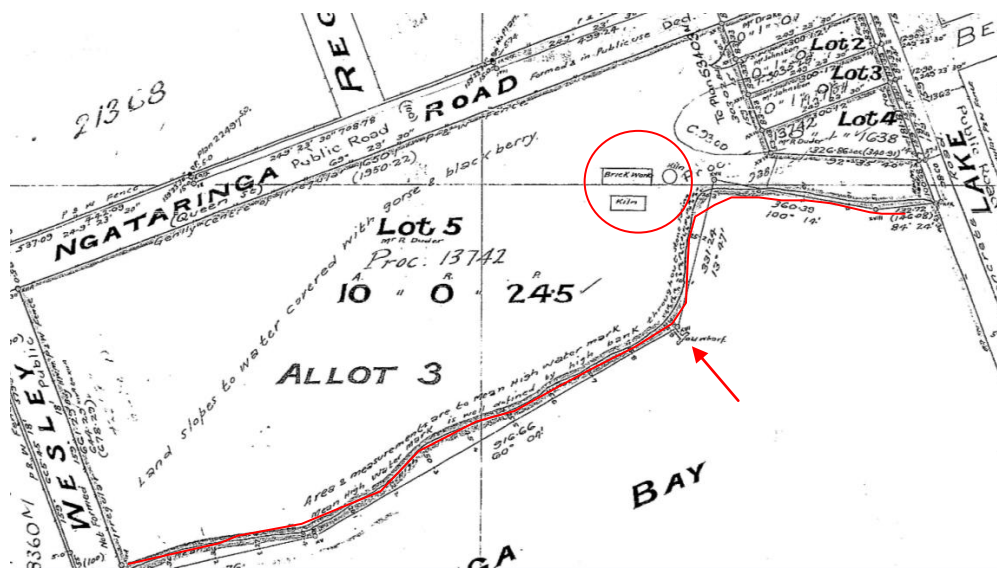


Figure 22. Except from a 1927 plan DP20927 showing a 'brickworks' structure and two kilns in Lot 5 (circled in red), amongst gorse and blackberry. A note also states 'mean high water mark well detailed by high bank throughout stone facing' (red line). The location of a 'T-shaped' wharf is shown (arrowed). The location of the kiln and 'brickworks' does not match those of the buildings shown in photographs dating to the 1920s. Lot 4 is still owned by 'Mr R Duder' (source: LINZ AK_DP_20927_I_1)

Continued on next page

RESULTS, CONTINUED

Figure 23.
Richards Lowe
1927 map of the
Borough of
Devonport
(detail), showing
approximate
extent of the
Duder
Brickworks
(circled). The
earlier 'Victoria
Park'
subdivisions are
still indicated
(source:
Takapuna
Library ref DBC
2296)



Figure 24. Detail from 1930 sortie by Whites Aviation, showing the fully developed Brickworks, and areas of clay quarrying (circled). The round kiln is to the right of the chimney. The Brickworks manager's house is present at 31 Lake Road (arrowed). Note this detail is corrected from the original image which is 'reversed' (source: Alexander Turnbull Library WA-62759-G)

Continued on next page

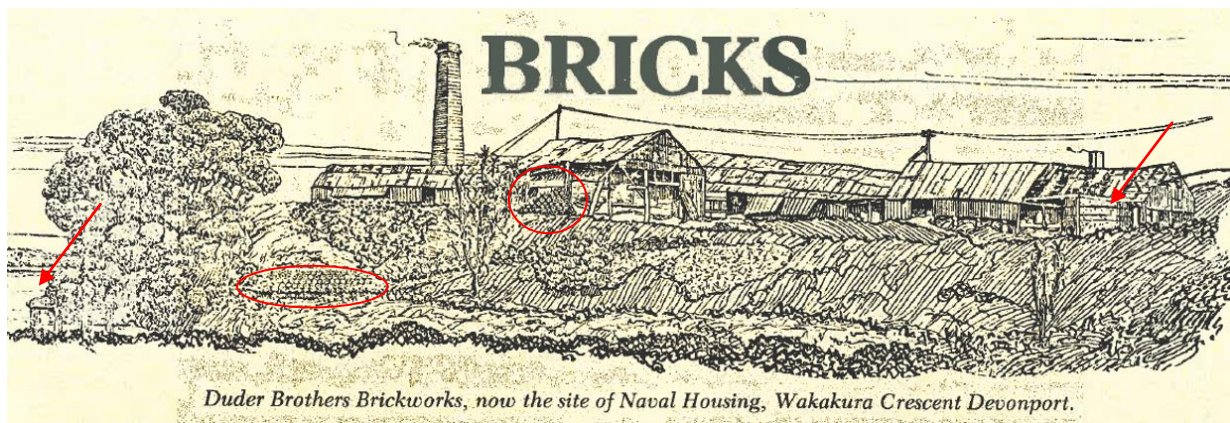


Figure 25. 1920s-1930s illustration of the Duder Brickworks. The chimney and round kiln are visible to the left. At the far left is the wharf, with ceramic pipes arrayed for transport along the track. Ceramic pipes are also shown outside a partially open-sided works building (both circled). The presence of electricity poles may indicate a date after 1924, when the Siemens motor was installed. The building on the right (arrowed) with the short chimney may depict the old boiler (source: after Titchener 1979)

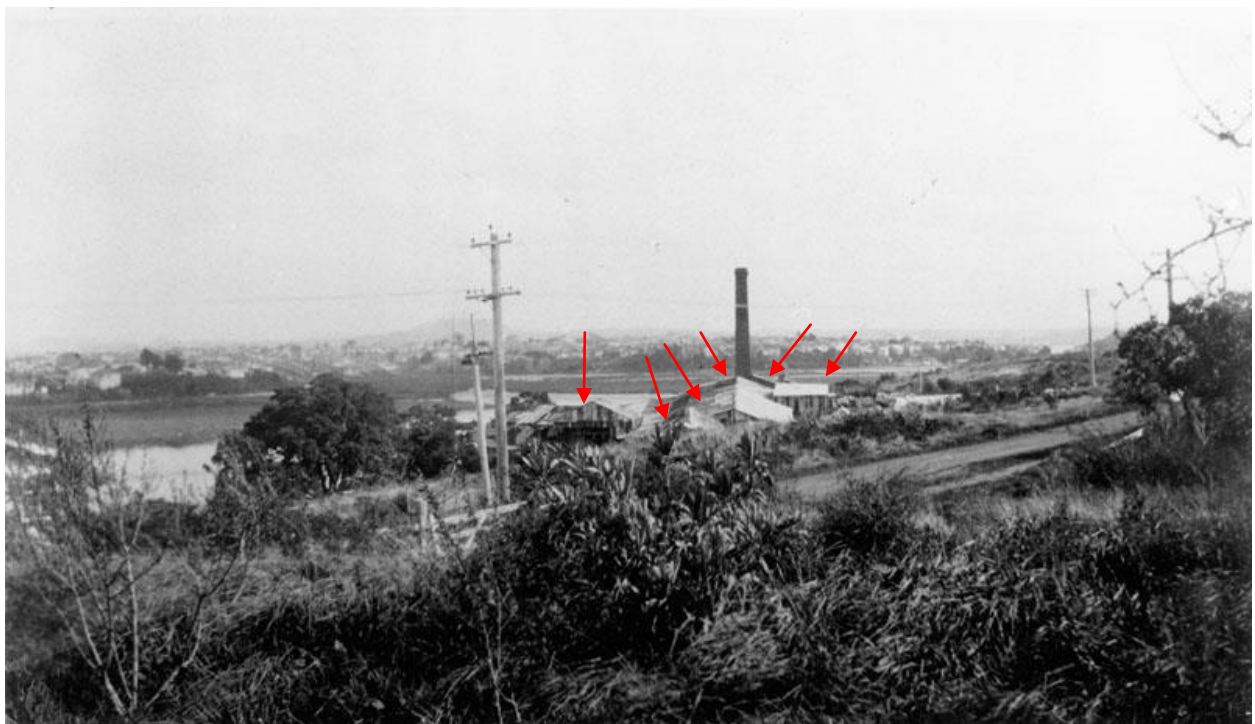


Figure 26. View towards the Duder Brickworks, dated 1932. Six building structures and the chimney are visible (arrowed). The three buildings in line to the fore of the chimney have been linked by a porch extension. Looking southwest (source: Local History Online ref.T6363)

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Figure 27. Detail from Whites Aviation sortie dated 1939. The chimney, which reportedly collapsed in c.1934, is still visible (source: Alexander Turnbull Library WA-55S56-G)

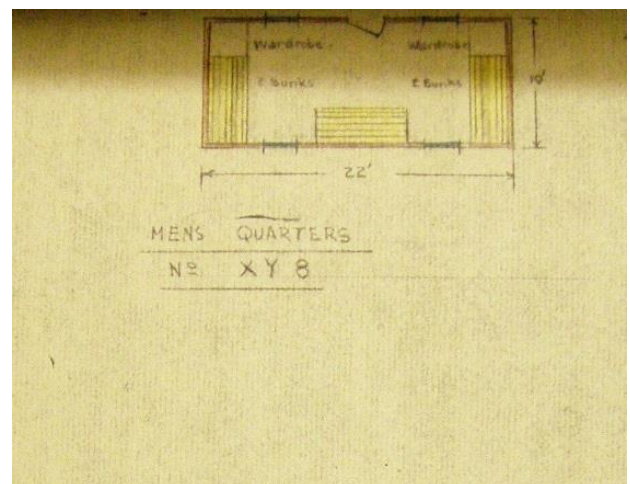
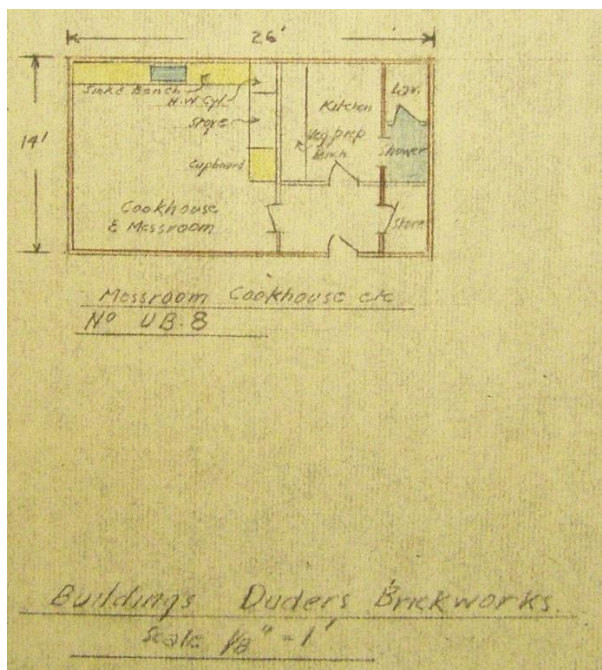


Figure 28. 'Camp Duder' mess hall and men's quarters constructed in 1942. These appear to have been demolished or removed from the site by 1946 (source: Camp data – Duders' Brickworks GVP [Guard Vital Point]; R10112937; ACIO; 21011; A1629; 16 / m; 168; AD-NMD/16; 1943 – 1944, Archives New Zealand, Auckland)

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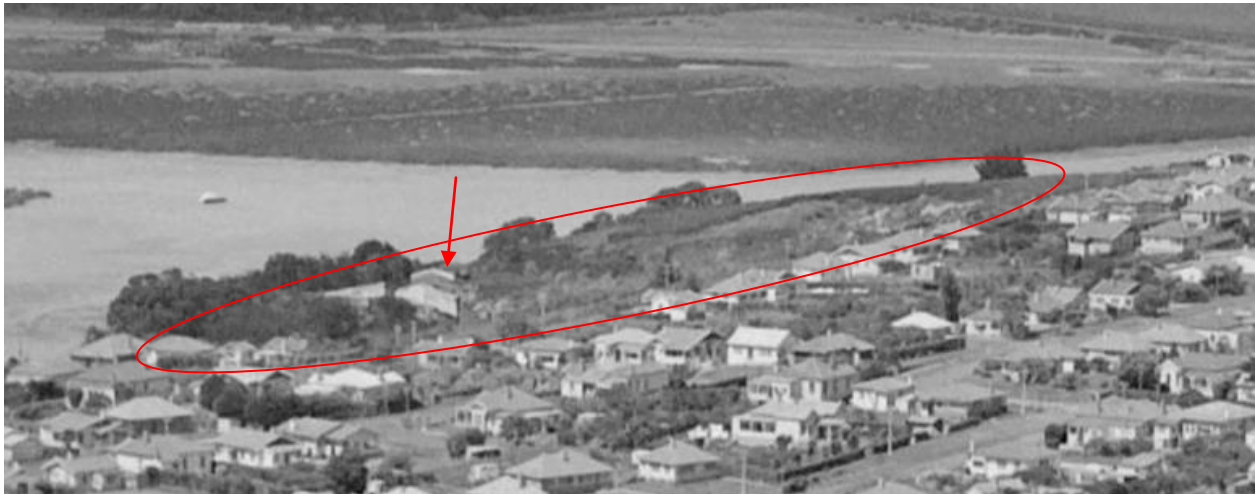


Figure 29. Whites Aviation sortie dated 1945, showing the site with the chimney absent Three gabled structures visible in a line (arrowed) correspond to those seen in the 1932 photograph in Figure 26 (source: Alexander Turnbull Library WA-01711-F)



Figure 30. Detail of Whites Aviation sortie 1940s. The quarry area is clearly visible and the buildings that appear to be the square and circular kiln constructed in 1890 are arrowed. A jetty or platform (circled) is visible to the left of Lake Road (source: Whites Aviation ref 1916/32; after Opus 2010)

Continued on next page

Figure 31. Detail of Whites Aviation sortie April 1952. The base of the round kiln is visible (arrowed), with three other buildings surviving. The building adjacent to the round kiln base may have been the first office of the Group Architects, although further research is needed (source: Whites Aviation ref 30498; after Philson 1990:79)



Figure 32. Detail from Whites Aviation sortie dated to 1955, showing the site cleared of standing structures and bare clay visible in many areas (source: Alexander Turnbull Library WA-36931-F)

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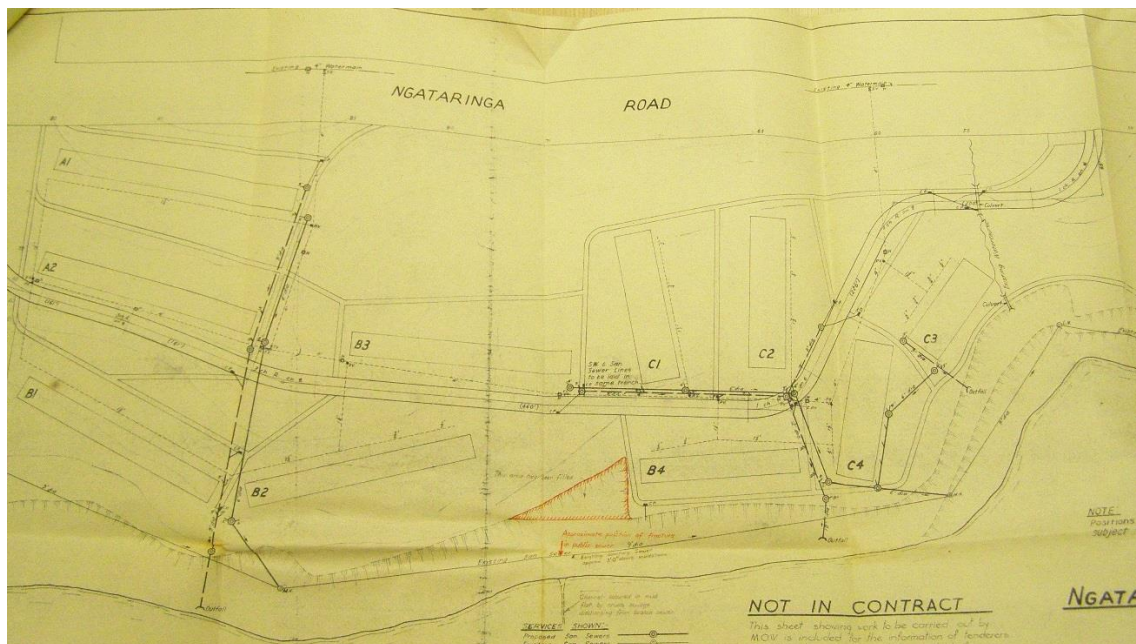


Figure 33. Detail of block layout for the 1950s Navy Housing final scheme. An area of gully to be infilled is noted in the centre of the plan (source: 'Defence - Devonport Naval Base - Ngataringa Bay Housing (Naval)'(R22453674; BBAD; 1054; A463; 1011 / b; 8/13/86/1; 2; 1956 – 1958, Archives NZ, Auckland)



Figure 34. 1959 aerial photo showing the newly completed Navy Housing scheme based on designs by Group Architects. The duplex (arrowed), adjacent to the Brickworks manager's house at 31 Lake Road, is visible. Two apparent building platforms (circled) are visible in the centre of the site (source: Auckland Council GIS viewer accessed 2015)

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RESULTS, CONTINUED

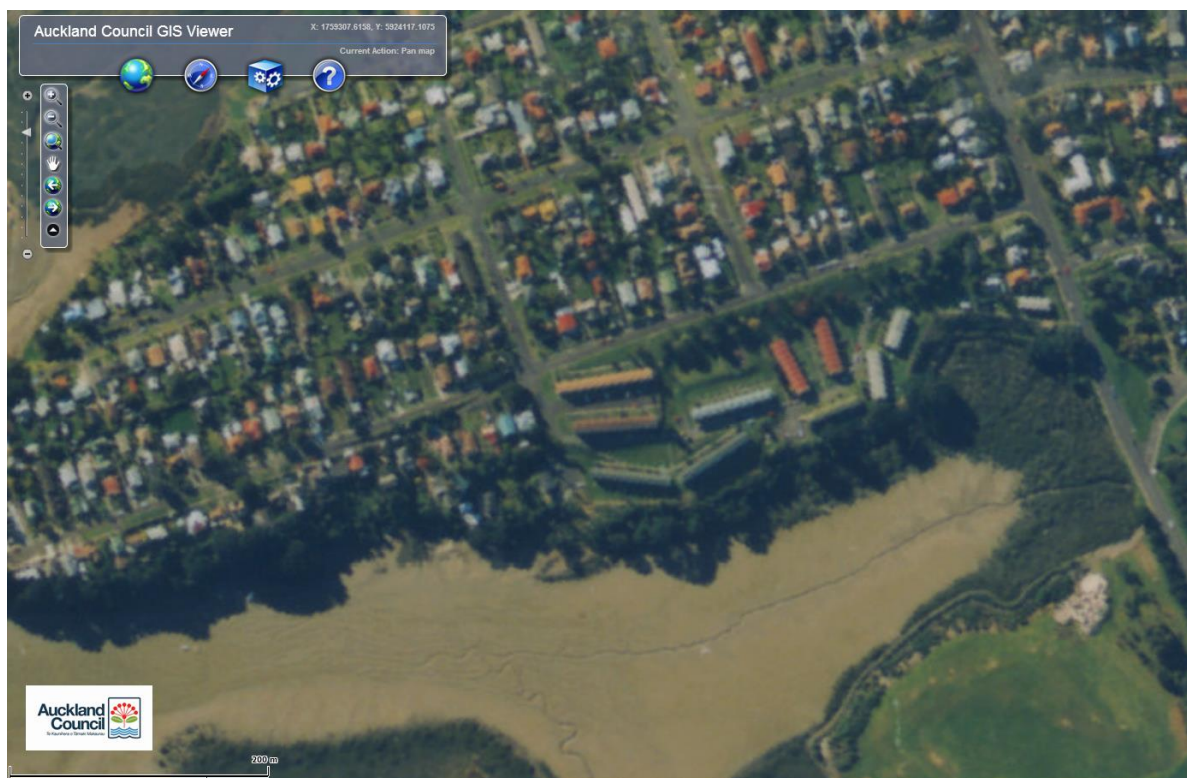


Figure 35. 1996 Aerial photograph of the site. The lawn areas that were part of the original landscape design have been replaced by tarmac angle parks to the west end of the site (source: Auckland Council GIS viewer accessed 2015)



Figure 36. 2006 Aerial photograph of the site following clearance of the Navy housing in 2003 (source: Auckland Council GIS viewer accessed 2015)

Continued on next page

RESULTS, CONTINUED

Field Survey The survey was carried out by Adina Brown and Charlotte Judge on 19/05/2015 in good weather conditions and visibility.

The project area broadly comprises three areas (Figure 37). The first is the area of proposed works in open space south of Ngataringa road, formerly occupied by the Duder Brickworks, Camp Duder and naval housing. The second area is the location of a residential duplex building that is to be demolished on Lake Road. The third is the coastal escarpment (walkway and coastal edge) that forms part of the scheduled Duder Brickworks site, but is not part of the proposed development (the Mary Barrett Glade). The survey results for each of these areas are described below.

Figure 38 is a map of the project area showing the location and extent of relevant historic heritage sites, including the Duder Brickworks, based on the information from early plans, historic photographs and aerials (above), and from field survey. Figure 39 is a map of the project area showing the location and extent of relevant sites in relation to the development plan.



Figure 37. Areas One, Two and Three defined in the field survey

Continued on next page

RESULTS, CONTINUED

Legend

- Midden Remains relocated in 2015
- 1882 'Victoria Park' subdivision
- Extant features relating to Duder Brickworks relocated in 2015
- Demolished Features relating to Duder Brickworks identified from historic photography*
- Features relating to Duder Brickworks shown on 1927 DP (investigated by Packington-Hall)
- Man-made platforms
- 1950s Navy housing scheme (demolished except duplex on Lake Road)

*Note: The shape and size of the demolished Brickworks structures are indicative only and their location is not georeferenced. This would need to be confirmed through archaeological investigation/ excavation (if subsurface remains are still present)

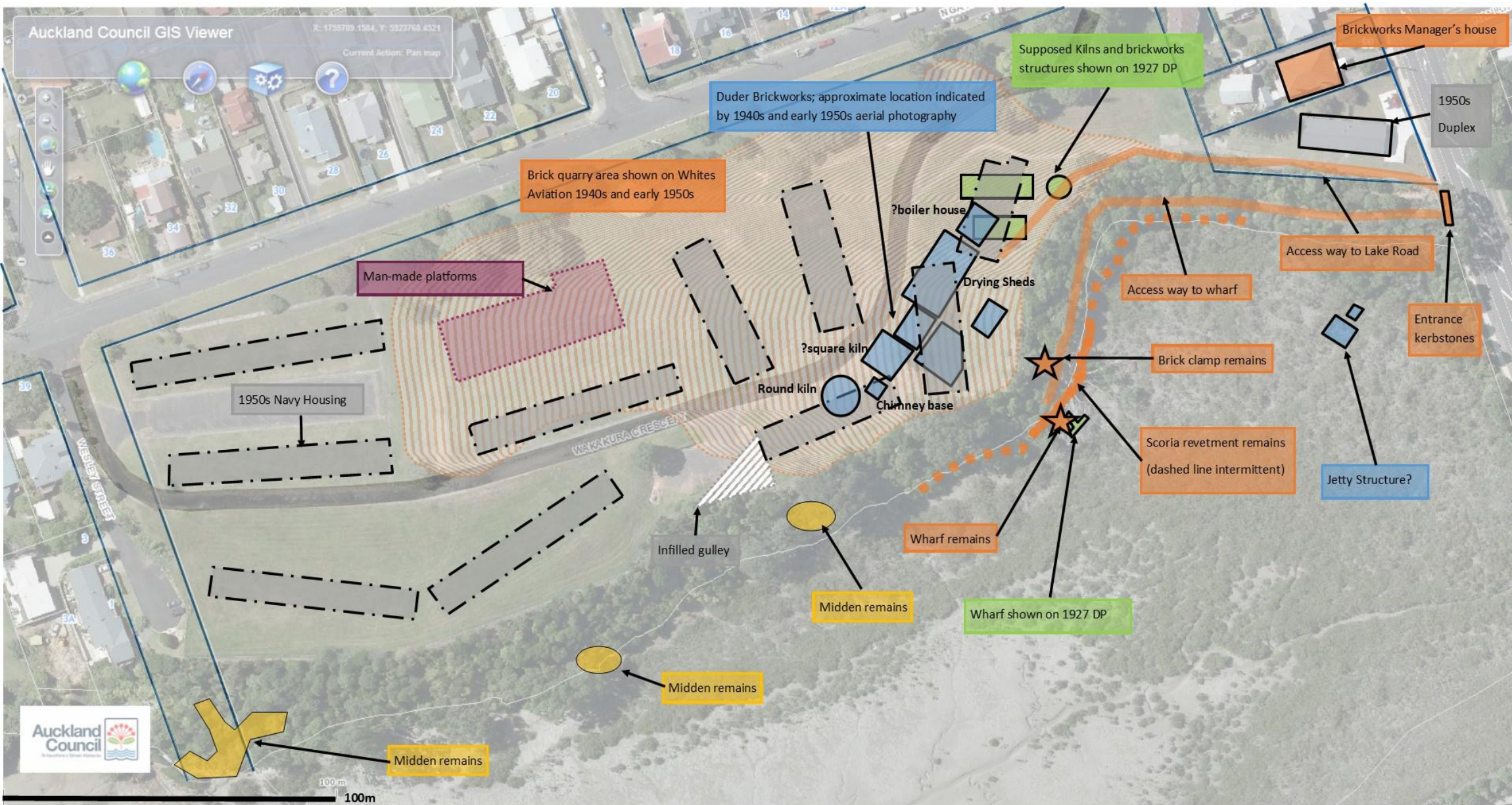


Figure 38. Known historic heritage sites identified from field survey and historic research

Continued on next page

Figure 39.
Known sites (see
key) in relation
to the proposed
development



Continued on next page

RESULTS, CONTINUED

Area One

Area One is where the proposed new buildings and amenities for the Ryman development would be located. It is located on a south facing slope immediately south of Ngataringa Road (Figure 36, Figure 40) and is largely covered in grass, with a former tar-sealed road now used as a path. Pohutukawa trees line Ngataringa Road to the north and regenerating bush covers the escarpment to the south. Approximately two-thirds of this area has a steep slope to the north that drops down from Ngataringa Road to the south, likely to be a quarry face for the former Brickworks. This then flattens out to an uneven platform, once occupied by the former Brickworks, camp Duder and naval houses.

No features are visible on the surface that are likely to relate to the Duder Brickworks structures. However, the former clay pit is still discernible. Earthworks for building platforms relating to the former residential Navy blocks are visible and correlate with the aerial photography/plans showing their location. The main path uses Wakakura Crescent, with areas of tar-seal, concrete, parking surfaces and services still present. The topography of the site has been modified considerably over the years, although the western part less so by the Brickworks. Based on research the Brickworks is likely to have been located at the eastern end, with the clay pit towards the centre (shown in the figures above). This area is discussed in more detail below.

Figure 40.
Residential
properties on
north side of
Ngataringa
Road, looking
northwest



Continued on next page

RESULTS, CONTINUED

Area One, *continued*

The eastern part of Area One has a steep slope on the north side, which drops down to an undulating platform sloping down to the east. There are areas of flat ground which are clearly building platforms for the 1950s Navy buildings demolished in 2003, as well as Wakakura Crescent (existing path), areas of concrete and service hatches for associated drains.

Along the eastern boundary of the area is a small cluster of residential properties of mixed age facing onto Ngataringa and Lake Roads. There is access from the south side of Ngataringa Road (Figure 41) and a narrow concrete pathway connecting with Lake Road to the east. These access points are visible in the 1950s aerials associated with the Navy development, although the Lake Road connection is likely to have originally serviced the Brickworks.

The very eastern part of area one, just southeast of a curve in the path, is where Packington-Hall carried out resistivity testing and believed he may have found evidence for subsurface remains of a kiln (Figure 42, Figure 43). Based on research this is likely to demarcate the main eastern extent of the main Brickworks structures. Further west is a small point, with the pohutukawa tree visible, which marks the position of the in situ brick structure (possible early kiln associated with the Brickworks) on the track below. This is also roughly aligned with the wharf down on the foreshore below the escarpment (Figure 44). Based on research the Brickworks structures are likely to have extended further west, just before the gully partly filled in during preparation works for the 1950s naval development (Figure 45). This also marks the last big area of demolition debris from the Brickworks, visible on the escarpment below.

Figure 41. Access from the Ngataringa Road to the eastern end of the project area, formerly Wakakura Crescent, looking southwest



Continued on next page

RESULTS, CONTINUED

Figure 42.
Eastern end of
the project area,
where
Packington-Hall
carried out
resistivity testing,
looking east



Figure 43.
Eastern end of
the project area,
where
Packington-Hall
carried out
resistivity testing,
looking west



Continued on next page

RESULTS, CONTINUED

Figure 44. Photo looking south-east over the general area occupied by the Duder Brickworks. The star is over the pohutukawa tree where the only visible *in situ* brick structure associated with the Brickworks is visible (on the track below). The white arrow is the modern wood fence that is roughly aligned with the wharf down on the foreshore below



Figure 45. The arrow marks the gully partly filled in during preparation works for the 1950s naval development. This marks the last big area of demolition debris from the Brickworks visible on the escarpment below. The main Duder Brickworks structures are likely to have stopped east of the gully; photo looking south



Continued on next page

RESULTS, CONTINUED

Area One, *continued*

The central area part of Area One is dominated by a moderate to steep slope to the north, sweeping around in a ‘bowl’ to the west (Figure 46). This is where the clay pit was located and delineates the quarry face. Just to the south of the quarry face are also two distinctive artificial platforms, which step down to the east (Figure 47, Figure 48). They do not appear to have been built on as part of the 1950s Navy development, but were possibly a landscape feature or associated with the former 1940s military occupation of the site.

The former Wakakura Crescent road (now a footpath) runs roughly west–east through this part of the area. The partly filled in gully has remnants of tar-seal, likely to have been a parking area for the 1950s Navy development.

Figure 46.
Looking north-
east across the
clay pit area
towards the
quarry face



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