

Historic Heritage Evaluation

Clarks Lane Historic Heritage Area



Prepared by Heritage Unit, Auckland Council

Final – June 2017

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June 2017 (Final version – updated July 2017)

Cover image: Clarks Lane, Hobsonville (Auckland Council, April 2017)

1.0 Purpose

The purpose of this document is to evaluate the dwellings located in Clarks Lane, Hobsonville, against the criteria for scheduling as an Historic Heritage Area (HHA). The majority of the buildings are currently scheduled as individual places and are included as such in the Auckland Unitary Plan (Operative in Part) (AUP(OIP)). This summary evaluation now considers the wider group values of this collection through the opportunity of the Whenuapai Structure Plan process.

This document has been prepared by Elise Caddigan, Specialist Built Heritage, Heritage Unit, Auckland Council. It is solely for the use of Auckland Council for the purpose it is intended in accordance with the agreed scope of work.

2.0 Identification

Site address	3, 4, 5, 6, 7, 9 and 10 Clarks Lane, Hobsonville
Legal description and Certificate of Title identifier	LOT 7 DP 411781 / 443912; LOT 4 DP 411781 / 443909; LOT 6 DP 411781 / 443911; LOT 3 DP 411781 / 443908; LOT 5 DP 411781 / 443910; LOT 1 DP 411781 / 443906; LOT 2 DP 411781 / 443907
NZTM grid reference	Northing: 1746888, Easting: 5926699 (taken from the approximate centre of the Lane).
Ownership	CR Puketapu & KD Hickey; S Reid & K Walker & A Walker; SD Woodward & JA Walsh; M Chang & T Lu; Luke Charles MacDonald; WE Hanlen & IR Hanlen & Hanlen Trustee Limited & MI Hanlen & MJ Orr; Yue Liu
Unitary Plan zoning	Auckland Unitary Plan (Operative in Part): Future Urban
Existing scheduled item(s)	00096: 7 Clarks Lane (Church); 00135: 9 Clarks Lane (Worker's Dwelling); 00246: 5 Clarks Lane (Worker's Residence); 00247: 4 Clarks Lane (Worker's Residence); 00248: 6 Clarks Lane (Worker's Residence); 00249: 10 Clarks Lane (Worker's Residence). All above listed scheduled places are Category B, with the interiors of all buildings excluded.
Additional controls	Airspace Restrictions Designation High-use Aquifer Management Areas Overlay Macroinvertebrate Community Index
NZHPT registration details	NA
Pre-1900 site	No

(HPA Section 2a(i) and 2b)	The place is not recorded as an archaeological site and has not been assessed to determine if it has archaeological values, however it has some potential as a site of human activity before 1900 resulting from former rural activity in the vicinity.
CHI reference/s	2300, 3527, 3792, 12874, 12875, 12876, 12877
NZAA site record number/s	NA

Constraints

- This evaluation does not assess the potential archaeological values of the place.
- This evaluation does not assess the structural integrity or the condition of the buildings, all comments are based on visual inspection only.
- This evaluation does not include an evaluation of the importance of the place to mana whenua.
- Buildings have been generally viewed from the streetscape and do not generally consider the interior.
- Site visits in relation to the production of this HHA report were undertaken on 12 April 2017.

Historical summary

3.1 Early History

Hobsonville lies within the Waipareira block acquired by the Crown from Ngati Whatua in 1853, and is described on an 1854 hydrographical chart as undulating fern land.¹ Rice Owen Clark was reportedly the first European settler in the area in the mid-1850s and donated a significant amount of land, resources and money to establish Hobsonville as an important centre in the Upper Harbour district. By 1908, Hobsonville was the only west Auckland settlement besides New Lynn to be eligible to become a town district. In that year R.O. Clark and others presented a town district petition to the Waitemata County Council and were successful.

R.O. Clark unsuccessfully attempted to farm his land until he fashioned and implemented field tiles using clay, tree branches and a hot fire; the resulting tiles facilitated the effective draining of his fields. Neighbouring farmers soon requested their own tiles from Clark and he established a pipe-making enterprise in 1862 manufacturing field tiles. Clark's agricultural success with his homemade tiles encouraged him to begin a large local industry specialising in bricks and tiles. By 1885, Clark's yard was producing up to 60,000 bricks per week to supply Auckland's building boom. By 1900, R.O. Clark Limited had developed into the largest producer of bricks, field tiles and other pottery wares in west Auckland.

¹ Turton, H. Hanson, *Maori Deeds of Land Purchases of New Zealand: Volume One*, 1877, C.L.O, no. 126, Waipareira Block, Auckland District, 284

R.O. Clark's son, R.O. Clark II took over the business in 1876 and following R.O. Clark's death in 1896 his son consolidated the company's lead in stoneware manufacturing. In the 1890s, competition amongst the makers of bricks was fierce and manufacturers began to look for ways of beating their rivals. Following the introduction of competitors, Clark relied upon the pipe-making side of his business and became the market leader in price and quality for this product. The Clarks invented and began to produce a range of ceramic building blocks. The block was a large hollow rectangular brick with a vertical divider and was the precursor to the modern concrete block technology.² Competition for the market increased with the introduction of more rival firms in the early twentieth century. During this time R.O. Clark II died (1905) and the company was led by R.O. Clark III and his brother, Thomas Edwin Clark. R.O. Clark III embarked on an ambitious expansion programme for the company that eventually led to its collapse in 1909.

The land upon which the Clarks Lane cottages are situated was part of a Crown Grant of 355 acres made in 1854 to Bain and Burt, Auckland shipping agents. The partners immediately sold their land to Peter Robinson, a baker, who subdivided the grant in to 50 lots in 1864.³

H O B S O N V I L L E.

THE Subscriber has been instructed to prepare for the sale of the above property, situated on the Waitemata, about 8 miles from Auckland, which has been divided into small Farms and Villa Sites from 5 to 10 acres each.

HOBSONVILLE is situated on the Waitemata river, on that peninsula which stretches from Henderson's Creek towards Wood's Island, and is part of the land originally selected by Captain Hobson for the site of the future Capital of New Zealand. The front allotments command a magnificent view of the harbour; have water frontages, and are admirably adapted for villa sites; while the back allotments have an uninterrupted view Westward, with deep water frontages, and are well adapted for small farms.

HOBSONVILLE may be seen from any of the high parts of the city, but for the convenience of intending purchasers, boats will ply daily to the property. Cards may be had of the Auctioneer.

H O B S O N V I L L E.



New Zealand Herald, Issue 81,
16 February 1864

Extract from NZ Map 7935, Sir George Grey
Special Collections, Auckland Libraries

Lots 34 and 35 were purchased by Thomas George Simmonds who lived in Auckland – it is likely that Simmonds never resided on, or improved his land in Hobsonville. Simmonds went to England in 1881 and died there in 1885. Following his death, Simmonds's sister inherited the land, however she took no interest in, or action with it.

² Dave Pearson Architects, *Duke House Conservation Plan*, 2012, 10

³ Deeds Index 7A.11 and 14D.945

In approximately 1890 a gumdigger and farmer (and elsewhere described as a squatter), John Boyd, occupied the lots and eventually built a whare on lot 34. Electoral records indicate that Boyd had been in Hobsonville since circa 1881 with a family. Boyd surmised that he could occupy the land and pay the rates for 25 years which would entitle him to the land and legal titles.

Lots 34 and 35 were taken by the Public Trustee in 1902 under the Unclaimed Lands Act 1894.⁴ The two-lot holding was bought in 1902 by R.O. Clark II. Following this event, the suicide of Boyd was widely reported – the inquest returning a conclusion of insanity over the unexpected loss of his land.⁵

3.2 Workers' Cottages

Between circa 1902 and 1909⁶ eleven timber dwellings were constructed on lots 34 and 35, forming Clarks Lane.⁷ It is unclear where the instruction for the cottages to be constructed came from; it is likely that the concept was initiated by R.O. Clark II before his death and implemented by his sons. At the turn of the century, Hobsonville was a remote area and Clark likely had difficulty in attracting and retaining sufficient employees; workers' housing would have provided subsidised and convenient accommodation, a significant drawcard for prospective employees. In February 1906 a strip of land (which later became Ockleston Road) was purchased to provide access from Clarks Lane to Hobsonville Road.⁸ This afforded direct access to the site where the company store was built, and to the works located on Clark Road. The first four, four-roomed cottages were built in Clarks Lane in circa 1902-6. The remaining six cottages and a foreman's villa were erected around the end of 1908-early 1909. All of the dwellings were constructed of timber and the cottages were of a simple, "saltbox" type style.



1940 aerial of Clarks Lane. Close up image from Crown 143_92_22. See Appendix 2 for additional aerial photography.

⁴ New Zealand Herald, Volume XXXIX, Issue 12064, 6 September 1902

⁵ New Zealand Herald, Volume XXXIX, Issue 11988, 10 June 1902

⁶ Note that many sources differ on the construction date, so a wide time period has been adopted

⁷ Dinah Holman, *Hobsonville Heritage Items in the path of the SH18 Realignment*, report prepared for Transit New Zealand, (Auckland, 2004), 38-41. Note that many sources differ, with some dating the first cottages to 1902

⁸ Holman, *Hobsonville Heritage Items*, 38

Clarks Lane and Ockleston Road were dedicated as public roads in 1928.⁹ In April 1929 the ownership of the cottages and villa were transferred to the Amalgamated Brick and Pipe Company Limited, a clay industry combination of four west Auckland companies.¹⁰ By the late 1920s, clay at Limeburners Bay was running out and the transportation of products from the Hobsonville works by water to the Auckland depot remained a significant impediment.¹¹ The plant closed in 1931 with the loss of 40 local jobs as all production was transferred to a new centre of operations in New Lynn.

All of the dwellings in Clarks Lane remained in situ until the 1960s when three cottages were removed between 1963 and 1968. One more cottage was removed between 1968 and 1978. In 1983 the Amalgamated Brick and Pipe Company (known at this time as Ceramco) granted 999 year leases for the seven remaining Clarks Lane properties to a private individual.¹²

In 2001 five of the cottages and the villa remained. In association with the construction of State Highway 18, two of the cottages were relocated within the lane. Also in association with the roading project the former Brighams Creek church was relocated to 7 Clarks Lane to avoid demolition.

The surviving Clarks Lane cottages, the former foreman's villa, and the remnant lane alignment (now a cul-de-sac), which form the context of the HHA are associated with a historically significant former industrial complex that dates from the mid-to late nineteenth and early twentieth centuries.¹³

The Clark's built a number of cottages for workers and a boarding house for single men in the vicinity of their works. In the early twentieth century, around 1902-10, many of these were replaced by new cottages built along either side of Clarks Lane.¹⁴

Physical description

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, a rural suburban district to the north-west of Auckland. Clarks Lane is situated on the north-western edge of the area, close to the adjacent district of Whenuapai and the Waiarohia inlet. The area is known for its industrial (pottery and brickworks), farming and air force legacies. Near the end of the twentieth century, residential areas developed at the fringes of the area, and many rural farms became lifestyle blocks. The Royal New Zealand Air Force sold the airfield back to the New Zealand Government (via Housing New Zealand) in 2002, although they retain a lease on much of the airfield.¹⁵ Considerable residential development has subsequently occurred in the Hobsonville area, largely rendering the former agricultural landscape indiscernible.

⁹ LINZ, CT NA351-134 and DP 21475

¹⁰ LINZ, CT NA478-136 and DP 95748; *New Zealand Truth*, 3 July 1930, 18

¹¹ Clough, Rod, Sarah Macready and Mica Plowman, 'R.O. Clark's Pottery 1864-1931, Limeburners Bay, Hobsonville: An Archaeological Investigation', (Auckland, 2008), 14

¹² Dave Pearson Architects, 'Clarks Lane Worker's Cottages: A Heritage Assessment and Recommendations' (Auckland, 1999), 5; LINZ, CT NA478-136 and DP 95748

¹³ Dave Pearson Architects, 'The Cottage: 2-4 Sinton Road, Hobsonville: A Conservation Plan' (Auckland, 1999), 31

¹⁴ Foster, Russell and Matthew Felgate, *Archaeological Investigation of the Field Cottage and Ockleston House, Hobsonville*, (Auckland, 2011), 12

¹⁵ "Hobsonville", Wikipedia, accessed 12 April 2017, <https://en.wikipedia.org/wiki/Hobsonville>

Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of the Upper Harbour Motorway (part of State Highway 18 - completed 2011) the lane became a cul-de-sac. A footbridge was installed over the motorway in an attempt to retain the connection between the truncated Clarks Lane and Hobsonville's commercial centre. The footbridge connects to a recently developed pedestrian area at the south end of Clarks Lane. This area is characterised by interpretive artworks reminiscent of area's pottery history and references lost heritage by utilising salvaged windows from demolished cottages.



2015 aerial of the wider context of Hobsonville and surrounds. Clarks Lane is indicated by the red arrow. Auckland Council GeoMaps.

The physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of cottages. There is a wide road reserve and no footpath, both of which contribute to its rural amenity and aesthetic. The lane is narrow, with road markings only to denote the edge of the carriageway; prior to the sealing of the road post-motorway construction, the lane was metalled. The position of the cottages on either side of the road creates a balance of housing through the lane and is an important aspect of the HHA.

The Clarks Lane HHA comprises seven dwellings, five cottages, one villa and one former church. 7 Clarks Lane is the former Brighams Creek church, constructed in circa 1910.¹⁶ The church was relocated approximately 4.5km to the east in circa 2009 when it was identified in the preferred proposed alignment of the new motorway. At this time the vacant land on the eastern side of the lane was identified as the preferable location for the relocation of the church. Its former location at 1 Brighams Creek Road is now the site of a large roundabout. 3 Clarks Lane was relocated approximately 22 metres north from its original position and 2 Clarks Lane was relocated across the road to a new position at 5 Clarks Lane, as they were also within the proposed motorway alignment.

As viewed from historic aerial photography, in 1940 and until 1963 all eleven of the dwellings remained. Prior research undertaken in 1999¹⁷ indicates that there

¹⁶ CT NA102-278

¹⁷ Dave Pearson Architects, *Upper Harbour Corridor SH16 & SH18 Realignment Study: Appendix 16 Heritage Assessment: Clarks Lane Workers Cottages*, (August 1999)

were originally approximately 15-18 houses built, however this is unsubstantiated and is contrary to deposited plan, map and photographic evidence. It is likely that only eleven dwellings were constructed in this location. Aerial images show that between 1963 and 1968 three of the cottages disappeared. Between 1968 and 1978, another cottage was lost. From 1978 to 2008, aerial photography shows seven dwellings (although one is not likely to be an original cottage). From the earliest available aerial (1940) to 2008, the lane alignment prior to the new motorway is evident, clearly showing the layout which necessitated the relocation of two cottages north (but still within the lane). DP 95748 (1981) shows seven 'flats' also indicating that four cottages were removed or demolished between 1959 and 1981.

The lane is characterised by the compact, single-story cottages, which retain the "saltbox" typology form with a lean-to, and the foreman's villa at the northern end. The side gabled geometry of the cottages is a dominant physical feature, which is highly visible due to the consistent setbacks and wide berm. The cottages are of varying integrity, the majority have retained their overall form and materiality however a couple have replacement cladding and aluminium fenestration. The streetscape is generally open, with few front boundaries enclosed; this openness is enhanced by the lack of road-front garages.

Key features:

(Including, but is not limited to)

- Small dwelling footprint and size
- Geometry of cottages (saltbox type form with lean-to)
- Single storey height
- Timber cladding and fenestration
- Brick chimneys
- Road formation (including large grassed berm and no footpaths)
- Setbacks

Comparative analysis

When considering the Clarks Lane HHA in relation to other similar or related areas within the locality or region, the main comparison that can be made is with other areas or places that display a similar architectural style or age and that have associations with the area's industrial or entrepreneurial development. Of particular comparison are groups of dwellings that were specifically constructed to house workers.

In Hobsonville and the wider Auckland region, there are no other *known* extant examples of a group of privately established worker's dwellings with a connection to a pottery works. The Clarks provided workers' housing as early as the 1880s, with the construction of a three unit dwelling to house single men and the site engineer; stand-alone housing is also referred to in the same vicinity, the existence of which remains unconfirmed. Clarks Lane was developed later, but differs as a contiguous group of housing nominally for married workers and their families. As shown in Appendix 4, other industries, both public and private (sometimes in response to government legislation) constructed workers housing between circa 1880 and the 1920s.

Significance criteria

(a) Historical

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

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region.

The HHA has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark who continued their father and grandfather's legacy of philanthropism in the Hobsonville area. The Clark family were one of the first European settlers to the area and made a significant contribution to the history of the locality; the Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville. Clark's pipeworks and pottery were one of the most successful potteries in the area, the products of which contributed to the establishment of the industry and infrastructure in the area, and construction in the Auckland region.

The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area.

The HHA is considered to be of **considerable** historical significance to the community in the **local** (Hobsonville) area.

(b) Social

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

The houses play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family, a significant local family and employer. Six of the buildings in the HHA are currently individually scheduled in the AUP (OIP), demonstrating that the places have existing value and are held in high esteem.

The HHA is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and the effort of a local company to provide affordable and convenient housing.

The HHA is considered to be of **moderate** social significance to the community in the **local** (Hobsonville) area.

(c) Mana whenua

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

An assessment of the area's value to Mana Whenua has not been undertaken as part of this evaluation.

(d) Knowledge

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

The buildings within the HHA have little potential to provide scientific or scholarly knowledge, or contribute to an understanding of the cultural or natural history of the locality. Information that could be derived from the places is likely to be readily available from documentary sources.

The HHA is considered to be of **little** knowledge significance to the community in the **local** (Hobsonville) area.

(e) Technological

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

The construction, components and materials of the buildings within the HHA are typical for their time and are unlikely to demonstrate technical accomplishment or innovation.

The HHA is considered to be of **little** technological significance to the community in the **local** (Hobsonville) area.

(f) Physical attributes

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

The workers' cottages on Clarks Lane represent a house plan and form that was common throughout the country by the mid-nineteenth century and helped to establish a New Zealand vernacular. As a group of dwellings of a similar design and style, the cottages have considerable value as a remnant of the early settlement period and architectural development of Hobsonville.

Although the original fabric of some of the buildings has been compromised or replaced, their continuing conformity to the general built form of the "saltbox" type cottage is evident and of architectural value. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. The dwellings also represent the more modest means of the pottery workers and are illustrative of the social stratification evident between the Clark family, the pottery's manager, and the general workers.

Four of the dwellings are situated on their original sites, with the other two having been relocated within their immediate original context. Standing on Clarks Lane for approximately 110 years, the cottages maintain their saltbox type forms and are characterised by their modest design and simplicity of detail, reflective of the social and economic means of the people for whom they were

built. Based on those physical attributes visible from the public realm, the cottages and villa have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The HHA is considered to be of **considerable** physical attributes significance to the community in the **local** (Hobsonville) area.

(g) Aesthetic

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

The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality.

The HHA is considered to be of **moderate** aesthetic significance to the community in the **local** (Hobsonville) area.

(h) Context

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

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age and scale, forming part of the historical and cultural complex of the locality.

The houses are also associated with other buildings in the area that are linked with the pottery works. These include the archaeological remains of the pottery and pipeworks in Limeburner's Bay, the Three Unit House, Duke House and R.O. Clark's 'Ngaroma'.¹⁸ The Clarks Lane residences contribute to this non-contiguous group of places associated with the Clark family and legacy in the locality.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The narrowness of the lane, the wide road reserve, the large open sections and the setback of the cottages are intact key features of the rural setting, and are further tangible reminders of the coherence of the workers' housing legibility.

The HHA is considered to be of **considerable** context significance to the community in the **local** (Hobsonville) area

¹⁸ These places are all scheduled in the AUP(OIP)

Statement of significance

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, an area to the north-west of the Auckland Central Business District. Clarks Lane is situated on the north-western edge of the suburb, close to the adjacent district of Whenuapai and the Waiarohia inlet. Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of State Highway 18 the lane became a cul-de-sac. The lane is narrow, with road markings only to denote the edge of the carriageway, it has a wide road reserve and no footpath, all of which contribute to its rural amenity and aesthetic. These physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of residences. The position of the dwellings on either side of the road creates a balance of housing through the lane. The carriageway, road reserve and building positions are therefore contributing features of the Clarks Lane Historic Heritage Area and are important aspects of the Historic Heritage Area's context.

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region. The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area. The Clarks Lane Historic Heritage Area has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark. The Clark family were some of the first European settlers to the area and made a significant contribution to the history of the locality. The Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville.

The dwellings play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family. The Historic Heritage Area is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and effort of a local company to provide affordable and convenient housing. As a group of dwellings of a similar design and style, they have considerable value as a remnant of the early settlement period and architectural development of Hobsonville. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. Based on those physical attributes visible from the public realm, the dwellings have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality. The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The former Brighams Creek church at 7 Clarks Lane (relocated to the lane in circa 2009) does not detract from the overall aesthetic of the lane. It is attributable to a similar architectural and historical period as the cottages and villa, and the original portion is an example of an attractive, modest structure

evocative of the small late nineteenth/early twentieth century church buildings that express the vernacular style of New Zealand's ecclesiastical architecture. The former church has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason, it is identified as a non-contributor within the Historic Heritage Area and will remain individually scheduled.

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age, street-fronting orientation and scale; forming part of the historical and cultural complex of the locality. The cottages at 3, 4, 5, 6 and 10 Clarks Lane are characterised by their compact size and single storey height. From a social lens, this is reflective of their original use as accommodation for workers. The roof form of the cottages at 3, 4, 5, 6 and 10 Clarks Lane is an asymmetrical side-gable with a subservient, lower pitched lean-to at the rear. The foreman's villa at 9 Clarks Lane is the largest of the workers' residences and is an example of the common villa typology prevalent at the beginning of the twentieth century. The villa's setback, size, square plan, hipped roof and central gutter differentiate it from the other workers' cottages. The larger size and distinct form of the villa reflects the higher professional standing of the pottery foreman.

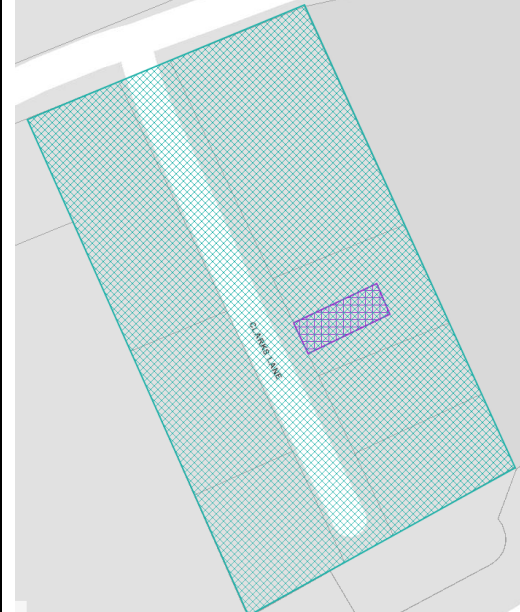
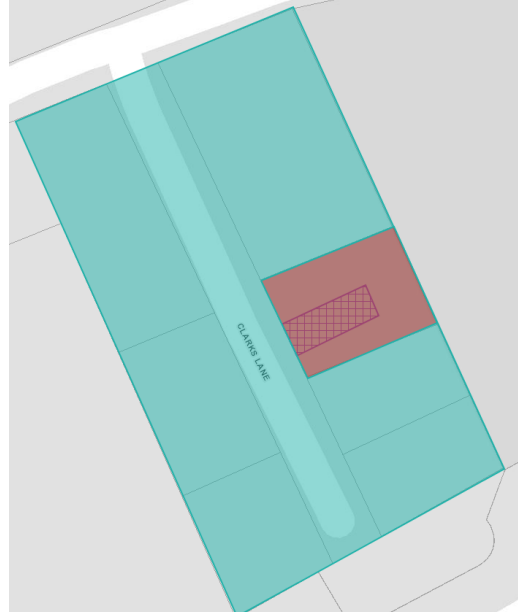
The dwellings originally had corbelled brick chimneys, and open verandahs along the front (street-facing) elevation. Several dwellings retain either, or both of these attributes that are important physical and aesthetic features. The front elevations are also characterised by a central entrance door, framed on either side by four-pane sash windows. Paint-finished timber cladding and fenestration, and iron or steel roofing are key material characteristics that illustrate the traditional qualities of the dwellings. Some dwellings have replaced the original timber fenestration with aluminium joinery.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The sites have large open sections with little front boundary fencing (i.e.: no more than 1.2 metres in height and visually permeable) and consistent (approximately 10 metres) setbacks which are intact key features of their rural setting. These are tangible reminders of the coherence of the workers' housing legibility.

Extent of the place for scheduling

- The identified extent of the place for scheduling is the area that is integral to the function, meaning and relationships of the place.
- The proposed extent captures the certificate of title boundaries for all of the places, except for 10 Clarks Lane which has been drawn to in part reflect the historic subdivision pattern (recognising that the north-western part of the site no longer has a direct relationship with Clarks Lane) and captures the site of an original cottage. Refer to Appendix 2 for historic aerial photography which demonstrates this.
- The proposed extent also captures the road and road reserve, as these areas have been identified as contributing to the significance of the HHA.
- The interior of the buildings have not been inspected for their contribution to the overall place and at this time they are recommended as exclusions.
- All post-1940 accessory buildings are recommended as exclusions.
- The former church at 7 Clarks Lane has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason it is identified as a non-contributor within the HHA

and is recommended to remain individually scheduled. As the church is located centrally within the original land parcel upon which the 11 dwellings were constructed, the extent of place for the HHA includes the CT boundaries of 7 Clarks Lane.

	
<p>Proposed extent of the Historic Heritage Area (showing the existing individual extent of 7 Clarks Lane which is to remain)</p>	<p>All properties highlighted in blue are contributing sites to the Historic Heritage Area. Note that 7 Clarks Lane is identified as a non-contributor to the HHA and is to remain individually scheduled</p>

Recommendations

Based on the preceding evaluation, the Clarks Lane HHA meets the threshold to be eligible for inclusion in the Schedule of Historic Heritage Places. This place is considered to have overall considerable significance at a local level.

- The heritage values which meet the threshold of considerable are Historical, Physical Attributes, and Context.
- The place has overall considerable significance to the locality.
- For the scheduled historic heritage extent of place refer to Section 9.0 above.

11.0 Table of Historic Heritage Values

Significance (A-H)	Criteria	Value* (None, Little, Moderate, Considerable, Exceptional)	Context (Local, Regional, International)
A- Historical		Considerable	Local/Regional
B- Social		Moderate	Local
C- Mana Whenua		NA	NA

D- Knowledge	Little	Local
E- Technological	Little	Local
F- Physical Attributes	Considerable	Local
G- Aesthetic	Moderate	Local
H- Context	Considerable	Local/Regional

***Levels of significance or value:**

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

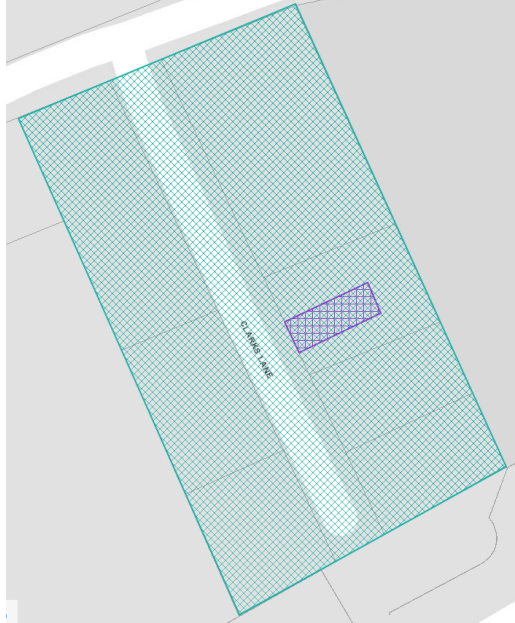
Considerable: of great importance and interest; retention of the identified value(s)/significance is very important.

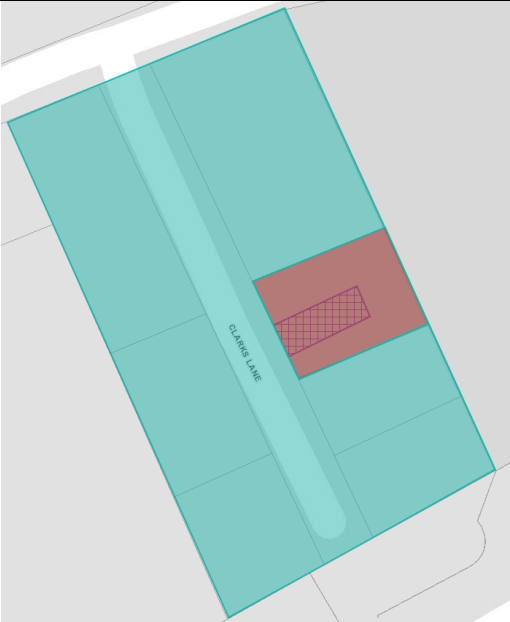
Moderate: of some importance and interest; retention of the identified value(s)/significance is desirable.

Little: of limited importance and interest.

NA/None: none identified

11.0 Overall Significance

Area Name and/or Description	Clarks Lane Historic Heritage Area
Verified Location(s)	3, 4, 5, 6, 7, 9 and 10 Clarks Lane, Hobsonville
Known Heritage Values	A, F, H
Extent of Place	 <p>Historic Heritage Extent of Place</p>

	 <p>Contributing and non contributing static map for insertion into Schedule 14.3</p>
Exclusions	<p>Interior of building(s);</p> <p>Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place.</p>
Additional Controls for Archaeological Sites or Features	-----
Place of Maori Interest or Significance	-----
Contributing Sites/Features	3, 4, 5, 6, 9 and 10 Clarks Lane
Non-Contributing Sites/Features	Former church, 7 Clarks Lane (Lot 5 DP 411871)

Author

Elise Caddigan
Specialist Built Heritage

Date

May 2017

Reviewer





Cara Francesco
Principal Specialist Built Heritage - Policy

Date

June 2017

Appendix 1

Contributing and Non-contributing buildings

Address	Image	Description	Contributor/ Non-Contributor
3 Clarks Lane, Hobsonville		<p>This dwelling was relocated approximately 22 metres to the northeast as a result of the new motorway. The house has undergone some changes including recladding, replacement aluminium fenestration and the infilling of the northern portion of the verandah. As per a 1999 physical description of the place, the brick chimney was removed prior to its relocation.</p> <p>Although the place has lost much of its original fabric, the built form is readily recognisable and the place is situated on its new site in keeping with the rest of the lane.</p>	Contributor
4 Clarks Lane, Hobsonville		<p>As viewed from the public realm, 4 Clarks Lane is very intact as it retains its original cladding, fenestration, chimney, verandah and posts.</p>	Contributor
5 Clarks Lane, Hobsonville		<p>5 Clarks Lane was relocated from its position at 2 Clarks Lane as part of the new motorway construction. Post-relocation the cottage has been sympathetically restored with the addition of a verandah, balustrading and posts. The dwelling retains a high level of integrity.</p>	Contributor
6 Clarks Lane, Hobsonville		<p>This dwelling is not highly visible from the public realm, however it appears to retain its verandah, fenestration and a portion of the original chimney. The overall built form of the</p>	Contributor

cottage is easily discerned.

7 Clarks Lane,
Hobsonville



This building was the Brigham Creek Church, formerly located at 1 Brigham Creek Road, Whenuapai. Due to the motorway designation the place was relocated to a site on Clarks Lane in preference to demolition. It has since been converted in to a residence and received a large rear addition. The former church has no direct association with the Clark family or brickworks, and has a limited contribution to the identified values of the HHA. It is recommended that the church remain individually scheduled.

Non-contributor

9 Clarks Lane,
Hobsonville



9 Clarks Lane is the largest workers' residence, reportedly built for the brickworks manager and his family. It is of a villa form, with a hipped roof and central gutter. As viewed from the public realm, some modifications have occurred; the original roofing material has been replaced with concrete tiles, the chimney has been removed and one of the front windows has been turned 90° in to a horizontal position.

Contributor

10 Clarks Lane,
Hobsonville



This cottage has been highly modified, with new cladding, new fenestration and the removal of the verandah. Whilst the historic fabric of the dwelling has been compromised, the overall built form of the place is reasonably intact, and is still recognisable as a former worker's cottage.

Contributor

Appendix 2
Historical Aerial Photography



1940. Crown_143_92_22.



1959. Auckland Council GeoMaps.



1963. Crown_1392_3231_45.



1968. Crown_1875_5044_15.



1978. Crown_5283_A_1.



2001. Auckland Council GeoMaps.



2006. Auckland Council GeoMaps.



2008. Auckland Council GeoMaps.



2010-11. Auckland Council GeoMaps.



2012. Auckland Council GeoMaps.



2015-16. Auckland Council GeoMaps.

Appendix 3

Photographs

Clarks Lane context and surrounds (south end):











3 Clarks Lane:



4 Clarks Lane:



5 Clarks Lane:



6 Clarks Lane:



7 Clarks Lane:



9 Clarks Lane:



10 Clarks Lane:



Clarks Lane context and surrounds (north end):







Appendix 4

Comparative Analysis

Schedule 14.2.8 Railway Workers Housing Area Historic Heritage Area (Schedule 14.1 ID 02565)

The area includes residential properties on the eastern side of Nikau Road, adjacent to Sturges Park, on the south east side of part of Awa Street, and on the north east and south west sides of Awa Street close to the intersection with Kuranui Street.

A distinctive feature of Otahuhu's early 20th century residential development is the housing precinct built for Railways Department staff in Otahuhu in the mid-1920s. The houses in Otahuhu are representative examples, demonstrating some of the minor variations used. They are all of timber construction, with timber weatherboard cladding, timber window joinery (originally double hung sash types) and corrugated iron roofs. While some changes have been made to a number of the houses, such as replacing timber windows with aluminium joinery, they retain their general railway house character.

The Railways workers' housing area in Nikau Road and Awa Street has collective historic, architectural and streetscape values, based on the surviving concentration of railway houses, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, generous setback of dwellings from the street front and open street character.



31-35 Awa Street, Otahuhu. Google Street View, February 2012.

Kingsley Street state houses (former) (Schedule 14.1 ID 02619)

The places at 17-25 Kingsley Street have considerable national significance for their historic values associated with the Workers' Dwelling Act, the first act in the western world giving a central government the power to build houses for its citizens. The five houses of the Grey Lynn settlement represent an important political and social idea in New Zealand during the turn of the twentieth century which marked the beginning of government intervention in the well-being of its citizens.

The houses have considerable value for their physical attributes because they represent central government's policies on housing for workers, including the social philosophies of the day, which informed the design, layout, construction and location of the houses. The houses also have considerable context value for their contribution to the surrounding physical context, and contribution to a wider cultural and thematic context of state housing across Auckland and New Zealand. The houses assist in understanding the roots of New Zealand's state housing program that has continued almost uninterrupted for over 100 years.



25 Kingsley Street. Auckland Council, 2013.

Four Chelsea Estate Refinery Cottages (Schedule 14.1 ID 00896)

The four, two-storey semi-detached brick Chelsea Workers Cottages were constructed in 1909 for a core of tradesmen living on the Chelsea Estate. The cottages are exceptionally significant examples of Edwardian-Industrial company housing as they provide historical and technological significance as part of a group of New Zealand's only sugar refinery housing. Originally, the erection of the Sugar Works wharves, dams and residences was carried out by the company's own employees under the supervision of the working manager. Traditionally the refinery was the geographic, economic and social focus of Birkenhead, providing almost all of the local income and employment. Chelsea introduced the Housing Advances for Wage Earners Scheme that provided cheap housing loans and led to the building of over 130 houses, contributing greatly to the growth and development of Birkenhead. The housing scheme represented a third of all new houses in the Birkenhead area between 1910 and 1926. As the need for live-in tradesmen disappeared, the houses slipped into a cycle of disuse and vandalism. In 1983, the New Zealand Sugar Company (Chelsea) announced plans to restore and sell the cottages that had then been vacant for more than seven years.



Brick cottages built for Chelsea Sugar Works staff, Birkenhead, 1909.
North Auckland Research Centre,
Auckland Libraries B0063.



60 Colonial Road, Birkenhead.
Google Street View, February 2012.

'Lawry settlement' – Ellerslie

The Ellerslie 'Lawry settlement' is bounded by Ramsgate, Findlay, Hewson, and Cawley Streets. These houses were constructed around 1910 and several were designed by Woburn Temple. Ellerslie was one of the largest housing settlements in New Zealand with 36 houses constructed. It appears that all of the houses in the Lawry settlement remain in situ, though some have been re-clad and have lost some legibility. The settlement is in Special Character Areas Overlay – Residential Isthmus A.



2-8 Hewson Street, Ellerslie. Google Street View, May 2014.

Hokonui Road, Otahuhu

The nine dwellings numbered 36 to 54 Hokonui Road in Otahuhu are likely to be workers' housing associated with the Westfield freezing works. At this time little research has been undertaken to substantiate the connection, however the group of houses demonstrate features that indicate that they were constructed at the same time for a particular local industry. The dwellings are of a transitional villa/bungalow design, all of masonry construction. It is likely that the houses were built in the early twentieth century.



48-54 Hokonui Road, Otahuhu. Auckland Council, February 2015

Elliot Street, Riverhead

A group of three villas at the north-east end of Elliot Street, near the intersection with the Coatesville-Riverhead Highway are highly likely to be related to the local industry; specifically the paper milling industry established on the foundations of the flour mill in the early twentieth century. They are likely to be mill workers' cottages, which were later purchased by paper mill employees between 1912 and 1920 when the New Zealand Paper Mills Co. Ltd sold much of its land. Little further research has occurred to substantiate the connection.



3-9 Elliot Street, Riverhead. Google Street View, March 2012

15.1.7.10. Special Character Areas Overlay – Residential: Station Road, Papatoetoe

The Special Character Areas Overlay – Residential: Station Road, Papatoetoe is a group of railway workers' cottages located on Station Road, Papatoetoe. The extent includes a row of seven residential sections located on relatively flat

land adjacent to the main trunk railway line and near to the Papatoetoe railway station building and town centre.

The seven cottages were built under the Railway Housing Scheme that was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The houses are of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government. It provided cheap accommodation at non-fluctuating rents for railway workers and their families and created a community ethos resulting from the 'railway settlements' created.

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of New Zealand's rail network and the suburb of Papatoetoe. The area has value as an intact group still physically and visually associated with the rail line and station building. Their continued use as private residences is consistent with their original function.



11-17 Station Road, Papatoetoe. Google Street View, October 2015.

The Granger Brick-worker's Cottage (former) (Schedule 14.1 ID 02475)

The cottage was constructed on the site of the second Granger brickworks in Turanga Creek-Whitford in circa 1900 and is reputed to have provided accommodation for the Granger family prior to occupation by brick labourers. The brick-worker's cottage was built of modest proportions using 'Granger' bricks and comprising a single-storey brick building of rectangular plan. Following the closure of the brickworks, the cottage was apparently rented out for a time until the 1960s and subsequently used for storage.



46 Whitford-Maraetai Road, Whitford. ETUD Ltd., 2011.

Three Unit House (Schedule 14.1 ID 00059)

Constructed in circa 1880s, the house is comprised of three units under one hipped roof form. The house is constructed from Clarks glazed ceramic building blocks with a corrugated iron roof, brick chimneys and a front verandah supported by iron poles. Each unit has a front door with a stained glass fanlight section, and all of the windows are double hung sashes. The building was originally designed to house workers from the nearby Clark Pottery works and similar to 'Ngaroma', was constructed to demonstrate the attributes of Clark

glazed building blocks. It is reported that this building was the residence of the single men and the brick works engineer and his family.



16 Clark Road, Hobsonville. Auckland Council, April 2017.

Appendix 5

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