



Aotea Sea Scouts Building

Conservation Plan

**AOTEA SEA SCOUTS BUILDING
CONSERVATION PLAN**

**19 FEBURARY 2007
REVISION: FINAL DRAFT
MHX REF: X025**

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1 INTRODUCTION

This Conservation Plan concerns the original Manukau Yacht & Motor Boat Club clubrooms building, now known as the Aotea Sea Scouts building, which was built in 1911 as a purpose built club house for the Manukau Yacht & Motor Boat Club.

Conservation Plans provide a means to identify and assess what is important about a heritage place and to guide decisions regarding the future conservation and management of such places. Often they are written to recommend means of maintaining heritage values when modifications are proposed or when adapting a heritage building for a new use.

This Conservation Plan has been written because it is proposed to relocate the Aotea Sea Scouts building to enable the construction of new interchange approaches to SH20 and the realignment of Orpheus Drive at Onehunga.

The Aotea Sea Scouts building is listed in Auckland Regional Council's Cultural Heritage Inventory, although it is not listed in the New Zealand Historic Places Trust Register of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu Areas. The building has "iconic" status standing prominently on the edge of the Manukau Harbour clearly visible from SH20.

This Conservation Plan provides comment on significant fabric and condition. The suggested relocation of the building from its present position is discussed and comments made on its setting.

1.1 Format of the Plan and Methodology

This Conservation Plan has involved historical, site and building fabric research and analysis in order to evaluate the cultural heritage significance of the building and site and to determine appropriate conservation management policies and guidelines consistent with the assessed cultural significance, with respect to the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value* (1993)

The preparation of this Conservation Plan incorporates relevant, yet refined, aspects of J S Kerr's *The Conservation Plan: a Guide to the Preparation of Conservation Plans for Places of European Cultural Significance* (National Trust of Australia, 1990). The general procedures outlined in this guide have been adopted for use in this Conservation Plan, but adapted to ensure they meet requirements for New Zealand. The basic process for this Conservation Plan is based on Kerr's *The Conservation Plan*, as follows:

1. Investigate significance
2. Assess significance
3. Develop conservation policy
4. Prepare implementation guidance and recommendations.

The assessment criteria used for this Conservation Plan follows the assessment criteria introduced in the Auckland City Plan. The focus for this Conservation Plan has been to ensure conservation policy, guidance and recommendations address current issues relating to:

- Threats to the Aotea Sea Scouts building
- Maintenance of the Aotea Sea Scouts building
- Presentation of the Aotea Sea Scouts building

The main site recording was carried out by Ian Bowman on Wednesday 2 August 2006, measured drawings and a photographic record to accompany the Condition Report were made by Treiz Azzu Architect on Thursday 3 August 2006. A structural inspection was carried out by Andrew Simpson, Engineer on 2 August 2006.

The definitions in this Conservation Plan are as defined in the *ICOMOS New Zealand Charter* (see Appendix ICOMOS New Zealand Charter).

1.2 Scope and Limitations

The Conservation Plan focuses on the Aotea Sea Scouts building.

The Conservation Plan includes a structural assessment, but does not include a fire safety report. The structural assessment was undertaken by Andrew Simpson of URS (see Appendix Structural Report)

New measured drawings and a photographic record have been prepared by Treiz Azzu with the assistance of Danny Hope of Opus International Consultants Limited. (See Appendix: Measured Drawings and Appendix Photographic Record – Condition Report.)

General recommendations on maintenance and remedial work are included, but this Plan does not comprise a remedial work specification or cyclical maintenance plan.

1.3 Summary of Conservation Recommendations

The key conservation recommendations in this plan include:

- All conservation being carried out is undertaken according to the ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value
- That any new work does not diminish authenticity of heritage values, and where this may be required to meet RMA or Building Act requirements, that application for dispensation be considered;
- That the 'Inventory of Spaces and Fabric' ratings for should determine the acceptability of interventions;
- That existing uses are maintained or that new uses are compatible according to the ICOMOS NZ and Burra Charter definitions;
- That the heritage values of the *setting* of the building be maintained;
- No work should be undertaken that reduces the building's architectural value or aesthetic integrity.
- Work that removes or conceals evidence of the former life of the Aotea Sea Scouts building should be avoided. It is unacceptable that the original form of the building is changed.

- No work should be carried out that conceals or reduces technological evidence such as earlier construction techniques.
- No work should be carried out that alters or removes significant fabric, except where serious deterioration has occurred.

1.4 Management and Ownership

The Aotea Sea Scouts building is owned by the Scout Association of New Zealand. The building is managed by the Aotea Sea Scouts group, which is composed of dedicated volunteers whose main focus is to provide an exciting and worthwhile sea scouting programme for the Aotea Sea Scouts.

1.5 Conservation Management

The purpose of this Conservation Plan was identify and assess what is important about the Aotea Sea Scouts building to guide the decisions regarding the future conservation and management of it, and to recommend means of maintaining its heritage values. This assessment and guidance were required because it is proposed to relocate the Aotea Sea Scouts building to enable the construction of new interchange approaches to SH20 and the realignment of Orpheus Drive at Onehunga. Relocation of a heritage building is contrary to the principles of the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value*, the charter that underpins the management of heritage places in New Zealand. However relocation can be legitimate if it is the only means of saving the structure, or relocation provides continuity of cultural heritage value. A new site should provide a setting compatible with cultural heritage value.

A Conservation Plan should guide the maintenance of the building. It is acknowledged that the Aotea Sea Scouts group has limited funds and is dependant on the goodwill of the members to maintain this important heritage building. It is hoped that this Conservation Plan helps their understanding of the importance of the building and is found to be a useful document for managing its future care and maintenance.

The key principle when maintaining a heritage building is:

Do as much as necessary but as little as possible.

1.6 Heritage Listings

Auckland Regional Council: Cultural Heritage Index, Computer No. #1000.

1.7 Legal Description

The western part of the building is over Crown Land administered by the Department of Conservation. Legal Description: Part Tidal Lands Manukau Harbour Certificate of Title: 9B/1172.

The eastern part of the building is over land owned by the Auckland Harbour Board. Legal Description: Part Tidal Lands Manukau Harbour Superintendent's Grant Certificate of Title 9B/1172.

Whether the position of the staircase adjoining the front of the building is within the Auckland Harbour Board boundary or on legal road cannot be accurately determined without formal survey of this item.

The physical address is Cnr. Orpheus Drive and Onehunga Harbour Road.

1.8 Authorship

This Plan was commissioned by the Northern Gateway Alliance. It was prepared by Elizabeth Pishief (Heritage Consultant Opus) and Ian Bowman (independent Conservation Architect) with the assistance of Treiz Azzu. (Opus Architecture, Auckland) and Andrew Sinclair, structural engineer Northern Gateway Alliance. It was peer reviewed by Robyn Burgess (Principal Heritage Consultant Opus Southern Region) and edited by Andrea Rickard, Senior Resource Management Specialist, Northern Gateway Alliance.

1.9 Funding

Funding for the Plan has come from Transit New Zealand

1.10 Endorsement

This Conservation Plan is to be reviewed by and endorsement sought from the New Zealand Historic Places Trust Pouhere Taonga.

1.11 Photographic Sources

The sources of historic photographs are as noted below each photograph. The contemporary colour photographs were taken by the Ian Bowman and Treiz Azzu in August 2006.

1.12 Acknowledgments

The authors wish to thank John Heaton, his wife Tina, and other members of the Aotea Sea Scouts group committee, and Keith Vazey President of the Manukau Yacht & Motor Boat Club for their time and the help they have given us in preparing this Plan. We also thank National Archives in Wellington for their helpfulness in supplying digital copies of the plans of the club-house and site at very short notice.

2 ASSESSMENT OF SIGNIFICANCE

2.1 Historical Background

2.1.1 Brief History of the Site

The first plan of this area is SO 683 prepared circa 1845 which shows the western side of the tuff ring in the bottom centre of the plan. The Aotea Sea Scouts building

was built on the foreshore on the bottom left hand corner of the peninsula jutting out from the plan of the town. The actual area is on the damaged portion of the map.¹

An early survey map (SO 3636) shows a large block of land covering this site being part of a Grant to the Superintendent of Auckland dated February 1861.² By 1862 a road had been formed along the edge of the tuff ring to the wharf at the southern end of the western arm of the tuff ring. A ship yard was located inside the Geddes Basin known as Hopua to Maori.³

The *New Zealand Yachtsman* recorded in Volume II, No. 36 that the Manukau Yacht & Motor Boat Club secured a site in Onehunga on which to erect a clubhouse in December 1909.

The President Mr Chas Bagley approached the Marine Department with a view of securing a site and on Wednesday last he received a copy of the Order in Council signed by the Governor licensing the Manukau Yacht & Motor Boat Club to use and occupy a part of the foreshore of the Manukau Harbour. The site granted is near the entrance of the Geddes Basin and no doubt will be found very suitable for the requirements of the club members. The President and club officers have spared no pains to bring about this desirable end, and they wish to acknowledge gratefully the valuable assistance rendered by Captain R.H. Gibbons, harbour-master.⁴

The Order in Council licensing the Manukau Yacht Club to use and occupy a part of the foreshore of Manukau Harbour was published in the *New Zealand Gazette* 1910, p. 1741. The license was held subject to eight terms and conditions. Condition 3 required the Manukau Yacht Club to pay the sum of two pounds ten shillings to the Minister of Marine on receipt of the Order in Council and thereafter an annual payment of one pound. The license was granted for a term of fourteen years from the date of the Order in Council (14th December 1909).⁵

The Order in Council refers to deposited plans that show the exact position of the place in the Manukau Harbour where it was intended to erect the club house and boatshed and the area of foreshore that was intended to be occupied for the purpose. The Plan of the harbour has not been located, but the Plan of the area of foreshore has.⁶ This shows the club-house abutting the road.

A later Plan of part of this area (DP 25857) was surveyed to be allocated to the Onehunga Borough Council and subsequently vested in the Auckland Harbour Board under section 3 of the Manukau Harbour Control Act 1911, shows that this area contains a building the club-house labelled the "Manukau Yacht and Motor Boat Club".⁷

¹ See Appendix: Plans and Maps, Figure 1.

² TNZ Manukau Harbour Crossing, Title Search, July 10 2006.

³ See Appendix: Plans and Maps, Figure 2: Plan of 16 building allotments (near the basin) Onehunga for sale by auction by Connell & Ridings on Tuesday 23rd Decr, 1862 at 11 o'clock. Auckland: W.C. Wilson, 1862. Auckland City Library: NZ Map Number 4496-33, Classification D 995.1115bje One 1862

⁴ *New Zealand Yachtsman*, 24th December 1909.

⁵ See Appendix: Order in Council

⁶ National Archives M27 M.D. 3381, see Appendix: Plans and Maps

⁷ TNZ Manukau Harbour Crossing, Title Search, July 10 2006.

In August 1967 a title was issued to the Auckland Harbour Board pursuant to the Manukau Harbour Control Act 1911 in the tidal lands set out as defined by the Harbours Act 1950. This certificate of title is 9B/1172. In 1999 all the land in this title below mean high water springs was reinvested in the Crown under section 5 of the Foreshore and Seabed Endowment Reinvesting Act 1991, to be administered by the Department of Conservation. A caveat was placed on this title by the Crown in September 1999. A severance of land above mean high water springs at this point continues to be held as tidal lands. This indicates that the building is sited over the boundary between two parcels of land. A 1981 survey of adjoining parcels of land to be taken for road and motorway shows the location of the building overlapping the boundaries of the Crown Land and the shows the location of the building overlapping the boundaries of the Crown land and that of the Auckland Harbour Board up to the front face of that building.

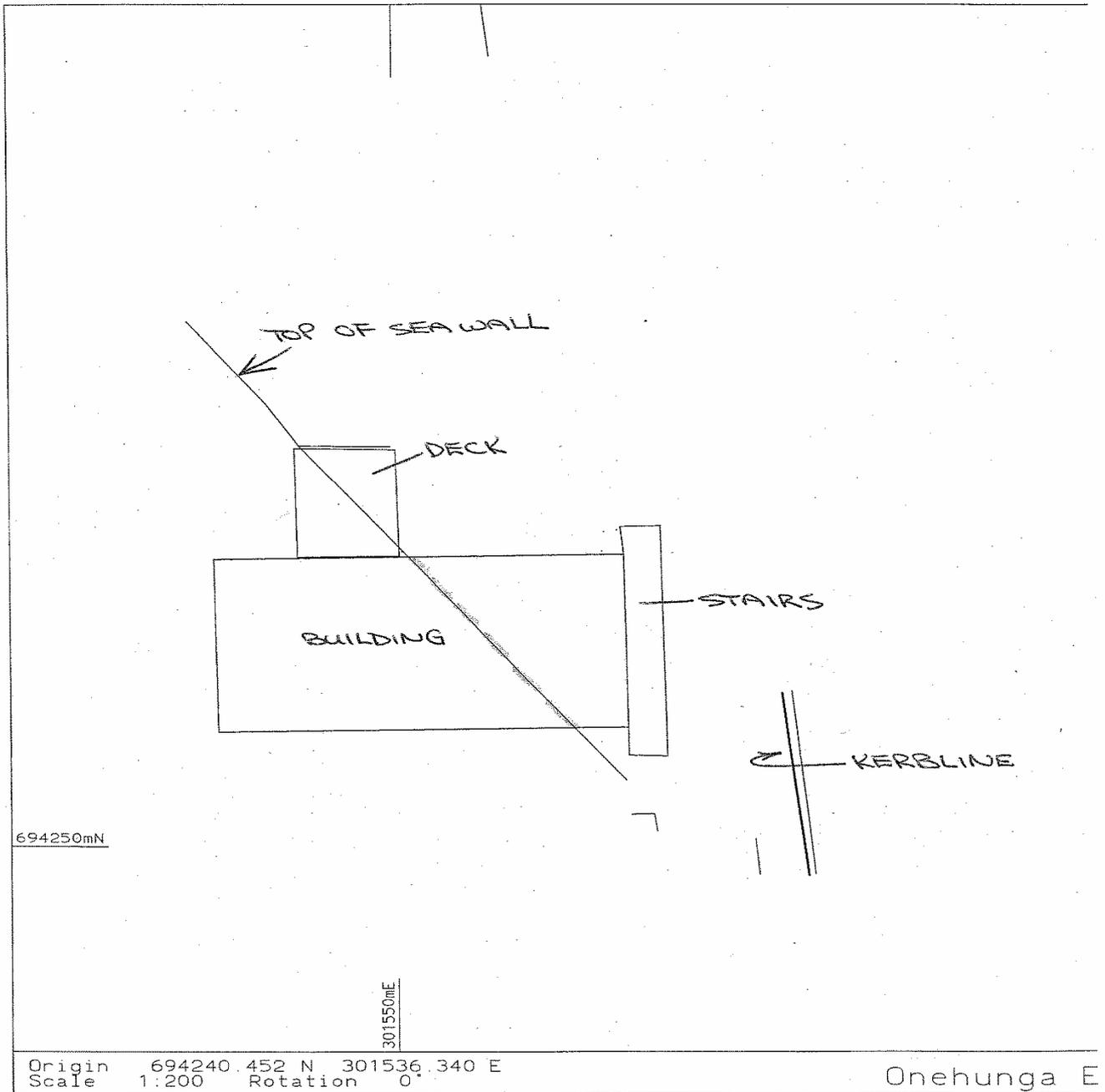


Figure 1: Part of Plan showing position of building

In conclusion:

- The western part of the building is over Crown Land administered by the Department of Conservation. Legal Description: Part Tidal Lands Manukau Harbour Certificate of Title: 9B/1172.
- The eastern part of the building is over land owned by the Auckland Harbour Board. Legal Description: Part Tidal Lands Manukau Harbour Superintendent's Grant Certificate of Title 9B/1172.

- Whether the position of the staircase adjoining the front of the building is within the Auckland Harbour Board boundary or on legal road cannot be accurately determined without formal survey of this item.
- The Plan of the site surveyed for the application for the license to occupy part of the Manukau Harbour in June 1909 shows the building located on the edge of the road reserve.

It would appear that the club-house has always been located on Tidal Lands (or “foreshore”).

It is possible there may be some archaeological residues beneath the external staircase and at the eastern end of the building. Most of the remaining area beneath the building has been washed by the tides and there is little likelihood of intact archaeological features being present. The building itself and its sub structure do not constitute an archaeological site as defined by the Historic Places Act 1993. (See s. 4.3 of this document).

2.1.2 Brief History of the Manukau Yacht and Motor Boat Club

The Manukau Yacht & Open Sailing Boat Club was formed at a meeting held in Manukau Hotel Onehunga on 29th September 1891. This Club is the second oldest yacht club in Auckland and the third oldest in New Zealand (after the Royal New Zealand Yacht Squadron, Auckland and the Royal Port Nicholson Yacht Club, Wellington).⁸

In New Zealand there was initially a distinction between yachts and sailing boats: yachts were quite large decked craft that were built for and raced by the wealthy, while sailing boats were undecked, open craft built by or for the working man and generally less than 8 metres long.⁹

In 1901, ten years after the formation of the Club, permission was sought from Minister of Railways to build a landing stage at the Coal Wharf. In 1905 a Club room was rented at Mrs Cotton’s with furniture, piano and light at 5 shillings per night.

In 1908 the name of the Club was changed to Manukau Yacht & Motor Boat Club indicating both the rise of the motorised launch and social changes. The first internal combustion engines were hard to start, heavy and unreliable and used fuel that was a fire risk, but by 1905 the only problem that remained was fire risk. Families began to take part in recreational boating – in these motorised launches. Yachting itself had always been restricted to men.¹⁰ Another reflection of the changes in society about this time was women were admitted as members of Club in 1910¹¹ (although they were unable to vote until the Club Rules were revised in 1944).¹²

⁸ Ruth Ballard, *The Manukau Yacht & Motor Boat Club 100 Years 1891-1991*, p. i

⁹ www.teara.govt.nz/EarthSeaAndSky/RecreationSeaAndSky/SailingAndWindsurf... 8/08/2006

¹⁰ www.teara.govt.nz/EarthSeaAndSky/RecreationSeaAndSky/SailingAndWindsurf... 8/08/2006

¹¹ Ballard, p. 1

¹² Ballard, p. 3

2.1.3 Brief History of the Building

On 29th April 1907 a meeting was held regarding the acquisition of a site for a Clubhouse and at that meeting a number of subscriptions were promised. By June £9 (pounds) had been collected.

In 1909 the annual subscription was raised to 10 shillings for full members and 5 shillings for honorary members and the Chairman was given the power to acquire a club-house site. John Park drew the Plans for the club-house. They were signed by J Park and dated, 1/9/09. A copy was sent to the Marine Department with the application for a license to occupy the foreshore.¹³

Late in 1910 there was another burst of enthusiasm for a club-house and money began to flow in. Fundraising began in earnest: donations, socials, an auction, a Bazaar and an Art Union.¹⁴

“The Bazaar and Searchlight Procession was an enormous fundraising activity and there is a whole book of minutes and notes regarding the proposed clubhouse. It would seem that a bazaar or fancy fair was an accepted method of raising funds in those times and the press cuttings are most informative. £250 was required so that was the aim of the bazaar.”¹⁵

By October fundraising for the Clubhouse gave a balance of £276. 2.9. 1910 was the great year of fundraising and also the first year women were admitted to the Club. “Thanks of the Club are due to Captain J. Neale, late harbour-master and Captain R H Gibbon, the present harbour-master, who assisted in selecting a suitable site, and also to Mr J Park, who not only drew the plans and made the specifications free, but offered to supervise the work also.”¹⁶

In October 1910 Mr J Park and Mr P J Farrell were appointed to peg out the position of the Clubhouse foundations.¹⁷

Trustees were appointed for building of Clubhouse in 1911 and in June 210 debentures were issued, each bearing the Club seal, and sold for £1 each for ten years earning 5%. At prize night the debenture list was handed around and £140 worth were taken.¹⁸

In September the contract to build the club-house was secured by Messrs Rushbrooke Bros of Onehunga for £400. But as funds were £75 short, the contract was not for a complete building: the building was to be erected without handrails on the stairs, and no water or gas laid on.¹⁹ Although the photograph of the building on Opening Day shows the hand rails installed on the outside stairs.

¹³ National Archives reference M 27 M.D. 3381.

¹⁴ Ballard, p. 30

¹⁵ Ballard, p. 30

¹⁶ Ballard, p. 34

¹⁷ Ballard, p. 34.

¹⁸ Ballard, p. 38

¹⁹ Ballard, p. 35.

The club-house was opened on 9th December 1911 which was also Opening Day for the season. The Town Band was asked to play, the Mayor and Councillors all invited, Onehunga Fire Brigade and all Auckland yachtsmen invited. Advertisements appeared in both the *New Zealand Herald* and the *Auckland Star* on Wednesday 6th December. Mr H. Bray, a carrier offered to supply a tank of water and also a punt for a landing stage. Mr Farrell, a caterer, offered the use of crockery and tea, sugar and milk.

Rules for the club-house were drawn up. At a Special General Meeting Trustees were appointed to sign cheques and to insure the club-house at the best terms available. The Trustees were Mr J Park and Mr F W Lang, MP. The Commodore and Secretary were given power to procure furniture for the club-house with £15 already raised for this purpose.

In the 31st May issue of the *New Zealand Yachtsman* there is a description of a visit made to the Manukau Yacht and Motor Boat Club on the occasion of the last race of the season. This includes information about the way the club-house was used, the people responsible for building the club-house and several photographs of the building.

All the races of the Club usually start and finish off the club-house, between the end of the balcony and a permanent mark buoy about 150 yards off, both yachts and launches being in full view of the officials and others on the club balcony during the course. The yachts and launches racing numbers are displayed in a frame on the front of the balcony, one end of which is reserved for the officials, who have a stand for their watch, and a desk for their official papers and books. A permanent frame is fixed on the outside of the balcony with large legible numbers painted on tin which fit into the frame and are in full view of every competitor, also flagstaff and halliards, in fact everything necessary is ready to hand, so that the duties of starting, timekeeping and judging are made as easy as possible, all tending to accuracy, while the various gear only requires to be carried inside the building when done with to be ready for the next race day. In the event of bad weather the times etc. can be taken quite readily from the inside of the building, as the windows are placed to command a view of the finishing line as well as most of the course.

All this is as it should be and is a great object lesson to the clubs here and elsewhere on the value of a club house on the waterfront. Perhaps it is due to the fact of there being only one club on the Manukau, for unity is strength, that helps our Manukau fellow sports to ask for and get what they want in the way of a club house site, or perhaps it is that they have more influential men interested in their sport, but we think it is largely due to the club's officers, ably backed up by its members who have tackled the job in a determined manner and have not been content till the clubhouse has taken definite shape in the present convenient form and situation.

This has entailed a great deal of work by everyone concerned and the thanks of the Club are especially due to the Member for the district, Mr

F. W. Lang, also to Mr Chas Bagley, the Club's President, who has done yeoman's service in the matter. Captain Jack Gibbons, the genial harbour master has helped the club in every possible way, while the ladies under the direction of Mr Morton, organised a monster bazaar and in many ways helped to raise funds for the building, the whole of the finishing being done by the members themselves. Last but by no means least, Mr J. Park, the well-known Onehunga architect, drew the plans, called for tenders and personally supervised the whole building operations free of charge. Truly the Manukau yachtsmen are fortunate in having so many friends, but even with this advantage the club-house would hardly have become an established fact without the practical work of the rank and file of the club members, and the club-house stands today as the monument of their united efforts to which we take off our cap.

...

This ended our visit to our Manukau friends, our only regret being that the calls of the Waitemata clubs left it this late in the season before we had the opportunity to pay the Manukau a visit. We left them at the door with a hearty shake of the hand and a firm conviction that a club-house on the waterfront is the making of any club.²⁰

The Manukau Yacht and Motor Boat Club used the site granted to them in 1909 until 18 December 1972 when the last committee meeting was held in the building prior to their removal to their new site at Mangere Point on account of the new Motorway.²¹

Meanwhile the Aotea Sea Scouts were to be affected by the new Motorway and on 21 February 1973 Mr Turner from the Ministry of Works (MoW) suggested that they contact the Onehunga Borough Engineer about a new site for their "ship". In August the Member of Parliament the Hon. H. Watts promised them a new site and assistance with the removal of their "ship" to the new site.²²

At the meeting on 19 June 1974 Mr Turner told the committee that works on the Motorway were starting again and he suggested that Aotea move over to the old Yacht Club and the MoW could take over the Aotea Sea Scouts building.²³ By April the following year the matter of Aotea changing over to the old Yacht Club was well underway re a valuation and a license had been issued from the Harbour Board as of May 1st with rent of 10cents per annum if demanded although several of the conditions did not make sense and required solution.²⁴

By 24 May 1976 matters had not been resolved and the MoW gave them six calendar months to decide whether they would shift into the old Yacht Club leasing it for \$1.10 a year: \$1 to MoW and 10 cents to the Harbour Board. They would be given \$4800 for their Scout Den (the "ship") and a 14 year maximum lease. The building would have to be repainted. The MoW had done quite a lot of work to the building since taking over it

²⁰ *New Zealand Yachtsman* Vol IX, No. 215, 31 May 1913. "A visit to the Manukau Yacht & Motor Boat Club. The last race of the season 1912-13," p. 99.

²¹ Ballard, p. 3.

²² Aotea Sea Scouts Minutes of Meetings held at Ship at Manukau harbour end of Princes Street Onehunga. 21 February 1973; 22 August 1973.

²³ Aotea Sea Scouts Minutes of Meetings 19 June 1974.

²⁴ Aotea Sea Scouts Minutes of Meetings, 16 April 1975; 23 April 1975.

in 1972. On 21 June the Aotea Sea Scouts accepted the MoW's offer to occupy the Yacht Club provided they could alter the outside by inserting doors into the north wall to enable them to get their boats in. In July they were informed that they would have to pay no rates and that the Chief Engineer of the Onehunga Borough Council said that permission for the new door would not be needed. On 8 November 1976 the Aotea Sea Scouts received a letter from MoW agreeing to the purchase of the building for a new "ship". The license was to be \$1 p.a. The Aotea Sea Scouts officially moved into the Club-house on 3 April 1977 and held their first meeting in the building the following day.²⁵

The history of the Manukau Yacht and Motor Boat Club during the years prior to its building the Club-house and its activities while it occupied the building has been thoroughly documented in the Club's centennial history written by Ruth Ballard: *Manukau Yacht & Motor Boat Club One Hundred Years 1891-1991 A History*. The chronology from this history indicates some of the activities and people of importance in the history of the building. The Aotea Sea Scouts activities during their years of occupation have not been documented because of the short time frame for this project.

2.1.4 Chronology of Manukau Yacht and Motor Boat Club's History

- 1891** The Manukau Yacht & Open Sailing Club formed by a group of interested boat owners at a meeting held at the Manukau Hotel Onehunga on 29 September 1891.
- 1892** First excursion on Manukau Harbour for Club members and the public on Good Friday 15 April 1892. Lord Glasgow (Governor General) accepted position of President of the Club.
- 1893** Club's rules printed at a cost of £2-15-0 for 100 copies in book form.
- 1894** First Mark Foy start.
- 1895** Challenge Cup purchased for £5-5-0. First winner "Myrtle", race sailed 30 March 1895.
- 1896** Yachts classified into two classes: 1st and 2nd raters. 2nd May 1896 the Club held its first annual prize giving.
- 1897** Challenge Cup to be raced for points over whole season.
- 1898** Rules for Challenge Cup changed once more – one race only.
- 1899** Rules for Challenge Cup changed again. Points over three races: First boat - 12 points; 2nd boat - 9 points; 3rd boat - 7 points; and each following boat 1 point less.
- 1900** £14-0-0 subscribed for the purchase of a Champion Cup. Book of Rules was available for purchase for sixpence.
- 1901** Permission sought from Minister of Railways to build a landing stage at the Coal Wharf.
- 1902** Club badge designed and made. (Pocket badge worked in silver or white silk.)
- 1903** Race to Cornwallis won by "Moa", P. Farrell 10 April 1903.
- 1904** All boats required to carry identification numbers on their sails.
- 1905** A Clubroom was rented at Mrs Cotton's with furniture, piano and light for 5 shillings per night.
- 1906** Ball held, with 600 invitations. Launch racing introduced this season. First race won by "Marama". 9 January 1907: H. Shortt.
- 1907** Gold and silver medals presented as prizes by Mr Chas Bagley in memory of his son, Albert, a member who had drowned.

²⁵ Aotea Sea Scouts Minutes of Meetings: 21 June 1976, 21 July 1976, 8 November 1976; 21 March 1977.

- 1908** Now Manukau Yacht & Motor Boat Club. A levy of sixpence per member was to be made and donated toward the cost of Huia Wharf.
- 1909** Subscription was raised to 10 shillings for full members and 5 shillings for honorary members. Chairman given power to acquire a Club house site. Plans for Club house prepared by Mr John Park. Order in Council, 14 December 1909, granted license to Manukau Yacht Club to use part of foreshore of Manukau Harbour for a Club-house and Boatshed.
- 1910** Instruction classes were begun on a trial basis. Delegates elected to proposed "Sports Protection Association". "Bazaar and Searchlight Procession" social event arranged for Club-house funds. First Life Member elected at AGM 20 October 1910: Mr J. Gilbert, retiring secretary-treasurer for 3 years. Ladies admitted as members of the Club.
- 1911** Trustees appointed for building of the Club-house. 210 debentures sold for £1 each. Contract let for £400 for an incomplete building. First Club-house opened 9 December 1911. One ton of coal was won by yacht "Orena".
- 1912** Piano bought for Club-house at a cost of £20.
- 1913** First ballot for repayment of Club-house debentures. The Club affiliated with Auckland Yacht & Motor Boat Association. Installation of gas and two gas rings.
- 1914** Water laid on and sink installed. Second ballot for repayment of Club-house debentures.
- 1915** Ladies of Club knitted and sewed for Hospital Ship and men provided 110 deck chairs, 104 pairs of canvas shoes and 108 toothbrushes. Third ballot for repayment of debentures. Club-house was being used by National Reserve for drill.
- 1916** First AGM held in June instead of October. Prize for a race: two cases of "Big Tree" benzine.
- 1917** Major revision of racing rules adopted 13 November 1917. One ton of coal was won by launch "Masotte".
- 1918** Model Yacht Club for boys formed.
- 1919** Roll of Honour presented by Mr R. Dillicar. Yacht races being held once more after a recess of three seasons.
- 1920** Last debentures were paid off.
- 1921** Club-house renovated and painted. Launch numbers dwindling. Trustees as we know them today were appointed: Messrs Park, McLeod and Pardington Snr.
- 1922** The Yacht Club Queen, Miss Ethel Pardington, promoted to raise funds for children's playground in Jellicoe Park.
- 1923** Yacht Club Queen winner of carnival and crowned in the Foresters' Hall on two successive nights. Manukau Cruising Club formed. A cup to be known as the DCL (Distillers Co. Ltd.) was presented by L.D. Nathan Ltd. Won by "Mistral", R. Belcher.
- 1924** Decided £15 to be paid to Trustees annually - to initiate a Club-house Maintenance Fund.
- 1925** Electricity installed in Club-house. Fire damaged Club-house in September, 1925.
- 1926** A Ladies' Committee of 13 was formed. A new 12' 6" class (Cornwell Cup Class) began sailing on the Manukau.
- 1927** Subscription list opened for the building of a wharf at Cornwallis. First challenge for the Cornwell Cup.
- 1928** Club obtained three 12' 6" Z Class boats for the use of members under 21 years at 6 pence per season (plus 1/6 one shilling and sixpence membership). One penny "swear fines" initiated to raise money - piano fund. 283 pennies collected in three months. A letter sent to Mr Thos Sidey conveying the Club's appreciation for daylight saving.

- 1929** The MY&MBC hauling out site was established for the use of Club members and paying public.
- 1930** With the permission of the Minister of Internal Affairs and "Art Union" was held for Club funds.
- 1931** £5-5-0 donated to Napier Earthquake Fund.
- 1932** Geddes Basin closed and a protection wall (Breakwater) built by Onehunga Borough Council for a mooring area. Prize night - a social and dance.
- 1933** Subscriptions reduced by half – 2/6 full members (seniors), 1/6 for juniors and lady embers. Club blazer introduced – maroon with gold piping and a pocket badge with blue star edged with white and MYC in white letters.
- 1934** Another room built inside the Club-house to be used as a committee room.
- 1935** Regular combined cruising races held with Manukau Cruising Club.
- 1936** Card evenings held every week to raise funds for the Club.
- 1937** Death of long-standing patron Sir Frederick Lang. A Knighthood for Vice-Patron Sir Ernest Davis.
- 1938** Club's three "Zeddies" sold to members as boys had indicated that they preferred to own their own boats.
- 1939** Card evenings discontinued owing to lack of support after three successful years.
- 1940** 50th Jubilee celebrated. Honours Board, made of Australian walnut by Mr J. Park unveiled by Patron M.H. Wynyard.
- 1941** New Zealand Monotype Championship won by Manukau after the Cornwell Cup contest at Wanganui.
- 1942** Army in occupation of the Club-house in 1942, 1943 and 1944. Committee meetings held in Manukau Cruising Clubrooms or Mr P. Auger's residence at 42 Selwyn Street.
- 1943** Unity Shield presented by Inia Te Wiata
- 1944** Revision of Club rules: Lady Members were given voting privileges.
- 1945** Grand reopening dance 21 July 1945, with a new floor – the original one being so badly damaged by the Army's boots.
- 1946** Mrs V Cross, as treasurer was the first woman to hold an executive position in the Club.
- 1947** Formation of Manukau Boating Association by MY&MBC, MCC and Blockhouse bay Club.
- 1948** Fortnightly dances discontinued.
- 1949** launch races held after a period of recess.
- 1950** Speed boat races held by Club.
- 1951** Blazer pocket badge incorporating speedboat section.
- 1952** Clinker dinghy raffled for funds.
- 1953** Speedboat section became independent section within the Club.
- 1954** A patrol boat fund started.
- 1955** "P" Class raffled for funds.
- 1956** First "Break the Ice" regatta Labour Weekend
- 1957** Patrol boat "Mayambo" launched 19 October 1957. Name chosen by public competition with a prize of £5.
- 1958** The Auckland Cherub Championship held by the Club in boisterous conditions.
- 1959** After 68 years the Club acquired a "gents" toilet.
- 1960** First Flying Ant races.
- 1961** The Club had a stall at the first Auckland Boat Show. Auckland FA Champs at Manukau Club.
- 1962** Junior training boat "Trainer" built by B. Ballard to replace his "Pandora" now used as a junior patrol boat.

- 1963** Grant of £100 from Kiwi Lottery funds towards a new diesel engine for “Mayambo”.
- 1964** Two races held at Mangere Point site.
- 1965** New 13hp Lister Diesel motor in patrol boat.
- 1966** Motorway between Gloucester Park and Beachcroft Avenue gives rise to problems for rigging, parking, finishing.
- 1967** 75 years celebrated with Anniversary regatta. Second Honours Board presented by Arthur Sames and unveiled by Mr Leo Manning, Mayor of Onehunga.
- 1968** Club became an incorporated society and again affiliated with AYA. Hosted National R Class Championships.
- 1969** Caravan purchased for use as a “clubhouse” at Mangere.
- 1970** Clubhouse site at Mangere Point acquired. Another building bee for Flying Ants.
- 1971** Lectures on yachting rules given for juniors.
- 1972** last AGM in old Club-house. Last committee meeting in Old Clubhouse held 18 December 1972. Club-house purchased by Ministry of Works for \$8,500.²⁶
- 1973** First committee meeting in Harbour Board building. Combined prize giving (junior and senior) held in Orphans Hall. Special effort made by Ces Herbert, Alan Coates and Bruce Ballard in negotiating with government and local bodies re the sale of the old Clubhouse and in obtaining the right to use the site of the present one²⁷
- 1977** At March meeting Opening date was set for 3 April for the Aotea Sea Scouts official move into in the old Manukau Yacht & Motor Boat Club-house. The first committee meeting was held the following day 4 April 1977.²⁸

2.1.5 Major Alterations

Gas and two gas rings were installed in the club-house in 1913, then in 1914 water was laid on and a sink installed.

The Committee room was built 1914.²⁹

The old members say the inside stairs were always there.³⁰

The club-house was renovated and painted in 1921 and in 1924 it was decided that £15 was to be paid to the Trustees annually to initiate a Clubhouse Maintenance Fund.³¹

Tenders were called for the installation of electric light on 6 July 1925 and the tender from Auckland Electric Power was accepted.³² In 1925 a fire damaged the club-house. The first reference to fire is in the Minutes of Committee Meeting held in the Friendly Societies Hall 23 September 1925, owing to the fire in Clubhouse. No reference was found regarding the extent of damage etc. Meetings had to be held in the Fire Station until 23 November 1925 and the committee was back in the club

²⁶ Ballard, p. 38.

²⁷ Ruth Ballard, pp. 11-12

²⁸ Aotea Sea Scouts Minutes of Meetings, 21 March 1977

²⁹ Notes taken by Keith Vazey, President of Manukau Yacht & Motor Boat Club, from Minute Books, August, 2006.

³⁰ Pers. comm... Keith Vazey.

³¹ Ballard, p. 38.

³² Notes taken by Keith Vazey, President of Manukau Yacht & Motor Boat Club, from Minute Books, August, 2006.

house by 30 November.³³ A new piano had to be purchased for £45 to replace the one that had been damaged in the fire, several members donated pictures to replace the ones lost in the fire and the secretary carried the cost of having the cups and shields redone.

The floor of the upstairs room was badly damaged during World War II when the Army leased the club-rooms between 1943-5. "Prior to the war, the Clubroom dance floor had quite a reputation and was even advertised as "unsurpassed", "dance shoes only". Unfortunately, heavy boots badly scuffed the surface and the Army laid a new floor on top of the old one. Canvas was purchased to protect the new floor between dances."³⁴

In 1959 the club-house got its first toilet.

"At one time the foundations of the Clubhouse were showing signs of collapsing from old age and teredo. Bitsy Andrew and some helpers went down to the White Bluff and cut down some heavy timbers from the old slips and placed them under the Clubhouse. These timbers can still be seen there today. Rather a pity as the slips were a historic landmark and stood out. They dated back to the days when the Navy used the harbour probably about the 1860s."³⁵

There were renovations, painting bees, extensions and the like and the Clubhouse seems to have been well-maintained and upgraded throughout its years as the Clubhouse for the Manukau Yacht & Motor Boat Club.

The Manukau Yacht & Motor Boat Club covered in the south end of the west facing top verandah to create a starting box at some time after 1931."The old members say the starter's box was a partition in the balcony with a separate door".³⁶

There was some "reclamation" around north side of Club-house during the 1970s and this enabled parking and access to Club-house for boats through roller door.³⁷

The roller door was put into north side of building by Aotea Sea Scouts about 1977 when they took over the building.³⁸

The Aotea Sea Scouts covered in the top verandah, but the date has not been determined.³⁹

The roof was replaced in about 1990.⁴⁰

2.1.6 Architect John Park

The well-known Onehunga architect John Park drew the plans for the Aotea Sea Scouts building, pegged out the site and supervised the erection of the building free

³³ Notes taken by Keith Vazey, President of Manukau Yacht & Motor Boat Club, from Minute Books, August, 2006.

³⁴ Ballard, p. 57.

³⁵ Contribution from Ray Gibson: Ballard, p. 52.

³⁶ Pers. comm. Keith Vazey.

³⁷ Aotea Sea Scouts Minutes of Meetings

³⁸ Aotea Sea Scouts Minutes of Meetings

³⁹ Pers. comm. Keith Vazey, President Manukau Yacht & Motor Boat Club, 15 August, 2006.

⁴⁰ Ballard, p. 38.

of charge. John Park was the son of James Park. James Park had arrived New Zealand from Victoria and worked in the South Island: for Ross and Glendinning in Dunedin and then for two years in the Oamaru Woollen Mills prior to coming to Onehunga in 1885 when the Onehunga Woollen Mills was established. He was appointed to fit up the carding and spinning machinery and he continued at the works until 1889 when the present company was formed and he became manager. James Park had six children.⁴¹

John Park, FNZIA, was a registered architect who lived and worked in Onehunga. He had been born in Victoria, Australia in 1879, and arrived in New Zealand in 1888. John Park was educated at St Andrews College, Auckland, and early showed that he had a keen appreciation for architecture. He was articled to a leading architect when he left school. On completing his articles he passed the necessary examinations and joined an Auckland firm. At the end of three years with this firm he commenced to practice on his own account.⁴²

Park designed a number of buildings and monuments in Auckland including the Coronation Hall, (1911) the Carnegie Free Library (1911), the Friendly Society Hall Onehunga (1913); additions to the Onehunga Presbyterian Sunday School (1924); the Onehunga Fire Station (1926); three shops in Karangahape Road (1930); shops at Onehunga for N. Austin (1931). He was, with Savage, first in the competition to design Dilworth School (1914),⁴³ and he designed the Seddon Memorial at Royal Oak that was unveiled in 1909, but demolished in 1947.⁴⁴

In 1919 Park was elected Mayor of the Borough of Onehunga and he served three terms in the next three decades: 1919-1923; 1935-1938; 1941-44.⁴⁵ The years after World War I were difficult for local bodies, but a major project undertaken by the Park when he was Mayor was the construction of the permanent concrete highway from Auckland to the Onehunga wharves. This work was undertaken in conjunction with the Auckland City Council, the Newmarket Borough and the Roads Boards of One Tree Hill, Mt Roskill and Epsom.

Work began in 1922 and this much improved road surface was appreciated by the growing number of private car owners and it also facilitated the running of the public transport system.⁴⁶

Park was also responsible for the improvements to Jellicoe Park. This area variously known as the Blockhouse reserve or the green Hill reserve had become an unsightly wilderness of weeds and grass. Park suggested it be renamed Jellicoe Park in honour of the then Governor General of New Zealand Earl Jellicoe and improvements to the reserve were duly carried out. At the main entrance an archway made of stones taken from the Mt Smart quarry was erected as a memorial to the servicemen who had lost their lives in the 1914-18 war. Here Anzac services were held for many years. The opening ceremony took place in 1923: the Boys Scouts formed a guard of honour and Lord Jellicoe was welcomed by the Mayor. The MP for

⁴¹ *Cyclopaedia of New Zealand, Volume 2: Auckland 1902*, p. 653.

⁴² NZHPT Record Form

⁴³ NZHPT Record Form

⁴⁴ NZHPT Record Form

⁴⁵ NZHPT Record Form

⁴⁶ Janice Mogford, *The Onehunga Heritage*, 1989 revised edition, p. 57.

Manukau William Jordan was also present.⁴⁷ In the 1950s the Onehunga Borough Council commemorated John Park's long years of local body service and his contribution to the artistic and cultural life of the district by having a memorial fountain designed and installed in Jellicoe Park in his memory.⁴⁸

A plaque on the wall surrounding the fountain reads:

John Park Memorial Fountain.

Erected 1953.

In recognition of his services to the community including ten years as Mayor of Onehunga.

Always he placed: Service before Self."⁴⁹

Park was the architect for the Carnegie Free Library, which is registered with the New Zealand Historic Places Trust as a category 1 building. Registration No: 4796.

This building was opened on 11 September 1912 and cost £2675. The Carnegie Company of New York granted £2000 towards the building. The Onehunga Borough Council paid for the site, paid the architect's fees, made a contribution to the total cost of the building and made maintenance and purchase of books a charge on the rates.

The arched entrance was flanked by four Corinthian pillars on which four figureheads were mounted portraying the mayor and chairman John Rowe, the architect John Park, the builder William Maud junior; and Andrew Carnegie. Over the door was a shield shaped design with a profile sculpture of Andrew Carnegie in the centre and underneath the inscription: "Carnegie Free Library" Beneath the ornate plaster ceiling of the interior 700 feet of shelving was installed to house the collection of 4000 books. In addition there were two magazine stands and three reading desks.⁵⁰

John Park was a skilled craftsman who had had made a study of NZ timbers.⁵¹ He designed illuminated addresses for the King, Duke of York when he visited New Zealand and for the Duke of Windsor who was Prince of Wales at the time of his visit. He designed and made the beautiful inlaid chess table and chessmen presented to Field Marshall Montgomery on behalf of the City of Auckland.⁵²

Park was a keen sportsman who played Rugby football, swam and yachted.⁵³ He was a foundation member of the original Suburbs Football Club and one of the earliest racing cyclists in Auckland.⁵⁴ In 1908 he married 'L.M' the daughter of Robert Austin, of Foxton; and they had two sons and two daughters. John Park was the President of Manukau Yacht Club from 1911-1919 (life member) and a Trustee for the Club from 1921 until his death in 1948. He was on the external panel of examiners for the degree of architecture, University of New Zealand 1932-1938;⁵⁵ and served as President of the Auckland Branch of the New Zealand Institute of Architects. He was a life member of New Zealand Fire Brigade Association and of

⁴⁷ Mogford, pp. 57-8.

⁴⁸ Mogford, p. 63.

⁴⁹ Visit to Jellicoe Park, Onehunga, by Elizabeth Pishief 3 August 2006.

⁵⁰ Mogford, p. 82.

⁵¹ *Who's Who in New Zealand and the South Pacific* 1941

⁵² *Obituary Home & Building* Vol. 11, No. 1 Aug-Sept., 1948, p. 7.

⁵³ *Who's Who in New Zealand and the South Pacific* 1941

⁵⁴ *Obituary Home & Building* Vol. 11, No. 1 Aug-Sept., 1948, p. 7.

⁵⁵ *Who's Who in New Zealand and the South Pacific* 1941

the Masonic Institute.⁵⁶ John Park was Vice-President of Automobile Association from 1936; a director of Northland Canneries Ltd; a long standing member of the Auckland Electricity Power Board; a councillor Auckland Chamber of Commerce;⁵⁷ an associate of the St John's Ambulance Association of Auckland and President of the Onehunga Rotary Club.⁵⁸ He received the Coronation medal. The Parks lived at 37 Normans Hill Road.⁵⁹

John Park died in Auckland on 18th May 1948.⁶⁰

2.1.7 Contractor

Messrs Rushbrooke Bros. of Onehunga.

2.2 Typology, Design and Fabric

2.2.1 Architectural style

The building as it stands today has two distinct styles visible: Arts & Crafts and Bungalow. The original building, a tall rectangular structure, with steeply pitched roof, brackets under the gable, and close boarded gable screen to the south, suggests a very simplified Arts and Crafts style. The original drawings suggest a fully developed Arts and Crafts style with highly ornate gables and hood moulds over windows to add to the existing prominent roof, circular accents, upper gable infill, eaves brackets and exposed rafter ends.

The north end in particular still retains a highly original composition of elements with a very strong suggestion of suggest anthropomorphism. It is perhaps this aspect of the design of the building, which is has greatest architectural interest, with few other buildings of this age or any other age in Auckland which has such a clear reference to the human face.

2.2.2 Background to the Arts and Crafts style

The Arts and Crafts movement, established by William Morris, became a guiding influence for the future direction of architecture in the late Victorian period. Arts and Crafts architecture arose out of a concern for re-establishing the pre-industrial approach to building design and construction, using had crafted materials and basing designs on vernacular architecture. A major tenet of the Arts and Crafts movement was the use of local materials and building traditions, expressed honestly and to be seen to be hand made. The design was to be suited to the particular site rather than using a standardised plan for all similar buildings. Arts and Crafts architecture, therefore, developed into a simplified, non-copyist architecture, but which, at the same time, took into account tradition.

Generally buildings in this style are domestic in scale and make a free use of traditional vernacular motifs to achieve a "homely" character. The roof is dominant and often featured large gables with gable decoration and some expression of craft,

⁵⁶ Obituary *Home & Building* Vol. 11, No. 1 Aug-Sept., 1948, p. 7.

⁵⁷ *Who's Who in New Zealand and the South Pacific* 1941

⁵⁸ Obituary *Home & Building* Vol. 11, No. 1 Aug-Sept., 1948, p. 7.

⁵⁹ *Who's Who in New Zealand and the South Pacific* 1941

⁶⁰ Obituary *Home & Building* Vol. 11, No. 1 Aug-Sept., 1948, p. 7.

such as exposed timber framing. Interiors frequently displayed timber panelling on walls and polished timber floors. The more ornate timber styles grew out of the Arts and Crafts movement in New Zealand included Queen Anne, Eastlake, the 'Old English' and even the later Bungalow style.

2.2.3 Californian bungalow style

The other major style, visible in the building is the Bungalow style, which is seen in the shingles in the north gable, splayed rusticated weatherboards to the south and casement windows to the south. The use of shingles was also consistent in the Arts and Crafts style, although the early photographs indicate that the shingles were not added until later, perhaps in the 1920s after the fire of 1925.

2.2.4 Background to the Californian bungalow style

The term 'bungalow' is an Anglicisation of the Hindu word 'bangla' which refers to the north Indian single-storey thatched houses with surrounding verandah. In the twentieth century architectural world, the term refers to an American style originating in California whose immediate predecessors were Queen Anne cottages of the late nineteenth century⁶¹. Japanese architecture, the Stick Style and the Arts and Crafts movement also influenced the development of the Californian Bungalow style.

The philosophy behind the style was expressed by Gustav Stickley in the 1909 edition of his magazine *Craftsman Homes*, when he stated that the bungalow was:

A house reduced to its simplest form [which] never fails to harmonise with its surroundings, because of its low broad proportions and absolute lack of ornamentation give it a character so natural and unaffected that it seems to sing into and blend with any landscape". It could "be built of any local material and with the aid of such help as local workmen can afford, so it is never expensive unless elaborated out of all kinship with its real character of a primitive dwelling. It is beautiful, because it is planned and built to meet needs in the simplest and most direct way.⁶²

Stickley's ideas gained great popularity and firmly established the bungalow movement in the early twentieth century so that by the beginning of World War One the bungalow was the most common house style of the American West Coast⁶³.

The style became widespread throughout America when the Sears Roebuck Company included plans in its mail-order catalogues. Prefabricated, kit set houses, including joinery, were sold by the company as well as other building-supply companies. Unique designs of the Californian bungalow style were also popular, with the Pasadena architectural firm of Greene and Greene designing many significant examples. The 1911 publication "Bungalows: Their Design, Construction and furnishing, with suggestions also for Camps, Summer Homes and Cottages of Similar Character" by Henry H Saylor further promoted the bungalow style and, even by this time, he identified ten types of bungalow in the United States.

⁶¹ J C Poppeliers, S A Chambers, N B Schwartz, "What style is it?, a guide to American architecture", Historic American Buildings Survey, National Trust for Historic Preservation, The Preservation Press, 1983, page 76

⁶² *ibid*

⁶³ Apperly et al, "A Pictorial Guide to Identifying Australian Architecture Styles and Terms from 1788 to the Present", Angus and Robertson, 1989

The use of natural materials was typical of the Californian Bungalow with cobblestones for foundations and chimneys popular, while walls usually had brown stained shingles as the main or decorative cladding. Roofs were either of shingles when wall cladding was timber or of clay tiles when the wall cladding was stucco. Wide, low overhanging eaves with exposed rafters are, perhaps, the most easily recognisable characteristic of the style.

2.2.5 Architectural description

2.2.6 Plan form

The original plan shows a central main entry door and corridor from the north, with rooms either side of the entry. The entry corridor leads to a large open space with lockers around its perimeter. To the south is a double door leading to a platform and symmetrical stairs leading off either side. The first floor matches the ground floor with a central north entry door but with a large open space with a central door to the south leading onto a platform.

See Original Plan in Appendix: Original Plan.

2.2.7 Existing Plan

The existing plan has been modified on the ground floor. The rooms either side of the entry have been retained but the western room has been lengthened and an additional room to the south. The remaining space is open but with most lockers removed. A roller shutter door has been installed on the west wall to the south. The south platform has been extended to the full width of the building and has been enclosed, with one third now a toilet and the remaining two thirds a storage space. It appears as if this space was open with braced posts visible but the space has been recently enclosed.

The first floor plans remains much the same as the original but the balcony has been enclosed. A stair has been installed between the ground and first floors in the original northwest corner room, now a kitchen.

See attached Plans in Appendix: Recent Drawings.

2.2.8 Materials

The building inventory describes the fabric comprising the exterior and interior. Generally the exterior has painted timber weatherboards, bargeboards, gable infill, shingles, brackets and window and door joinery. Roofing is corrugated steel, and piles, sub floor framing and exposed flooring are timber. Framing is timber and lining is coated timber or a proprietary sheet lining such as hardboard or Gibraltar board.

2.2.9 Background to materials

2.2.10 Timber

The earliest recorded European use of timber in New Zealand was in Captain Cook's Journal of 9 October, 1769. The timber was pit sawn, a method of cutting timber which was common until 1860s. An extensive timber trade developed following Cook's observations as England needed a dependable supply of timber following the

American Independence in 1776. Previously the American colonies had supplied much of England's timber requirements.

Timber was required for masts and other ship timbers for the English navy in India. The sealing and whaling industries required timber for boats and housing, store houses, casks for oil, wharves. Missionaries became involved in the timber industry, felling and selling timber to pay for their missions as well as constructing boats for travelling around the coasts. The first boat was built for Marsden, which was a 20 ton flat bottomed boat.

The first circular saws were in action in Mercury Bay in 1837 and this form of sawing timber superseded pit sawing by the 1860's. The first circular saws were water powered, then they were powered by steam, and finally by electricity, with the first electric machine used in 1906.

Kauri was used for masts, spars, ships, wharves, bridges, sleepers, tramways, struts for underground mines, general building construction, and weatherboards and was split for shingles.

Rimu was used for house construction, weatherboards, framing and is now for used for furniture and veneers.

Matai was used for piles, bridges, wharves, sleepers, bed plates for machinery, flooring and weatherboards.

Totara was used for piles railway sleepers, tramways, wharf timbers, bridges, shingles, window joinery and exterior verandah flooring.⁶⁴

2.2.11 Corrugated steel

The strengthening effect of crimping or corrugating flat sheets had been known for centuries, but a commercial technique was not successful until the early 1840s. Uniformity in the product was not developed until the 1860s. Iron and steel, whilst strong materials were subject to corrosion, and their use as a durable building material became possible with the development of the galvanising process to coat sheet steel. The process coated thin layers of zinc by hot dipping, which was perfected in 1837. From 1839 galvanised roofing being used in the United States. At first hand dipping, then electro plating developed which meant larger sheet sizes could be galvanised. By 1850s galvanised corrugated steel sheets was available.

Since the late 1850s corrugated iron has been widely used in New Zealand for roof and wall cladding, and has become part of the New Zealand vernacular. Corrugated iron was produced in Australia from 1921 and in New Zealand from the 1950s. Production was based on a single sheet system, but in 1961, continuous sheet rolling and galvanising plants were established, the product coming to be known as 'long run.'

Early catalogues for corrugated iron showed several profiles were made. These varied in both the depth of the corrugations and the pitch or spacing of the corrugations. The greater the depth of corrugation, the wider the span between roof supports.

⁶⁴ Ian Bowman notes.

2.3 Summary of Heritage Values

2.3.1 Basis of assessment of values

This assessment of heritage values has been based on the Auckland City Council Heritage Score according to the Evaluation Criteria for Isthmus Heritage Object, Feature or Place. Assessment is decided by evaluations of individual criteria or characteristics, leading to the cumulative allocation of a numeric score. The separate categories in the schedules of heritage places in the Auckland City District Plan are defined by threshold scores:

- A is a score of 75 and above.
- B is a score between 50 and 74.

The Aotea Sea Scouts Building has received a score of **100** indicating that this is a significant building in Auckland City.

2.3.2 Statement of significance

2.3.3 Historic Significance

The Aotea Sea Scouts building has high historic values. It is one of the oldest remaining boating club buildings in the country built at the same time as the Akaroa Boatshed and Clubrooms (1911). It is the oldest remaining yacht club building in New Zealand. The Manukau Yacht Club is the second oldest yacht club in Auckland and third oldest yacht club in the New Zealand being predated by the Royal New Zealand Yacht Squadron and the Royal Port Nicholson Yacht Club (RPNYC). The RPNYC club rooms built in 1919 are still in existence, but considerably modified. .

The Clubhouse was designed by John Park, an important architect in early 20th century Auckland, who designed a number of significant buildings in Auckland including the Category 1 Carnegie Free Library in Onehunga. He also made a significant contribution to the cultural, social and political life of Onehunga being Mayor for a total of ten years and an active member of many clubs and organisations.

A number of well-known and notable New Zealanders have connections with the Manukau Yacht & Motor Boat Club including Governor General Lord Glasgow the first President of the Club, MP, Sir Frederick Lang, a long standing Patron, Inia Te Wiata, the opera singer, who carved the Unity Shield and presented it to the Club; as well as many important local identities.

2.3.4 Social/Cultural Significance

The Aotea Sea Scouts building has cultural and social significance both for its contribution to the social and cultural life of Onehunga through its association with yachting and motor boat recreational activities, but also for its association with the scouting movement, in particular the Sea Scouts movement in Auckland. Many social and cultural activities took place in the Club-rooms in addition to those associated with yachting/ motor boat competitions and races, such as dances and card evenings, which contributed to the social and cultural life of the district.

The Army occupied the building during World War II.

2.3.5 Architectural design

The design of the building is a highly unusual and very visible example of architectural anthropomorphism as expressed, originally, in the Arts and Crafts style. Although some of the stylistic characteristics of the Arts and Crafts style have been lost, there is sufficient remaining to indicate the building is a good example of a style that is normally a domestic style, adapted for use as a yacht club.

2.3.6 Contribution to the environment

The building is a significant and highly visible landmark along the Mangere highway. The building stands alone from others and its extraordinary anthropomorphic architecture gives it a unique character. The building was purpose designed to house activities associated with the sea and it is entirely appropriate that its position extends beyond the sea wall and into the sea.

2.3.7 Archaeological Significance

The Aotea Sea Scouts building has limited archaeological significance. The building itself and the associated derelict wharf are not archaeological sites according to the definition of an archaeological site in the Historic Places Act 1993. There may be limited subsurface archaeological material in the small area where the building meets the road reserve: some residual material associated with the formation of the 19th century road and perhaps Maori archaeological material, e.g. midden. The archaeological values are low.

2.4 Assessment of Heritage Score According to Evaluation Criteria for Isthmus Heritage Object, Feature, or Place

The following are the assessment categories outlined in the Auckland City Plan:

Principle: Assessment is decided by evaluations of individual criteria or characteristics, leading to the cumulative allocation of a numeric score.

The separate categories in the schedules of heritage places in the Auckland City District Plan are defined by threshold scores.

Score Range:

A 75 and above

B 50 to 74

Abbreviations for Assessment Categories are:

E = Excellent

VG = Very Good

G = Good

F/P = Fair to poor

Definitions

- 1 - 6** = Architecture
- 7 - 9** = History
- 10 - 12** = Environment
- 13 - 17** = Usability
- 18 - 20** = Integrity

A	Architecture	(Maximum 35)
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1. Style

Notable rare, unique, or early example of a particular architectural style, type or convention.	E Perfect or extremely early example if many survive; excellent example if few survive. – Earliest surviving purpose designed yacht club in NZ	20
---	--	-----------

2. Construction

Notable, rare, unique, or early example of a particular material or method of construction.	G Good example, if many survive.	4
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3. Age

Comparatively old in the context of its region	G 1878-1916	2
--	--------------------	----------

4. Architect

Designed or built by an architect or builder who has made a significant contribution to the community, province, or nation.	VG Architect or builder of considerable importance to the history of the community, province or nation.	4
---	--	----------

5. Design

A particularly attractive or unique building because of the excellence, artistic merit, or uniqueness of its design, composition, craftsmanship, or details.	E Excellent, original design	8
--	--	----------

6. Interior

Interior arrangement, finish, craftsmanship, and/or detail is/are particularly attractive or unique.	VG Very Good	2
--	---------------------	----------

TOTAL	40 but only a maximum of 35 allowed	35
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B	History	(Maximum 45)
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7. Person

Associated with the life or activities of a person, group, organisation, or institution that has made a significant contribution to the community, province, or nation	E Person, group, etc. of primary importance intimately connected with the building. Connected with Manukau Yacht Club, 3rd oldest in the country. Designed by John Park who made a significant contribution to architecture in New Zealand and to the Onehunga community.	45
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8. Event

Associated with an event that has made a significant contribution to the community, province, or nation.	G Event of secondary importance loosely connected with the building. Associated with usual yachting activities, continued with Scouting activities	10
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9. Context

Associated with, and effectively illustrative of, broad patterns of cultural, social, political, military, economic, or industrial history.	E Patterns of primary importance intimately connected with the building. Yachting is a significant recreation of New Zealanders and the building is intimately connected with this activity. The history of the building demonstrates broad patterns of social and cultural history in New Zealand over its lifetime: yachting, social events and the scouting movement.	40
TOTAL	95 but only allowed 45 maximum	45

C Environment (Maximum 5)

10. Continuity Contributes to the continuity or character of the street, neighbourhood, or area.	E Of particular importance in establishing the dominant character of the area.	5
--	--	----------

11. Setting Setting and/or landscaping contributes to the continuity or character of the street, neighbourhood, or area.	E Of particular importance in establishing the dominant character of the area. The Aotea Sea Scouts building has iconic status on the Onehunga waterfront.	3
--	--	----------

12. Landmark A particularly important visual landmark.	E A structure which may be taken as a symbol for the city or region as a whole.	5
TOTAL	13 but only allowed maximum of 5	5

D Usability (Maximum 5)

13. Compatibility Present use is compatible with the current land use or zoning of the site, street, or neighbourhood.	E Present use is compatible with current land use and zoning.	3
--	--	----------

14. Adaptability Potentially adaptable to compatible re-use without harm to architectural elements which contribute to its significance.	G Proposed adaptive use would require a practicable zoning change, and may alter significant architectural elements. Proposed relocation may affect heritage values connected with the site, but the close link with the sea and retention of the same aspect will mitigate this alteration. The link with the sea is an essential element of the heritage values of this place and a major reason for the present appropriate use of the building by the Aotea Sea Scouts group.	1
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15. Public Capacity for needed public, educational, or museum use.	E Existing use is already a significant public use.	3
16. Services Adequately serviced and protected for contemporary use.	VG One of these services must be up-graded and can be done without major difficulties. – kitchen and toilet facilities likely to need upgrading	2
17. Cost Cost of preservation, restoration, maintenance, and/or interpretation is reasonable.	VG Cost would be somewhat lower than comparable new construction., costs including restoration	2
TOTAL	11 but only allowed maximum of 5	5

E Integrity	(Maximum 10)
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18. Site Occupies its original site	E Has not been moved.	3												
19. Alterations Has suffered little alteration, and retains most of its original materials and design features.	<table border="1"> <thead> <tr> <th><i>Decorative trim (e.g. cornice)</i></th> <th><i>Upper floors</i></th> <th><i>Ground floor</i></th> <th><i>Interior</i></th> <th><i>total</i></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> <td>2</td> <td>5</td> </tr> </tbody> </table>	<i>Decorative trim (e.g. cornice)</i>	<i>Upper floors</i>	<i>Ground floor</i>	<i>Interior</i>	<i>total</i>	1	1	1	2	5			
<i>Decorative trim (e.g. cornice)</i>	<i>Upper floors</i>	<i>Ground floor</i>	<i>Interior</i>	<i>total</i>										
1	1	1	2	5										
20. Condition Building is in good structural condition.	<table border="1"> <thead> <tr> <th><i>Main fabric</i></th> <th><i>Additions</i></th> <th><i>Roof</i></th> <th><i>Interior</i></th> <th><i>Grounds</i></th> <th><i>total</i></th> </tr> </thead> <tbody> <tr> <td>2</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> <td>9</td> </tr> </tbody> </table>	<i>Main fabric</i>	<i>Additions</i>	<i>Roof</i>	<i>Interior</i>	<i>Grounds</i>	<i>total</i>	2	1	2	2	2	9	
<i>Main fabric</i>	<i>Additions</i>	<i>Roof</i>	<i>Interior</i>	<i>Grounds</i>	<i>total</i>									
2	1	2	2	2	9									
TOTAL	14 Max Allowed	10												
OVERALL TOTAL		100												

3

SPACES AND FABRIC SIGNIFICANCE ASSESSMENT

3.1 Explanation

3.1.1 Levels of significance

Based on the available information, the assessed significance of the building and the need to formulate policies to care for the building and its fabric, the exterior, interior spaces and fabric are assessed according to their contribution of the building's heritage significance rated according to the Auckland City Council evaluation criteria –architecture, history, environment, usability and integrity. The exterior, interior spaces and fabric are assessed according to four levels of significance:

- High significance;
- Some significance;
- Little significance;
- Intrusive;
- Not relevant.

The spaces and elements may have more than one area of significance.

The conservation policies will recommend means of retaining or enhancing heritage values or significance based on the ratings. Where additional information becomes available, the assessment of spaces and fabric may have to be reassessed.

High significance, (H)

A high level of significance, denoted by 'H' in the schedule indicates that the space or element has a primary role in understanding the heritage significance of the place.

Some significance, (S)

For a space or element to have some significance, denoted by 'S' signifies a secondary role in understanding the heritage significance of the place.

Little significance, (L)

For a space or element to have some little significance, denoted by 'L', indicates that there is little or no contribution in an understanding the heritage significance of the place.

Intrusive elements, (I)

Designation as an intrusive space or element, denoted by 'I', indicates that the heritage significance is adversely affected by the inclusion of the space or element.

Not relevant, (NR)

This designation assumes that the assessment criteria are not relevant to the particular space or element.

Fabric

Materials within each space are listed with that space. Fabric, which is listed as (hf) is historic or original fabric, (nhf) is non-historic fabric. Other designations are (rf) or replica fabric which may have heritage values and (of), which is not original but has heritage value to the space. In general terms it is expected that (hf) and (of) materials should be retained and conserved, and used as a basis for constructing new elements to match

Fabric	Space	Architecture	History	Environment	Heritage values	
					Usability	Integrity

3.2 Assessment

3.2.1 Exterior

Roof	Architecture	History	Environment	Usability	Integrity
Painted corrugated steel (rf), coated steel flashings (rf), painted timber bargeboards (hf), painted timber match lined soffit (hf), exposed painted timber rafter ends (hf), plastic guttering and down-pipes (nhf)	H	H	H	H	H

Fabric	Space	Architecture	History	Environment	Heritage values	
					Usability	Integrity
West elevation		H	H	H	H	S
<p>Painted timber shingles to gable (hf), painted timber corbels (hf), painted timber shiplap weatherboards (hf), painted timber fixed 8 and 12 pane windows (hf and rf), painted timber chamfered architraves to windows (hf), painted timber hoods over windows (hf), painted timber fixed casement and top lights to south (hf), painted timber cover-boards (hf), painted fibre cement baseboard (nhf), aluminium cladding to south (nhf), roller shutter door (nhf), lights (nhf), painted timber louvres (hf)</p>						



Figure 2: West elevation Ian Bowman photograph, 2/8/06

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
South elevation		H	H	H	H	S
Painted timber shingles to gable (hf), painted timber corbels (hf), painted timber shiplap weatherboards (hf), painted timber fixed, sliding and side hung casements with top lights (hf), aluminium cladding (nhf), painted timber diagonal boarded gable screen (hf), painted timber cover-boards (hf)						



Figure 3: South Elevation, Ian Bowman photograph, 2/8/06

Fabric	Space	Architecture	History	Environment	Heritage values	
					Usability	Integrity

East elevation

H H H H H

Painted timber shiplap weatherboards (hf), painted timber fixed 8 and 12 pane windows (hf and rf), painted timber fixed casement and top lights to south (hf), painted timber chamfered architraves to windows (hf), painted timber hoods over windows (hf), painted timber cover-boards (hf), painted fibre cement baseboard (nhf), aluminium cladding to south (nhf), uncoated timber part deck with handrail – there was a walkway along elevation (hf), note adjacent stone steps



Figure 4: East Elevation Ian Bowman 2/8/06.

Fabric	Space	Architecture	History	Environment	Heritage values				
					Usability	Integrity			
North elevation					H	H	H	H	H
Painted timber shingles to gable (hf), painted timber corbels (hf), painted timber vent and architraves (hf), painted timber shiplap weatherboards (hf), painted timber circular windows with scout motif (hf), painted timber ledged and braced doors (hf to lower, rf to upper), painted timber steps, canopy (rf?), painted timber chamfered architraves to doors (hf), metre (nhf), alarm siren and light (nhf), electrical cable from lamp post (nhf)									



Figure 5: North Elevation, Ian Bowman photograph, 2/8/06.

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
Sub floor frame		S	S	H	S	S
Timber floor joists (hf), timber flooring (hf), timber bearers (hf), timber piles and cross bracing (hf?), cast iron pipe to south (hf), steel/cast iron/wrought iron fixings (hf)						



Figure 6: Sub floor, Ian Bowman Photograph, 2/8/06.

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
Setting		H	H	H	H	H
Basalt rock walls (hf), basalt footings/foundations to previous structure (hf), steel and timber structure to south (hf), worked basalt in tide (hf), basalt steps to east (hf), timber deck to west (nhf), gabions to west (nhf)						



Figure 7: Setting, Ian Bowman photograph, 2/8/06.

Fabric	Space	Architecture	History	Environment	Heritage values	
					Usability	Integrity

3.2.2 Interior

Note: doors opening into space or opening to exterior included in that space; that furniture not moved for inspection of area covered

North east toilet

S H NR H H

Ceiling

Clear coated panelled and battened ceiling (hf), clear coated timber scotia moulding (hf), clear coated timber mounting block (hf)

Walls

Painted hardboard (nhf), painted timber skirting (nhf), painted timber architraves (1925 – hf)

Floor

lino (nhf) over uncoated timber strip (hf)

Windows

Doors

Painted timber vertical four panel -1925 (hf), hardware and furniture (hf)

Fixtures and fittings

Painted gib board toilet partition and door (nhf), painted hardboard shower partition (nhf), wc (nhf), cistern (nhf), wash hand basin (nhf), lino covered bench (nhf), fire hose reel (nhf), light fittings (hf)

Entry, boat storage

S H NR H H

Ceiling

Painted soft board with timber battens (nhf), painted timber match lining (hf), painted timber beams, braces and posts (hf)

Walls

Painted timber match lining to west, south, part of east and entry (hf), painted timber architraves around doors (hf), painted timber dado to west walls and entry (hf), metal light switch in entry (hf), light switch, switch and power point on timber mounting block in central space (hf)

Fabric	Space	Architecture	History	Environment	Heritage values	
					Usability	Integrity
	<p><u>Floor</u> Uncoated timber strip (hf), repairs in chip board (nhf)</p> <p><u>Windows</u> 1 x 12 pane timber to east (hf)</p> <p><u>Doors</u> Painted timber ledged and braced (hf), roller shutter to west (nhf) , painted timber double ledged and braced to south (hf)</p> <p><u>Fixtures and fittings</u> Uncoated timber shelves (nhf), fittings for hanging boats (nhf) (nhf)</p>					
	<p>Kitchen/stair</p> <p><u>Ceiling</u> Clear coated timber panelled and batten (hf), clear coated timber scotia moulding (hf)</p> <p><u>Walls</u> clear coated timber match lining (hf), clear coated timber architraves – 1925 (hf), laminate cladding to kitchen area (nhf)</p> <p><u>Floor</u> Uncoated timber strip (hf), lino squares to kitchen area (nhf)</p> <p><u>Windows/glazing</u> 1 x painted timber 12 pane (hf), note Perspex over (nhf)</p> <p><u>Doors</u> Painted flush hollow core (nhf)</p> <p><u>Fixtures and fittings</u> 2 x cupboards (nhf), kitchen sink (nhf), stove (nhf), bench(nhf), louvred doors under stair (nhf), clear coated timber stair, balustrading, newel post, handrail (hf), switch board (nhf), zip water heater (nhf)</p>	S	H	NR	H	H

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
	Pigeon fanciers room	S	S	NR	H	H
	<u>Ceiling</u> Clear coated timber panelled and batten - 1925 (hf), clear coated timber ovolo? moulding (hf)					
	<u>Walls</u> Clear coated timber match lining (hf), painted timber architraves – 1925 (hf) (note stored material obscures base of wall and most of floor)					
	<u>Floor</u> Uncoated timber strip (hf), lino squares (nhf?)					
	<u>Windows/glazing</u> 1 x painted timber 12 pane (hf)					
	<u>Doors</u> Painted vertical timber four panelled - 1925 (nhf)					
	<u>Fixtures and fittings</u>					
	South toilet	S	S	NR	S	S
	<u>Ceiling</u> Painted match lining (hf), painted scotia – 1925?					
	<u>Walls</u> Painted plaster board (nhf), painted timber skirtings and architraves (hf? - 1925)					
	<u>Floor</u> Uncoated timber strip – 4” width (hf - 1925)					
	<u>Windows</u> Painted timber louvre (hf), steel mesh over louvres (nhf), painted timber Georgian wire glazed toplight (hf?)					
	<u>Doors</u> Painted timber 15 pane timber (hf – 925?)					
	<u>Fixtures and fittings</u>					

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
	WC (nhf), painted timber coat hook rack (nhf), painted timber partition to wc (nhf)					
	South storage	S	S	NR	S	S
	<u>Ceiling</u> Painted timber match lining (hf)					
	<u>Walls</u> Painted timber shiplap weatherboards top north and west (hf), exposed timber framing to south and east (nhf), painted timber post and braces to south and east (nhF)					
	<u>Floor</u> Uncoated timber strip (hf)					
	<u>Windows</u> Painted timber two pane casement – no glass (hf)					
	<u>Doors</u>					
	<u>Fixtures and fittings</u> Uncoated timber shelves (nhf)					
3.2.3 Interior first floor						
	Hall	H	H	NR	H	H
	<u>Ceiling</u> Clear coated timber panelled and batten (hf), clear coated timber scotia moulding (hf), painted plaster vents (hf) , painted match lining to south (hf)					
	<u>Walls</u> Clear coated timber diagonal match lining (hf), clear coated timber architraves – 1925 (hf), painted timber skirtings (hf), clear coated timber picture rail					
	<u>Floor</u> Uncoated timber strip (of – 1940s), painted timber strip to south (hf)					
	<u>Windows/glazing</u> 6 x painted timber 8 pane (rf), 2 x circular timber (hf), painted timber sliding casement to south (1925 -hf)					

Fabric	Space	Heritage values				
		Architecture	History	Environment	Usability	Integrity
	<p><u>Doors</u> Painted timber ledged and braced (rf)</p> <p><u>Fixtures and fittings</u> Cupboards (nhf)</p> <p>Storage</p> <p><u>Ceiling</u> Painted match lining (hf)</p> <p><u>Walls</u> Painted match lining to south, east and north (hf), painted exposed timber framing – partition to south of hall (nhf?) (hf), painted timber architraves – 1925 (hf)</p> <p><u>Floor</u> Painted timber strip (hf - 1925)</p> <p><u>Windows/glazing</u> Painted timber sliding casement to south (1925 -hf), painted timber top lights (hf), missing timber window from hall</p> <p><u>Doors</u> Painted double flush hollow core (rf)</p> <p><u>Fixtures and fittings</u> Cupboards (nhf)</p>	S	S	NR	S	S

4 A FRAMEWORK FOR CONSERVATION POLICIES

4.1 Relocation

SH20 requires urgent improvements as part of the upgrade of the State Highway network throughout Auckland.

Transit proposes to construct a new interchange in the vicinity of Gloucester Park providing access to SH20 from Neilson Street, Onehunga. The design of this interchange requires the realignment of Orpheus Drive and reclamation of part of the shoreline (an area of approximately 5500m²). In conjunction with these works, the Sea Scouts building will need to be removed from its current location as the building is within the footprint of the proposed motorway interchange and associated works.

The building will be relocated to a new position over the water as is the current situation, but attached to the proposed new reclamation. The arrangement of activities on the new reclamation is the subject of detailed consultation with the Aotea Sea Scouts and with additional interested parties. This consultation process was ongoing at the time this report was prepared.

Relocation of a heritage building is generally contrary to the principles of the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value*, the charter that underpins the management of heritage places in New Zealand. However relocation can be legitimate if it is the only means of saving the structure, or relocation provides continuity of cultural heritage value. A new site should provide a setting compatible with cultural heritage value.

The long term and ongoing use of the building is crucial to its long term preservation, and its relationship to the sea is an essential element of its cultural heritage value. Maintaining the relationship of the building to the sea will allow it to continue to be used for scouting purposes, and whilst it will be located in a new position, its relationship to the sea will retain its historic context – providing easy access to the sea for scouting activities.

A number of alternatives have been considered by Transit for the design of the motorway. In carrying out consideration of alternatives, avoiding new reclamation and retaining the foreshore in its current location was considered. However the need for a new interchange in this location, along with providing for continual connectivity of Orpheus Drive as requested by the community, and a substantially wider motorway including for public transport (bus lanes), meant that carrying out some reclamation – and therefore the relocation of the Scout Hall – is unavoidable.

The current proposal is the subject of a significant amount of design refinement which has occurred during the project development, and the Scout Hall is likely to be able to be relocated to a new position facing in the same direction to the water as it does currently. The amount of reclamation has reduced with refinement of the design of the motorway, and the new Hall location is likely to be within 50 metres from its original location.

Options for representing the original location of the building within the landscape plan for the site are being considered. Ideas that are being considered include retrieving the old piles from the seabed and using them as a landscape feature, and placing a marker on the old building location. These ideas will be further developed in conjunction with the Aotea Sea Scouts, the New Zealand Historic Places Trust and Councils.

4.2 Aims of the Owner

The Aotea Sea Scouts building is owned by the Scouts Association of New Zealand. Transit proposes to relocate the building as part of the improvements to SH20.

Transit recognises the Aotea Sea Scouts would like to have the following incorporated into the design for reclamation:

- Same/similar alignment of the Sea Scouts building to the sea (essential).
- Area of open space next to building consisting of both grass and sealed surfaces, able to be used for sea scout activities.
 - An area of approximately 9m x 6m for a future boat shed.
 - Further consideration of the location of the boat ramp adjacent to Manukau Cruising Club, currently shown on plans as extending behind the breakwater.⁶⁵

4.3 Heritage Legislation

In conjunction with district plans, there are several pieces of national legislation that assist with the protection and management of heritage sites. These must be considered in regard to any development or land use proposal that may affect heritage or archaeological sites within an area.

4.3.1 Historic Places Act 1993

The New Zealand Historic Places Trust (NZHPT, or, “the Trust”) is required under the Historic Places Act 1993 (HPA) to establish and maintain a Register of historic places, historic areas, wahi tapu, and wahi tapu areas. Under Part II, section 22 (3) the Register includes historic places and historic areas. The Aotea Sea Scouts building is not currently included in the NZHPT’s Register of such places.

Registration with the NZHPT is an indication of the heritage value of the place. Under section 27 of the HPA, interim protection is given to places proposed to be entered into the Register ‘as if interim registration were notice of a requirement for a heritage order’. Apart from this provision the HPA does not give any protection with registration

Although the Aotea Sea Scouts building is not registered with the NZHPT, this is not necessarily an indication that the building does not have high heritage values. Registration is an ongoing process and many significant heritage buildings and places have not yet been registered with the Trust. The evaluation of heritage significance that has been

⁶⁵ TNZ Ref. 20/1/12/2. Letter to Aotea Sea Scouts, Onehunga, 9 August 2006.

undertaken for this Conservation Plan has used Auckland City Council's Assessment Criteria. These indicate that the Aotea Sea Scouts building has significant heritage values.

The Trust's powers under the Resource Management Act (see below) in relation to historic sites and area reside in the status given to the Trust under the Resource Management Act 1991.

Criteria for Registration: Historic Places Act, 1993(23) (2)

The Trust may assign Category I status or Category II status to any historic place, having regard to any of the following criteria:

- (a) The extent to which the place represents important or representative aspects of New Zealand history:
- (b) The association of the place with events, persons, or ideas of importance in New Zealand history:
- (c) The potential of the place to provide knowledge of New Zealand history:
- (d) The importance of the place to tangata whenua:
- (e) The community association with, or public esteem for, the place:
- (f) The potential of the place for public education:
- (g) The technical accomplishment or value, or design of the place:
- (h) The symbolic or commemorative value of the place:
- (i) The importance of identifying historic places known to date from early periods of New Zealand settlement:
- (j) The importance of identifying rare types of historic places:
- (k) The extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape:

Archaeological Provisions

An archaeological site is defined in the Historic Places Act 1993 as any place in New Zealand that:

Either

- (a) (i) was associated with human activity before 1900; or
- (ii) is the site of the wreck of any vessel where the wreck occurred before 1900; and

- (b) is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.

Anyone wishing to damage, destroy or modify an archaeological site must apply to the New Zealand Historic Places Trust (NZHPT, the Trust) for an authority to do so.

The Trust may allow or decline any application.

It is unlawful for any person to damage, destroy or modify the whole or any part of an archaeological site without the prior consent of the New Zealand Historic Places Trust. Offenders risk prosecution with a fine up to \$100,000 for destruction and up to \$40,000 for damage or modification of a site and a criminal conviction.

4.3.2 The Resource Management Act, 1991

The Resource Management Act 1991 (RMA) provides guidelines and regulations for the sustainable management and protection of the natural and cultural environment. In 2003 amendments to the RMA elevated historic heritage to a “Matter of National Importance” under Section 6 (f), which identifies the need for “the protection of historic heritage from inappropriate subdivision, use, and development.”

A definition of “Historic Heritage” was added with the amendments to the RMA. This is:

- a) Those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures deriving from any of the following qualities:

- (i) Archaeological
- (ii) Architectural
- (iii) Cultural
- (iv) Historic
- (v) Scientific
- (vi) Technological; *and*

- b) Includes –

- (i) Historic sites, structures, places, and areas; *and*
- (ii) Archaeological sites; *and*
- (iii) Sites of significance to Maori, including *waahi tapu*; *and*
- (iv) Surroundings associated with the natural and physical resources.

4.3.3 Auckland City Council District Plan

Cultural resources comprise a wide variety of heritage features including objects, buildings sites and areas.

Heritage protection measures will protect and conserve some items in totality. For certain other items, sensitive change and adaptation will be permitted in the process of adapting these heritage resources for appropriate present-day use.

The demolition of unique or specially precious (Category A scheduled items is a prohibited activity in the district. This is in recognition that the particular value of these items will be lost forever if they are demolished.⁶⁶

The Aotea Sea Scouts building is not a scheduled item on the City of Auckland District Plan Isthmus Section. However the evaluation that has been undertaken for this Conservation Plan according to the City of Auckland Evaluation Criteria for Isthmus Heritage Object, Feature or Place has resulted in a numeric score of 100.

4.3.4 The Building Act, 2004.

The Building Act 2004 regulates all building work in New Zealand and:

- sets performance standards (including the Building Code);
- establishes a licensing regime for building practitioners; and
- requires local authorities (and private organisations) to become registered and accredited building consent authorities to carry out building control functions.

The functions of territorial authorities as building consent authorities are outlined in the Building Act 2004. These functions include:

- the issuing of building consents;
- issuing of project information memorandum;
- issuing of notices to fix (section 124);
- keeping of building consent information and the provision of public access to building information;
- carrying out of building work (section 220); and
- inspections and enforcement.

Under the Building Act 2004 (amendments March 2005), it is the owner's responsibility to:

- apply for a building consent for any proposed building work
- provide the necessary information with the building consent application to confirm compliance with the New Zealand Building Code
- notify the council when a change of use is proposed
- apply for a code compliance certificate on completion of building work
- ensure that inspection, maintenance and reporting procedures are carried out where required by any compliance schedule

⁶⁶ City of Auckland- District Plan Isthmus Section Operative 1999 Part 5C – Heritage p. 7.

- maintain the building in a safe and sanitary condition at all times.

In exercising functions under the Building Act 2004, building consent authorities need to ensure that buildings are safe, promote physical independence and wellbeing, have adequate fire escape provisions and are designed, constructed, and able to be used in ways that promote sustainable development. Also building consent authorities are required to take into account the principles of section 4(2) (f) of the Building Act 2004 which includes the need to facilitate the preservation of buildings of significant cultural, historical, or heritage value.

With respect to heritage buildings in applying the purpose of the Building Act, a number of principles are outlined in section 4 which include the importance of recognising any special traditional and cultural aspects of the intended use of a building and” the need to facilitate the preservation of buildings of significant cultural, historical, or heritage value”.

There can be tensions between the requirements of the Building Act 2004 and with the purpose and principles of the Historic Places Act 1993, and the Resource Management Act 1991. The tension stems from the focus of ensuring building safety, amenity, and access under the Building Act 2004, and the protection of historic heritage as a matter of national importance under the Resource Management Act 1991 and the purpose of the Historic Places Act 1993 to promote minimum change of heritage buildings in order to conserve and preserve historical and cultural heritage values.

The Building Act 2004 (Section 131) requires territorial authorities to develop policies on earthquake-prone buildings within their districts.

4.4 Standards of Conservation

4.4.1 ICOMOS New Zealand Charter

The International Council on Monuments and Sites, ICOMOS, is a non-governmental body organised through UNESCO, which promotes the practice and standards of conservation through its international and national committees. Each committee is required to determine standards for conservation in the member country. The New Zealand national committee of ICOMOS has been recognised by the New Zealand Historic Places Trust, the Department of Conservation and many local authorities including Auckland City Council as the body which sets conservation standards and ethics for conservation in New Zealand. The New Zealand national committee has published the *ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value*, as the guiding standard for conservation.

This Conservation Plan has been prepared to comply with the principles outlined in the ICOMOS New Zealand Charter and the document is attached as Appendix: ICOMOS New Zealand Charter. All decisions relating to the conservation of the Aotea Sea Scouts building should be made according to the principles in the Charter and all new works should be consistent with accepted international conservation practice, as expressed in the Charter.

The ICOMOS International Wood Committee has prepared a document to guide the conservation of timber buildings: *Principles for the Preservation of Historic Timber Buildings*. The aim of this document is to define basic and universally applicable principles and practices for the protection and preservation of historic timber structures with due respect to their cultural significance. As the Aotea Sea Scouts building is constructed of timber, this guide should be followed in any conservation work in addition to the ICOMOS New Zealand Charter.

4.4.2 Principles for Managing Change

The New Zealand Historic Places Trust Guideline No. 5: *Guidelines for Altering Heritage Buildings* outlines the way a significance assessment can guide how certain elevations or rooms are particularly important and should not be altered, while later additions can be completely demolished without loss of heritage value.⁶⁷ The Guidelines include important conservation principles that must be considered when altering a heritage building.

The same conservation principles for managing change have been outlined by David Young, heritage consultant,⁶⁸ and the wording of these is summarised (based on D Young, 2006), with commentary as relevant to the Aotea Sea Scouts building below each principle:

Key principle: Do as much as necessary but as little as possible

Some parts of the building require repair and maintenance, and for elements and fabric identified in this Conservation Plan as having heritage significance, this should be carried out with care (using trades people experienced in working on timber heritage buildings), replacing fabric only where it has ceased to function properly, but retaining as much as possible of fabric in satisfactory condition.

Proposed change should retain significance

The spaces and fabric assessment section in this Conservation Plan identifies the significance of individual elements and spaces within the Aotea Sea Scouts building. While all periods of change in the building add to an understanding of the historical, social and architectural workings of the place, fabric or elements of 'Some', 'Not Relevant/Intrusive' significance are more suitable for new change than fabric or elements of 'Exceptional' or 'High' significance.

Change should not be based on conjecture, but on evidence of a known earlier state

Photographic document suggests that the original form of the building followed the original drawings. A detailed site investigation has confirmed these findings.

- Change should be reversible or repeatable

Conservation intervention and new works at the Aotea Sea Scouts building should allow for the possibility of future conservation action.

-
- Change may be desirable to:
- Prevent further deterioration

⁶⁷ Cochran, C. 2000

⁶⁸ Young, David. Christchurch 2006 Summer School Course Notes.

- Allow renewal of a significant use
- Improve interpretation by reconstruction
- Minimise risks

For the Aotea Sea Scouts building, minor change is required to prevent further deterioration, such as the replacement of cracked glass, the repair of rotten and split timbers. Change that supports the significant use of the building, for example, through the upgrading of existing facilities, such as toilets and kitchen equipment, is acceptable where that change can be reversible.

Change may be acceptable in some elements to improve general safety of occupants of the buildings. This Plan includes a structural report.

- Change involving an acceptable loss of significance may include:
- Accommodating a proven viable use
- Allowing effective management where the effect on significance is minimised.

The change in use from a yacht club to a sea scouts building has been an entirely appropriate change of use, with the functions of the two organisations being not dissimilar.

Where appropriate modifications are proposed to allow for better use of the building, this should only be with appropriate conservation advice.

- Change may be inappropriate where the existing state of the place is evidence of particular cultural significance.

The building has been used as a yacht club and now is a sea scouts den. Removal of decorative elements which are evidence of these significant uses of the building, on or within the building is inappropriate.

- Respect existing fabric and don't distort the evidence it provides

Existing historic fabric should be retained *in situ* in the building where possible. If fabric must be replaced due to serious damage or decay, replacement fabric should be the same where possible (replace like with like).

The building is not new and therefore should look like an old building. It does not have to be in a perfect state and it is acceptable – even desirable – to retain the patina of age. Timberwork which has impact damage, but is otherwise sound, should be retained, whereas rotten and split timberwork which no longer performs its function under the Building Code, should be replaced as above.

Use all available knowledge, skills and disciplines which can contribute

Any future changes should be guided by this Conservation Plan which has been prepared by suitably qualified architectural historian/heritage consultant and a conservation architect, with input from the building's owner. If the area around the building is to be disturbed for future work, the advice of an archaeologist should be obtained. Future work, including high

level maintenance, should be carried out and guided by people with experience in working on heritage buildings.

Traditional techniques and materials are preferred – modern acceptable if proven

As described in the ICOMOS Timber Conservation Guidelines, traditional repair techniques are preferred. However, when these techniques are not able to be used, modern conservation techniques using materials, such as epoxies, may be used.

[Repair]⁶⁹ should be identifiable on close inspection.

While repair work at the Aotea Sea Scouts building should not stand out as being different from the existing fabric, it should be identifiable on close inspection (usually by dating in a discrete area).

New work should be readily identifiable.

In contrast to repairs, as described above, any new work added to the Aotea Sea Scouts building and adjacent block should be undeniably new, yet sympathetic to the existing place.

4.5 Conservation Policies.

4.5.1 Explanation of Policies.

Following on from the Assessment and Statement of Significance and taking into account statutory requirements and the aims and aspirations of the building owner, a series of conservation policies can be formulated to guide any proposed work on the Aotea Sea Scouts building.

The purpose of the conservation policies set out in this section is to provide a guide to the development and care of the building in a way that retains the significance of the place. Such policies are framed to:

- Retain the character and quality of the building and its elements including its immediate setting;
- Permit adaptations and new works which are compatible with the above and which will make the place more effective in its use as a community facility;
- Identify elements which adversely affect the place and which are in need of modification or removal;
- Provide an approach to the replacement of deteriorated fabric;
- Draw attention to the need for co-ordination and continuity of conservation decisions.

The conservation policies are based on the principles and processes described in the ICOMOS New Zealand Charter and each are discussed in turn as they are relevant to the Aotea Sea Scouts building.

⁶⁹ The word 'Reconstruction' in D Young's notes has been replaced with the word 'Repair' to be in keeping with the New Zealand ICOMOS Charter definitions.

The recommended policies are set out in italics. They are followed by the information upon which the recommended policies are based. The policies should be read in conjunction with the following text.

General policies concerned with general principles of conservation are stated first while the more specific policies on appropriate conservation processes follow and are described as Intervention Policies. These are also explained below.

4.5.2 General Conservation Policies.

General Policy 1

That the policies identified in this Plan be adopted by the Aotea Sea Scouts as the guide for future work on the building

The conservation policies are designed to guide the owner and users of the Aotea Sea Scouts building taking into account practical requirements for use while retaining essential heritage values. Adoption of the policies makes a clear statement of intent by the Aotea Sea Scouts as owners to users, regulatory bodies, and others with an interest in the building, of a commitment to long term conservation using appropriate conservation methods.

4.6 Framework for the Conservation of the Aotea Sea Scouts Building

General Policy 2

That the conservation of the Aotea Sea Scouts building should be carried out in accordance with the “ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value.”

The International Council on Monuments and Sites, (ICOMOS), is a non-governmental body organised through UNESCO, which promotes the practice and standards of conservation through its international and national committees. Each national committee is required to determine standards for conservation in the member country. The New Zealand National Committee of ICOMOS has published the “ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value”, as the guiding standard for conservation and this is included in Appendix: ICOMOS New Zealand Charter

Principles

The ICOMOS New Zealand Charter discusses general principles before identifying conservation processes.

The principles are discussed under the following topics:

- Conservation method;
- Respect for existing evidence
- Setting;

- Risk mitigation;
- Relocation;
- Invasive investigation;
- Contents;
- Works of art and special fabric; and
- Records

Each of these principles is discussed in turn in relation to the general policies of this Conservation Plan.

Processes

The “ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value” identifies eight conservation processes:

- 1 *Non-intervention* means not carrying out any conservation work
- 2 *Maintenance* means the protective care of an historic place
- 3 *Stabilisation* means the arrest of the processes of decay
- 4 *Repair* means the making good of decayed or damaged material
- 5 *Restoration* means returning a place as nearly as possible to a known earlier state by reassembly, reinstatement and/or the removal of extraneous additions.
- 6 *Reconstruction* means the introduction of new material to replace that which has been lost and can only be carried out where sufficient evidence is available and the need is essential.
- 7 *Adaptation* means modifying the place to suit it to a compatible use, involving the least possible loss of cultural heritage value.
- 8 *Interpretation* means making the heritage values of the structure accessible

Typically one or a combination of these processes is appropriate to effect the optimum level of conservation. Each of these processes is discussed in turn in relation to the Plan’s conservation policies.

4.6.1 Conservation Method

General Policy 3

Conservation of the Aotea Sea Scouts building shall not diminish heritage values.

Conservation processes should take account of the heritage values of the Aotea Sea Scouts building as identified in the Spaces and fabric significance assessment section. The selection of the appropriate conservation treatment is defined by the heritage values of the building as a whole and of its spaces and fabric. The aims of the conservation method can be summarised:

- i All work is to be thoroughly documented
- ii Historic evidence should not be removed, destroyed or falsified
- iii Any intervention is to the minimum and reversible where possible
- iv The aesthetic, historical and physical integrity of the building must be respected.

4.6.2 Authenticity

General Policy 4

That authenticity is retained in all conservation works.

Conservation interventions are largely determined by the existing levels of authenticity of design, materials, craftsmanship and setting. As there is authenticity in the design of the Aotea Sea Scouts building, it is critical that the treatment respects this. Conservation processes include maintenance and repair, stabilisation and restoration. Any adaptation must respect the design concepts of the historic building.

Where there is authenticity in materials, respect for the original materials should be given and new material should be in keeping but distinguished from the original. This is generally achieved with date stamping of new material. Treatments include maintenance, stabilisation of materials related to the significant periods of construction and restorations with appropriate new material where necessary.

Retention of authenticity in workmanship requires respect for evidence of past workmanship and structural systems. Appropriate treatments include maintenance and repair of original materials and structures. Stabilisation is also appropriate. Restorations requiring new elements should use traditional skills and methods or new techniques where traditional techniques are inadequate and where these new techniques are proven.

Where there is authenticity in setting, the primary objective is to maintain the relationship of the site with its surroundings. The construction of the new interchange approaches and the realignment of Orpheus Drive will severely modify the setting of the Aotea Sea Scouts building. Relocation of the building 100 metres from its present position will retain the link with the sea, an appropriate setting and encourage the Aotea Sea Scouts group to continue their compatible use of the building. To a large extent appropriate conservation interventions require planning controls and urban conservation planning and can only be recommended to the local authority.

4.6.3 Spaces and Fabric Significance

General Policy 5

That the conservation policies' description of spaces and fabric significance should be accepted as a main basis for future planning and work.

Work on the building should be undertaken with due regard to the significance of each element. The building's significance is likely to be diminished if elements are subject to inappropriate activities. The recommended level of intervention (as defined in the ICOMOS New Zealand Charter) that is acceptable is as follows:

High significance – work on these elements should be restricted to activities of *maintenance, stabilisation, repair or restoration* to a known earlier state. Elements or fabric having exceptional significance should not be removed from the buildings.

Some significance – a greater degree of intervention may be permitted, including *adaptation*. Elements and fabric having some significance should be retained in their present form wherever possible and practical.

Little Significance - elements and fabric assessed as not being relevant obviously have little significance and generally allow the buildings to function. They may be retained or removed, providing fabric of greater significance is not obscured.

Any intervention should not reduce heritage values and should enhance values where possible.

4.6.4 Regulatory Controls

General Policy 6

Any modifications required to achieve compliance with the Building Act 2004 should be carried out with reference to conservation principles.

The Building Act 2004 focuses on the need for improved earthquake strengthening. How this Act applies specifically to the Aotea Sea Scouts building should be discussed with the Auckland City Council. When the Building Code requirements conflict with heritage values, alternatives or dispensation applications should be considered.

4.6.5 Control of Conservation

General Policy 7

Where conservation work is to be undertaken, it shall be thoroughly documented and supervised by an appropriately qualified person experienced in built heritage building conservation while the work itself should be carried out by tradesmen experienced in conservation of timber structures.