



13 December, 2021

Wellington City Council
P O Box 2199
Wellington 4140

Emailed to: planningforgrowth@wcc.govt.nz

Submission on the Draft District Plan

This submission is made on behalf of an organisation, **Mt Victoria Historical Society Inc.**

It is an incorporated society with the aims of researching and sharing the history of the suburb of Mt Victoria and promoting interest in, and preservation of, its unique heritage.

Contact details: Joanna Newman, Convenor
jnewman@xtra.co.nz
Phone 027 7577 984

We do not wish to be contacted about participating in a round table discussion about our submission.

There are a number of points of detail that we could have spent a great deal of time covering in this submission but, because many arise from the larger issues we raise, we do not address those.

Key changes we would like to see to the Draft District Plan include:

- 1. Reinstatement of the pre-1930s demolition rule to the majority of Mt Victoria or , at a minimum, the areas recommended by WCC in the Draft Spatial Plan plus the areas recommended by Heritage NZ¹.**

Almost the entirety of Mt Victoria is a heritage area and the pre-1930s demolition rule (or something similar) should continue to be applied across the whole suburb. 85% properties pre-date 1930, 90% of these categorised as primary and contributory (38% and 52% respectively). It has a number of houses built in 1869 – some of the earliest extant dwellings in the city.

The pre-1930s demolition rule does not stop houses being demolished, it just requires a resource consent to do so, allowing a check to ensure this activity is not something the city will regret.

¹ Heritage New Zealand, Submission on the Draft Spatial Plan
https://www.dropbox.com/sh/vk9hgfavgafxzwx/AABQ_8ZZ-E3cwo-rTC2wOTla?dl=0&preview=Sanitized-DSP-1217-PFG-DraftSpatialPlan-Submission.pdf

WCC has not shown there is a material shortfall in housing capacity over the next 30 years (under the current rules), sufficient to justify removing the pre-1930s non-demolition rule to provide for intensified development. Furthermore, the Council's own growth figures indicate that the contribution required from Mt Victoria is small and is likely to be achieved even with the current, pre-1930s demolition rule fully in place.

As a minimum, the areas recommended by Heritage New Zealand to be added to Draft Spatial Plan proposed character areas, as shown in the Map in Appendix 1 of its submission and reproduced below, should be designated character areas.

MT VICTORIA



Extensions to Character sub-areas outlined in blue

2. The edge of Kent Terrace re-zoned Mount Victoria Medium Density Residential Zone, not City Centre.

While the area around Kent Terrace, Home and Hania streets is a logical area for further development, given its proximity to the city and currently low-rise semi-industrial usage, incorporating it into the Central City zone allows for buildings 28.5 metres high without a resource consent. This could result in a high 'wall' of buildings blocking Mount Victoria from

the city. A better approach is to treat this as a transition zone between the city and the suburb, allowing medium density development (up to 6 storeys) in this zone – this would be achieved if it remains part of the suburb of Mount Victoria.

The logical boundary for the Central City at its extreme eastern edge is Cambridge Terrace. The green boulevard of The Terraces historically and geographically marks the most appropriate transition from city building heights to residential suburb.

The boundary for the official, New Zealand Geographic Board-defined suburb of Mount Victoria is down the middle of Kent and Cambridge Terraces, with Kent Terrace firmly within the bounds of Mount Victoria. This is supported by the Board’s guiding principles:

“The New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa recognises the importance of locality and suburb names and their extents.

. . . They [suburbs] are also important for government administration and provide identity and association for local communities – giving a sense of place and belonging.

The Board also recognises that populated places are bounded by naturally defined geographic boundaries or infrastructures. . . .

Having official suburb and locality names provides certainty, protects community identity, minimises the risk of incorrect naming, and ensures that the official name is used in official publications. . . .

The Mt Vic Planning Group has previously provided an outline (presented to a Mount Victoria residents public meeting on 3 September 2020) which would see a very large increase in dwellings along Kent Terrace, but with density done well and appropriately for such a medium-density residential zone. For more on this, see Appendix 1.

3. Definition of character to include heritage

The definition of character does not sufficiently take into account heritage, and must do so.

The only reason that Character Precincts in Mount Victoria have:

“common, consistent natural and physical features and characteristics that collectively combine to establish the local distinctiveness and identity of an area, and that contribute to a unique ‘sense of place’” [Draft District Plan definition]

is because they are consistently original, late-nineteenth/very-early-twentieth century buildings on the land i.e. because of their heritage. This is Mount Victoria’s and Wellington’s heritage.

The character, meaning and value of areas of Mount Victoria with particularly high heritage value has not changed since the current Operative District Plan was written. In its objectives, the City recognises the value of such heritage generally, and specifically and explicitly for Mount Victoria in the introduction to The Residential Guide, Appendix 2 Mount Victoria.

Wellington has an obligation to protect this heritage for future generations of Wellingtonians and New Zealanders.

[Part 1 Definitions <https://eplan.wellington.govt.nz/draft/#Rules/0/142/1/14035/0>]

4. Tutchon Avenue to be included in the Porritt Avenue character/heritage area

Tutchon Avenue must be included in the Character Precinct.

It is illogical to exclude this tiny dead-end street, barely one car's width, from the Porritt Avenue character area. There is no explanation or justification for this decision. If it is excluded and allowed to continue, the 21m (six-storey) height limit this will destroy not only the heritage of this street but also the character areas which surround it on every side.

A preliminary 'study' of Tutchin Avenue is attached as Appendix 2 and more work can be done to provide additional evidence for this case.

5. The Mt Victoria North Townscape Precinct made part of the Existing Character Precinct

A new *townscape precinct* has been introduced to the area covering the north-facing McFarlane Street slope up to the Monastery. It is defined only by its visual appearance when viewed from the city and has been created to acknowledge one of Wellington's classic visual images.

As this new precinct area is already largely covered by the *Mt Victoria North Character Precinct*, and has the same heritage qualities as other Character Precincts (acknowledged by WCC in the Operative District Plan) it should be included as part of this existing precinct as a further defining characteristic of the *Mt Victoria North* area.

[Part 4 Design Guides https://isoplاندocs.s3-ap-southeast-2.amazonaws.com/figures/wellingtonDraft/68/02_04_Design%20Guides%20Mount%20Victoria%20North%20Chapter.pdf]

6. Heritage areas

We support the creation of heritage areas in the District Plan, but only to the extent that these at least give a similar level of protection to that afforded to Character sub-areas in the current Operative Plan to a small part of Mt Victoria.

This level of protection should, however, cover the Character Precincts plus Heritage New Zealand's recommended extensions to the Character Precincts (see No. 1 above).

7. Strengthened Character Precincts and Design Guides

Mt Victoria's seven existing character sub-areas (now referred to as *character precincts*) should be maintained in their current Plan areas and that specific Design Guidance qualities be developed to ensure their future protection from inconsistent future development.

New developments in the Mt Victoria area were previously guided (in design terms) by seven character sub-areas included as part of the *Residential Design Guide*. The new Draft District Plan has significantly revised the content of the *Residential Design Guide*, removing any reference to *character* as an important general visual/social quality of the city that requires protection and design guidance when new development occurs.

In the new Plan, this general *character* designation has been reduced to a label attached to a number of *character areas* spread over the city's inner residential suburbs.

Mt Victoria's seven special character sub areas (Moir Street, Armour Avenue, Porritt Avenue, Scarborough Terrace, Queen Street, Elizabeth Street and Mt Victoria North/St Gerard's) have all experienced some reductions to their previously defined areas.

Although called ‘Design guides’ these documents offer no guidance as to how any new development could fit with the current character of the area. Instead, there is just a description of what is there currently. This approach offers no protection from future inconsistent development nor assistance to developers trying to ensure future developments fit into their surroundings. In summary, Mt Victoria’s revised *character areas* would be toothless in terms of any future protection. Specific design guidance for these areas needs to be reinstated otherwise the council is failing to protect them.

8. Change to the minimum daylight access rule

The requirement for the Medium Density zone that only “a minimum of 2 hours daylight into all habitable rooms between 9am and 3pm on the winter solstice” be provided, is unacceptable. (It is also illogical because, as long as the sun continues to rise, there will be 6 hours of daylight within this time period.)

The provisions for sunlight hours in the current Operative District Plan, should be retained. This will ensure dry homes and a reasonable, healthy quality of life for all in the neighbourhood and is of particular relevance to heritage, as old timber houses last longer if they can be kept dry.
[Part 3 MRZ-S15 <https://eplan.wellington.govt.nz/draft/#Rules/0/186/1/11302/0>]

9. Oppose granting of height exemptions for provision of “assisted housing”

Developers should not be allowed to build higher than the limits specified in the District Plan in return for providing low-cost housing. They should be required to meet the same rules as for any other development in a MRZ. This right will be abused, if granted, particularly as the definition is very loose, i.e. ‘cost for residents is less than the market rate’.
[Part 2 AH-P Option 3 <https://eplan.wellington.govt.nz/draft/#Rules/0/290/1/16504/0>]

10. Additions to heritage listed buildings

We support the Council’s proposed additions to the inventory of heritage listed buildings in Mt Victoria.

We would like to propose the following also for inclusion, on the basis that they represent significant local or national, social or architectural, heritage. (If this seems like a relatively high number for a suburb, this should not be surprising as Mt Victoria is one of the oldest suburbs in the city and retains most of its original housing. In fact, we believe this is a very modest number of additions considering the number of houses of architecture and social heritage value in Mt Victoria.)

13 Austin Street	Built by Samuel Atkins (of Ettrick Cottage), home of Charles Bayertz
17 Brougham Street	Owd Trafford
33 Brougham Street	Hutchinson’s house/Women’s House
123-125 Brougham Street	Ionian Flats
136/138 Brougham Street	Rev Moir’s wife’s houses
9 Hawker Street	Hamilton Flats (designed by Anscombe)
43 Hawker Street	Bernard Freyberg’s house
71 Hawker Street	Paterson’s house (he built the Town Hall)
7 Paterson Street	Waring Taylor’s house

58 Pirie Street	Winder's house
49 Porritt Avenue	Kate Edger's house
23 Stafford Street	Wellington Harbour Pilot Holmes's house
1 Tutchen Avenue	Wellington Harbour Pilot Shilling's house
Mount Victoria tunnel	(Seatoun, Northland, Karori, Hataitai Bus, all listed)

Appendix 3 contains more detail on these buildings.

Kent Terrace zoned Mt Victoria Medium Density Residential Zone

1. Impact

While the area around Kent Terrace, Home and Hania streets is a logical area for further development, given its proximity to the city and currently low-rise semi-industrial usage, incorporating it into the Central City zone allows for buildings 28.5 metres high without a resource consent would result in a high 'wall' of buildings blocking Mount Victoria from the city.

A better approach is to treat this as a transition zone between the city and the suburb, allowing medium density development (up to 6 storeys) in this zone. This would be achieved if it remains part of the suburb of Mount Victoria.

The mock-up of a 10-storey building below shows the shading and dominating impact on generally single-storey heritage houses in Moir St and surrounds if the area around Kent Terrace, Home and Hania streets is zoned city centre.



2. An alternative

The Mt Victoria Planning Group developed an outline (presented to Mount Victoria residents at public meeting on 3 September 2020) which would see a very large increase in dwellings along Kent Terrace, Home & Hania streets but with density done well and appropriately for such a medium-density residential zone. This proposal received overwhelming support from the 100 plus meeting attendees.

The slides below, shared at the public meeting, show the opportunity to develop this brownfield area into a vibrant residential and commercial hub for all Mt Victoria residents.

Kent Tce precinct: ripe for development

- Currently home to car yards, panel beaters, KFC, bar
- Low density - under 1,000 km² compared to 4,474 km² in character zone
- Walking distance of the city
- Close to mass transit routes
- Capacity for **1000 plus** additional dwellings or **2,000 plus** people



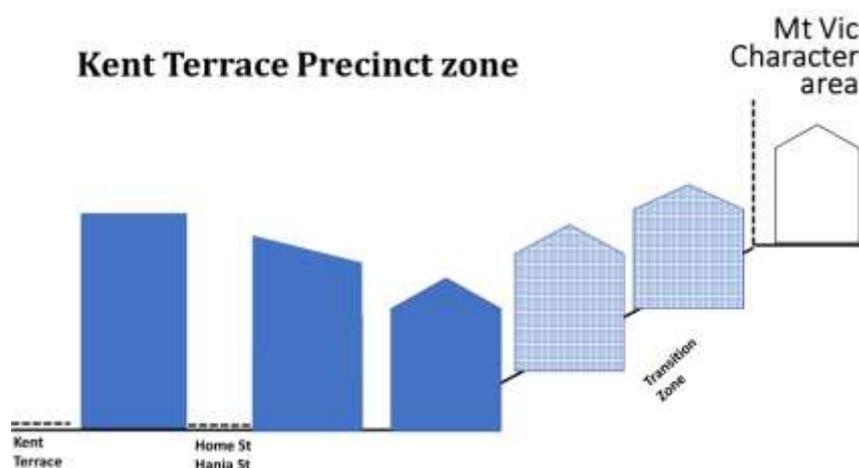
Apartment living mixes with vibrant community spaces, offices, cafes, retail



View north along Home St

View from Kent Tce of new & old

The representation below shows a sympathetically scaled development that does not consign the residents of the heritage housing to living in the shadows of 10-storey apartment blocks.



3. Conclusion

If the edge of Kent Terrace is zoned Mount Victoria Medium Density Residential Zone, not City Centre this will prevent a high ‘wall’ of buildings blocking Mount Victoria from the city and encourage the development of this brownfield area into a vibrant mixed-use hub for Mt Victoria residents.

Tutchen Avenue Inclusion in proposed heritage area

Mt Victoria Historical Society and other submitters on the Draft Spatial Plan have expressed their concern that Tutchen Avenue is not included in the proposed heritage area for Porritt Avenue.

Its exclusion is wrong for the following reasons:

- It is an integral part of the Porritt Avenue surrounds, in terms of history, building type and height and streetscape.
- It is also topographically a prominent site in this part of Mt Victoria and in the middle of the proposed Porritt Avenue and Armour Avenue heritage areas. To allow a large concentration of four-storey, mixed-use apartments in the middle of this heritage area would destroy the character of both.
- Historically, the street was created by the Tutchens, on their estate, before being taken over by the Council. Council is also proposing to add the building which was the original Tutchen home, backing onto Tutchen Avenue, to the District Plan heritage list.
- Tutchen Avenue is included in the 'primary/contributory' pre-1930 character area in the Boffa Miskell Pre-1930 Character Area Review commissioned by Wellington City Council. Housing on the street is just as 'primary/contributory' to character as the overall housing stock of Porritt, Armour and Albany Avenues. There is only one building (No. 10) which is not original.
- An important figure in Wellington's history – Wellington Pilot, William Shilling – lived at No. 1 Tutchen Avenue for many years.
- The narrowness of the street – barely more than a drive-width – reflects its origins as a private way created by the Tutchens, who accessed the stables behind their Pirie Street residence via it. (This also makes it unsuitable for increased numbers of vehicles.

Further information to support the case for including Tutchen Avenue in the proposed Porritt Avenue Heritage Area is included below.

Tutchen Avenue Today



Tutchen Avenue, looking west from Porritt Avenue, February 2021



Tutchen Avenue, looking east towards Porritt Avenue, February 2021



Tutchan Avenue (from right) No. 2, 4 and 6
No.4 was Brosnan's house – see history below.



Top: No. 8
Bottom: No. 1 (Shilling's house)



Tutchen Avenue History

1 Tutchen Avenue

This house is on the 1892 Thomas Ward map.

William (Bob) Shilling, Wellington Harbour Pilot, lived at No. 1 from 1896. He died in this house in August 1939 at the age of 91.

Shilling was the last pilot to live in the historic Pilot's Cottage at Worser Bay, which housed seamen of the pilot service from 1866 to 1894. It was the responsibility of the local pilot, with the permission of the Captain, to board ships arriving at the mouth of the harbour and guide them safely through the Heads and into Port Nicholson.

Shilling had joined the Royal Navy at the age of 14 and served for two years before joining the merchant navy. In 1868 he signed on to the *St Vincent*, which was bound for Wellington, carrying coal. Shilling and a friend deserted the ship on arrival – a fortunate move as it was wrecked in Palliser Bay on 14 February 1869 on the outward voyage.

Bob began duties as coxswain at the Worser Bay pilot station in 1877. Work at the station ranged from the tedium of keeping watch and routine maintenance to extreme hardship and moments of danger. At the time, this was an isolated outpost and survival required strict discipline and tight teamwork. They were on call to provide round-the-clock pilotage services for ships entering or leaving the harbour. Often after hours of strain on the oars the crew saw ships turning to run before the weather, leaving them to make a long wet and dangerous row home. Regular tasks included fetching stores from Newtown on horseback, collecting firewood and ferrying people and stores across to Pencarrow Head lighthouse. In 1889, after the previous pilot drowned, he took charge at the heads and moved into the pilot's cottage. During his tenure at the station Shilling was involved in numerous rescues from shipwreck at the heads, but he never lost a boat. On one occasion he boarded the *Margaret Galbraith* as the vessel was running towards Barrett's Reef in a strong southerly wind, and narrowly averted disaster by swinging the barque clear of the rocks at the last moment. On another occasion he boarded a barque at the heads but was unable to enter the harbour for 10 days because of strong, shifting winds.

The Shilling family vacated the house at the pilot station in 1894, when the operations of the pilot service moved to Lambton Harbour.



Judging from this photograph printed as part of his obituary in 1939 [Evening Post 17 August 1939], Shilling is in the photo below, probably fourth from left.



Pilot boat crew at Worser Bay, c.1883, with Pilot Captain Holmes (see Appendix 2, 23 Stafford Street below) including Bob Shilling. Alexander Turnbull Library 1/2-140314-G

4 Tutchen Avenue

This house is not on the Thomas Ward 1892 map, so may have been built in 1893.

It was the home of John Brosnan, expressman², from at least 1893³ (no earlier date yet found, construction date pre-1892 – ref Thomas Ward map). It was a four-roomed cottage, which he was also letting a room in (to “a single man) with use of kitchen from 1893. He owned his own Express, horse and harness⁴. Brosnan made additions to his house in 1899.

Note

We have not included here the history of the Tutchens and the Tutchen Estate. Please refer to the Mt Victoria Heritage Study Report, June 2017 commissioned by Wellington City Council for further information.

² An expressman was responsible for packing, managing and delivering cargo

³ No earlier date yet found; construction date pre-1892 (ref Thomas Ward map)

⁴ An express was a four-wheeled open wagon, with a rectangular shape like a shallow box. (Offered for sale in 1893)



Thomas Ward survey map, sheet 62, 1892 [WCC Archives Record Identifier51]



Thomas Ward survey map, sheet 62, 1892-c1900 [WCC Archives Record Identifier 48]

Proposed additions to listed buildings

FAMOUS/IMPORTANT PEOPLE

13 Austin Street Home of Charles Baeyertz

This house was built by Samuel Atkins, who lived in the house now at 19 Paterson Street, in 1903 [permit 00053:99:5613]. Charles Baeyertz lived here from 1909-13.

‘Giant’ is not stretching it as a descriptive term for Baeyertz. He was a very tall and handsome man, with a dashing moustache and neatly-clipped, pointed beard. His personality was larger than life. More than that, however, he dominated New Zealand’s critical, journalistic and cultural life from the 1890’s until the 1920’s, with his publication *The Triad*. As a serious reader of the magazine a young Robyn Hyde noted: “In the 1922 days stuff you remembered was going into Triad pages, some haunting poems, prose that had an edge like a scimitar. She added: “A man called Baeyertz was running the show. He was rather excitingly rude to almost everyone.”

Charles Nalder Baeyertz was born in Melbourne in 1866 and when he was still young his widowed mother became a travelling evangelist. At the age of 20 he married Isabella Johnston, older than he was and the daughter of a Baptist clergyman. After suffering losses in land speculation, Baeyertz brought his family to Dunedin in 1892. He taught modern and classical languages (he is said to have known 17 languages) elocution, music and singing, and became music and drama critic for the *Otago Daily Times*, also contributing articles to the *Otago Witness*.

In April 1893 Baeyertz published the first monthly number of the *Triad*, a journal dedicated to the study of music, art and science; literature was added later. Its coverage of science was always minimal, however, and in later years it dealt more generally with current affairs and politics. He struggled to establish the journal commercially in the early days, but by 1898 it had expanded to 12 regional issues throughout New Zealand. Baeyertz constantly travelled the length and breadth of New Zealand, attending concerts and competitions, seeking advertising and promoting the magazine. By 1919 the *Triad* was supposedly found “in every club, hotel and reading-room throughout Australasia”. During the 32 years for which he was its editor and part-owner the *Triad* furnished the livelihood of Baeyertz and his family.

With a crusading zeal, Baeyertz sought to disseminate “a small modicum of musical, artistic, and scientific information throughout New Zealand” through the *Triad*. Baeyertz himself wrote much of the material for the magazine. His view of the arts in New Zealand was mixed. He spoke of New Zealand as “Philistia”: active in the arts but lacking in artistic sensitivity and an appreciation of excellence. He was essentially conservative and new movements in painting, such as impressionism and cubism, and modern poetry, received little attention in the *Triad*. Despite the journal’s wide sales, it was directed explicitly at an educated and cultured élite - the “intelligent and thinking minority” as Baeyertz called it.

As a critic, Baeyertz aimed to stimulate the arts and to counter mediocrity. As a judge of elocution and singing at amateur competitions in New Zealand and Australia, and in his reviews in the *Triad*, he gained a reputation for fearlessness and controversy. He considered it his responsibility to judge all performances against exacting standards of excellence: “The beautiful is true for the professional and amateur alike”, he said. While his judgement was seldom at issue, his frequently caustic and sometimes abusive remarks caused offence, especially to amateur performers accustomed to a more charitable reception. Baeyertz denounced his opponents with gusto, engaging in lengthy battles with other journalists. Several times he was involved in libel actions, for his (or his contributing writers’) frank comments.

Baeyertz and his family moved to 13 Austin Street in March 1909. In 1911, however, judging the Competitions in Invercargill, he had met up with an attractive young teacher (whom he had known as a competitor since childhood) and they fell in love. Unfortunately, the affair was revealed at the time of his daughter's marriage in December 1912 and Charles left 13 Austin Street immediately after the wedding. In 1914 he moved to Sydney with his lover, Mildred, and they had a son in 1915.

In 1912 publication of the *Triad* was moved from Dunedin to Wellington, and in 1914 to Sydney. A separate Australian edition appeared in 1915 but the *Triad* did not flourish commercially in Australia, and Baeyertz ended his connection with it in 1925.

On his death in 1943, Pat Lawlor described Baeyertz as “big both spiritually and mentally” and wrote of how he “played a tremendous part in the nourishment of culture in New Zealand.” He was possibly overstating it to say that “he was in his day as great in stature in our art and journalistic world as was Richard John Seddon in politics” but his observation that Baeyertz's success owed much to “his own ability, his assurance, his suavity and a modicum of bluff” was an accurate assessment of the man.

Sources include: Woods, Joanna, 'Facing the Music: Charles Baeyertz and the Triad', Otago University Press, 2008

43 Hawker Street

Home of Bernard Freyberg

When their home at 60 Hawker Street burned down in the great fire of 1901 the Freyberg family moved to 27 Hawker Street (now No. 43), which looks almost the same as it would have in 1901 when they moved in. In December 1904, however, Bernard suddenly left Wellington College. His authoritarian father had decided he should be apprenticed to become a dentist. Legislation was about to be introduced abolishing apprenticeships and requiring four-year degrees to practice but this would not come into effect until 1 January 1905. Clearly, Bernard's father was keen to get him in, and earning, under the old system. It so happened that a well-known dentist, J S Fairchild, lived in Hawker Street so, at the age of 15, Bernard was an apprentice dentist. He remained a member of the dental profession until he left Wellington nine years later. Bernard lived mainly for swimming, though. One of the principal attractions of the apprenticeship for him was that it allowed him to continue living at home in Hawker Street, close to the Te Aro Baths for swimming and water polo and to Oriental Bay for sailing. In 1908, James Freyberg retired and the family moved to McDonald Crescent.⁵

71 Hawker Street

Home of Wellington Town Hall builder

00053:37:2366

This house was built in 1897 by John Paterson, one of the partners responsible for construction of the Wellington Town Hall. Paterson's house survived the fire of 1901. He lived here from 1902⁶ till 1904/5⁷. (Paterson had lived in McIntyre Avenue before building this house, and his McIntyre Avenue residence still stands, also.)

The firm of Paterson and Martin was established in 1897 but quickly came to prominence owing to the number of important buildings which constructed. Among the most important buildings listed by the Cyclopaedia of New Zealand in 1897 were the Convalescent Home, addition to the Home for the Aged and Needy, warehouses for Messrs W H Green and Co, Mr FC Brailsford, and for the Wellington Woollen Company.

⁵ Freyberg, Paul. *Bernard Freyberg VC: Soldier of Two Nations*, Hodder and Stoughton, 1991

⁶ Date first appears in Post Office Directory (at No. 53) – 1901, last 3 in street were H Radcliffe, W Moore, Mrs James Fitzgerald

⁷ Last appears Stones Directory 1904 (at No.55)

John Paterson was born in Aberdeen in 1860 and was educated at the local school. He was apprenticed to Mr Euenon of Turriff, in the north of Aberdeen. After serving his time, he went to London and improved his knowledge of the trade. He then crossed over to New York and worked at his trade for two years, when he returned to his native land. After a short time, he came to New Zealand by the SS Doric, landing in Wellington in 1884. He was employed by Messrs Barry and McDowall for five years, and assisted in the erection of such buildings as the National Mutual Life Assurance Society's office, the New Zealand Loan and Mercantile Agency Company's premises, and many others. He is a member of the Amalgamated Society of Carpenters and Joiners, of which he was Secretary for two years. He is a member of the Wellington Builders' Association. As an Oddfellow, he has belonged to the Antipodean Lodge for several years.

7 Paterson Street Home of William Waring Taylor

This house was built in 1869 by William Waring Taylor and is therefore probably the largest private house built in the 1860s still extant in Wellington. It's occupants over it's 150+ years have included:

Waring Taylor

The house sits on the original Town Acre 673. In 1868 Taylor bought Town Acres 672 and 673 in Mt Victoria, although he had been leasing them since at least 1863 (possibly horses because the land was fenced). He had been living in Thorndon but, while this house was being built, rented an 8-room house in Majoribanks St. In January 1869, tenders were invited for a house to be built for him here, designed by Nicholas Marchant, architect.⁸

William Waring Taylor was born around 1819 in Yorkshire and arrived in Wellington in 1842. He established a general business and importing agency and dealt in land, wool, cattle, clothing: "and piece goods and commodities of every kind." Even leeches appear now and then in his advertisements. He bought Customhouse Wharf in 1860. He had grown rich and respectable by the 1870's and owned estates in the Rangitikei district as well as property in Wellington.

He became Member of the House of Representatives for Wellington City in 1860 and Deputy Superintendent of Wellington Province in the same year, serving as its speaker for a decade from 1865. Waring Taylor Street in the CBD was named in his honour.

While he was highly successful in his early decades in Wellington, unfortunately Waring Taylor was also described as "a kindly, well-meaning muddler". In 1878, for instance, the City Council dealt with the issue of Waring Taylor building on the Te Aro foreshore on land which he did not own. On November 21 1884 Waring Taylor was arrested for fraud at his home, Carnarvon, near Bulls⁹. In the end, there were three charges against him, "the total amount of monies alleged to have been misappropriated being about £10,000" (\$1,000,000 today). The most serious charge related to fraudulently appropriating money as a trustee or agent and the others for wrongfully endeavouring to obtain a loan from a loan company and obtaining money by falsely representing the discovery of a goldfield. When he came up for sentencing the Evening Post reported:

"During his incarceration in the Terrace Gaol Taylor has grown much stouter, and his whiskers and moustache have become much longer. As he advanced to the prisoner's stand it was seen that he was trembling in every limb and wearing a very anxious look."

He was described as being an old man in his 66th year and as having spent 43 years in the city. He was tried, convicted on only one indictment and sentenced to 5 years jail. There was a strong move to have the name Waring Taylor struck off the face of Wellington in 1885, by changing the name of the street commemorating him, but enough Councillors felt his earlier contributions deserved to be remembered and it stayed.

The next occupant of the house was **William Lowes (1878-1879)**.

⁸ Evening Post 15 January 1869 (Papers past)

⁹ Evening Post 21 November 1884 Page 2 (Papers Past)

He bought the two adjacent Town Acres and the house in 1878. Little is known about him except that he was a widower when he married Isabella Cameron (a widow) on 10 October 1868. Interestingly, the witnesses to their marriage were Mary Taylor (Waring Taylor's sister and pioneering early settler business woman) and Houston Francis Logan. Lowes was described as a saddler at the time.

His occupancy was followed by that of **Houston Francis Logan (1879-1895)**. Logan was by far the wealthiest person to live in Mt Victoria in the 1880's. Most wealthy people at that time, and for quite some time after, lived in Thorndon. He was the son of Dr Francis Logan, who had visited New Zealand as a surgeon in the Royal Navy in 1837, and immigrated to Wellington in 1840 on the Bengal Merchant with his wife and the infant, Houston. Houston Logan ran grocery businesses in Lambton Quay and Cuba St from 1866 until 1884. In 1868 he was gazetted a Captain in the New Zealand Militia and was still on the Unattached List (made up of those who had served their country and "retired on their laurels"¹⁰, but who could be called on to assist in the event that there were insufficient officers on the active list available for an emergency) in 1897. He also represented Te Aro Ward on the City Council from September 1877 to September 1893. Logan owned Town Acres 672 and 673 as well as other Mt Victoria properties. He lived in the large house on Town Act 673. Then he returned to Mt Victoria in the late 1890's to live the last 25 or so years of his life in a house where No 72 Brougham St (Embassy Court Flats) now stands.

The house was then briefly occupied by **Alexander John Rutherford (1895-1897)**, who also owned the two town acres. He was Second clerk assistant of the house, Hon Sec of the Acclimatization Society.

Harry Crump bought the house and two town acres from Rutherford and lived there from 1897-1909. The street was not originally called Paterson Street, however; nor did it extend so far as to meet up with Austin Street. It was originally a small private street running just 545 feet up from Brougham Street to a dead end. It was constructed by Harry Crump on Wellington College Reserve land (i.e. Town Belt land) in 1900 and he called it Lauriston Street. He then gradually built about 12 substantial dwellings on the land and sold off lots. He continued to live in this house after progressively selling off parts of the 2 Town Acres he had originally bought.

In 1907/08, Crump tried to sell it to Charles Odlin, but the sale fell through. In 1909 it was bought (part of TA 672 and 673 only) by Archbishop Redwood and Father O'Shea for the Catholic Church.

Roman Catholic Church (1909-1989)

In 1909, 7 Paterson St became a residence for Father O'Shea and the priest serving Te Aro and it was then occupied by the Catholic Church for 80 years.

In 1913, O'Shea was consecrated Archbishop and a torchlight procession went from Paterson Street, down Ellice Street to his consecration in the Town Hall. From that point on, it became known as Archbishop's House. Archbishop O'Shea resided at no. 7 until he was hospitalised prior to his death in 1954. In July 1915 additions designed by John S Swan were made to the Presbytery. Then, in 1936, some small alterations were made to the main building and the concrete block was added to the front. We know the layout at the time and who was living there: Upstairs to the right was Archbishop O'Shea's room; next door the Oratory and then on the left was Dr McRae's room. At the back, behind Dr McRae's room, was Father Heavey's and behind the Archbishop's, Father Fletcher's.

In the 1980's the Good Shepard Sisters took over what had become Bishop Snedden's house in Paterson St.

Note

An application has been made to Heritage New Zealand for registration of this house, and a copy can be provided on request.

¹⁰ Cyclopedia of NZ Volume 1, 1897

58 Pirie Street

Home of George Winder

Town Acre 324 Section 5 purchased by George Winder in 1884. He altered his house to make a two-storey house in 1892 [Building permit 00053:5:13] “situated on the Tutchen Estate side walls rusticated 26 gage iron on roof. Cost £250.” and “Pirie St fronted”.

Built stables in Tutchen Ave, 1902

Added a room in 1913 [00053:177:9758]

Built a garage in 1930 [00056:112:B10207]

“He goes to the top of the poll as easily as he jumps a counter or sells a razor.” This was how the popular weekly, *Free Lance*, described George Winder when he ran for national elections in 1908.

An Irishman from County Clare, George arrived in New Zealand in 1879 on board the ‘Zealandia’. From 1884 until he died in 1930, his home was on Pirie Street. The land he bought there was on the northern edge of the Tutchen Estate, a large property whose dairy herds had provided town milk supply until the early 1880’s. In 1892, when he was adding an additional storey to the house he originally built, he would have still have looked over the street onto a large empty section from the front windows of his house on the hill.

George was an importer of furnishings and general ironmongery. In 1890, he set up his business on the corner of Cuba and Manners Streets in 1890 and in an inviting, homely way called it “The Corner Shop”. He advertised galvanised iron, fencing wire, spouting, ridging, white lead, oils and paints, ranges, grates, wringers, bedsteads. By 1907 carpets, linoleums, lace curtains and table linen were added to his top sellers. He was in the shop early in the morning and late at night ensuring all his customers, rich or poor, received prompt and courteous attention. Business prospered and from 1892 he was regularly upgrading and extending his business premises as often as he was his home in Mt Victoria. In 1907, he pulled down the original shop and built an impressive, new, architect-designed two-storey brick building. He took out a lease on a block of reclaimed land in Victoria Street (where the West Plaza Hotel is on Wakefield Street) for a warehouse in 1896, too, and was soon expanding that.

Writer and journalist, Pat Lawlor, visited George’s store as a young lad and remembered the experience like this: “*Of course George had hundreds of trolley wheels, but none to meet the extent of my existing capital – fourpence. I forget how I solved the problem, but I can never forget Winder’s wonderful shop. It was situated at James Smith’s corner, and was of vast extent. You could buy anything from a tack to a tram rail. Everything was displayed in colossal bins. He had enough picks and spades and shovels to excavate a Suez Canal. The place rang with the clash of metal as bolts and bars were planked on the ponderous weighing machines. He had French and Italian bedsteads of finely wrought iron with ornate brass ornaments on the top of each corner. He had elaborate fenders embellished with many brass knobs; brass pokers of beautiful workmanship. . . . Presiding over this vast aggregation of metal was the sad, large-eyed, little man named George Winder. Even an occasional visit to Mrs Whelan’s at The Alhambra over the way would not dispel his cast-iron gravity. He spent much of his time standing at his main entrance with a mournful eye for passers-by and for the huge clothes baskets of hinges, handles and castors on outside display. The shop had six windows and was one of the largest in the city.*”

Lawlor’s description of the “sad, large-eyed” George seems to contradict the picture of the humorous, popular Irishman conveyed by the *Free Lance*, but both characteristics do seem to be evident in the Charlie Chaplin-like figure standing in a Council photograph line-up at the tram barns in 1900.

George offered his services to the city as a councillor from 1899 to 1907. The *Free Lance* described him as the most popular councillor and considered him single-handedly responsible for widening Wellington’s streets. Streets seem to have been George’s passion. He has left many traces of his tireless lobbying, like this notice of motion to the Town Clerk in 1900: “*As intimated last night, I wish to give notice that I intend to move in Council on Thursday night next. 1st That the Engineer be instructed to forthwith put Kent Terrace roadway in a thorough state of repair so as to relieve the extra traffic now existing in Cambridge Terrace. 2nd That the watering cart will visit Kent Terrace alternately with Cambridge Terrace. 3rd That portion of Hay Street (Oriental Bay) being in a very bad condition and dangerous to traffic the Engineer make such*

repairs as he thinks necessary.” By 1902, he had managed to get a subcommittee formed specifically to deal with street-widening issues.

Even after he ceased to be a councillor, George’s activities were worthy of reportage by the press. In 1909, *“The top floor of Mr Geo Winder’s fine new building at the corner of Manners and Cuba streets was the scene of an exceedingly pleasant gathering last night, when Mr and Mrs Winder entertained the business staff and a large number of friends. A progressive euchre tournament excited considerable interest. The prize for ladies was won by Mrs J R Gibbons. Mr. John Kerlake, jun, carried off the gentleman’s prize, and the booby prize was awarded to Mr A A Bonthorne. At the conclusion of the tournament dancing was started and was kept up until after midnight. The music was supplied by Vitetta’s string band. The ball room was beautifully decorated, and the ante rooms were artistically fitted up. During an interval Mr Wm Wills, one of the senior members of the staff, who acted as director of ceremonies, returned thanks to Mr and Mrs Winder for their hospitality. He referred to Mr Winder’s successful business qualities, and also spoke of the very pleasant relations which existed between master and employees. He assured Mr Winder of the employee’s great respect, and at his initiation cheers were given for that gentleman, “for he’s a jolly good fellow” also being sung. More cheers for Mrs Winder followed.”*

49 Porritt Avenue Home of Kate Edgar

Built 1894-5. Architects: Clere & Richmond. For Kate Milligan Evans & William Evans.

MRS. EVANS, M.A., will be prepared after 17th February to resume work with her pupils. Candidates prepared for the New Zealand University, Civil Service and Teachers’ Certificates Examination. Terms on application. Present address, Upper Taranaki-street; after beginning of March, Ellice-avenue, two minutes from Basin Reserve.

So Kate Evans advertised her school in the Evening Post on January 28th, 1895. One thing which is instantly noticeable is the letters M.A. after Mrs Evans’ name in the advertisement. Pupils at this school would be learning from an exceptional woman. Kate Edgar, as she was before she married Reverend W.A. Evans, was the first woman in New Zealand to gain a university degree and the first in the British Empire to earn a Bachelor of Arts. In 1877, she graduated with a B.A. in Latin and Mathematics. When she applied for permission to sit for a mathematical scholarship for the University of New Zealand, she mentioned her age and qualifications but not her gender and was accepted.

After graduating, she became first assistant at Christchurch Girls’ High School and began study at Canterbury College for her M.A. Then, at the age of 26, she was appointed first principal of Nelson College for Girls.

On her 33rd birthday, Kate married a Welsh Congregational minister, William Evans. The couple clearly had a love of mathematics in common because the Freelance in 1904 described William as the “mathematical Mr W A Evans”. Kate intended to continue working after her marriage but in fact resigned two months later, probably because she was pregnant.

The moved to Wellington for the Evans’s came in 1893, when William took on the work of establishing the Forward Movement in Wellington. This was a non-sectarian Christian movement which aimed to make religion attractive to the masses and combined adult education with charitable work. It was not paid work, however, and Kate became the breadwinner. In they bought the property which is now 49 Porritt Avenue – in Kate’s name.

As well as teaching, Kate helped her husband in his work for the Forward Movement, including giving public addresses. The regular lectures and talks by the Forward Movement included topics such as “The Growth of Socialism” one Saturday night, and “The Christian as Citizen”. Reverend Evans also taught adult evening classes and worked with the New Zealand Workers’ Union to improve conditions for the unemployed in the late 1890’s as part of the mission of the Movement.

In 1900, William was elected to Wellington City Council for Cook Ward and was a councillor until 1905.

In 1904, however, in addition to Kate's classes William was taking students at the Ellice Avenue home, too. The advertisement in January of that year reads:

Classes will be held next year by the Rev. W.A. Evans in Mental Science, to prepare Students for the University Examinations. Mrs. Evans's Morning Class for Girls will re-open on THURSDAY, 11th Feb. Evening Classes as usual for Civil Service and University Examinations.

In 1904 William was also appointed in charge of the Newtown Congregational Church, so financially things were probably looking up. Kate continued teaching, though, and when they sold the house and moved to Hiropi Street in 1906 her classes transferred there. Kate & William left the house in 1906.

After that, it was a private hospital for many years. Mrs G.T.Dixon ran it as hospital 1906, sold to Nurse Anna Mabel Klem in 1908. She sold it in early 1911 and it became a hospital Florence Gee & Mabel Fletcher. 1920-29 (Michael Kelly Heritage study) Nurse Wilding moved her hospital here and it ran as "Linden Obstetric Hospital".

Sources include: Morrow, Diana, *Kate Edgar The life of a pioneering feminist*. Otago University Press. 2021

23 Stafford Street

Home of Wellington Harbour Pilot, Lancelot Holmes (1840-91)

Lancelot Holmes and his descendants claim he was the first European child born in the new Port Nicholson settlement at Petone, coming into the world on March 25th 1840.

Even if this is disputed, and it comes down to whether a baby was born on ship or on shore, he can certainly claim the honour of being one of the first Pakeha children born in the settlement.

Lancelot took to a seafaring life early and at the age of about twenty became coxswain to the pilot boat for Wellington harbour. A couple of years later, he was promoted to harbour pilot. Later on he was appointed chief pilot at the Heads, where he remained in full charge until February, 1888.

The pilot in Wellington had a unique responsibility and challenges. As shipping increased during the 1840s, the New Zealand Company became aware of the need for skilled pilots to help guide vessels into Wellington harbour. It was the responsibility of the pilot, with the permission of the Captain, to board ships arriving at the mouth of the harbour and guide them safely through the Heads and into Port Nicholson.

When Holmes left the service in 1888, pilots were still required to get out to arriving vessels in a 9-metre whaleboat, under sail and oar power. In 1883, for instance, Holmes rowed 20 kilometres out to a steamer that had lost power and finally brought the ship safely into the harbour after dark.

Holmes would have spent much of his time based at the pilot station in Worser Bay. (Built in 1866, the pilot's cottage is still there).

Lancelot was forced to take leave of absence in February 1888. The contracting of the sinews in his hand as a result of 28 years of gripping the steer oar in the pilot boat threatened to make him a complete cripple. The holiday failed to set him right so, in August 1888, Pilot Holmes had to finally retire from the service.

Holmes was universally esteemed as a pilot and seaman, and considered "an exceedingly capable man at handling a vessel". Not only was he the chief pilot, but in 1874 he also sailed to victory the first real yacht (that is, one designed only for racing and cruising) built in Wellington. He was considered a "thoroughly hearty and good-natured man".

Holmes died of the dropsy (which was probably congestive heart failure) about 2 ½ years after his retirement. He was 51 years old and one can only imagine that the hard physical life must have taken a great toll on his health. On the day of his funeral, the flags on the vessels in harbour and on several business premises in town were flown at half-mast. The funeral cortege left his residence in Stafford Street and was accompanied by “no fewer than 14 carriages”, clearly a mark of the esteem in which he was held.

Holmes had married his wife, Rachel Caroline, when he was 24. She must often have been alone in the house in Stafford Street. She lived on there, however, until she died 31 years after him. By then, she was known by local children as ‘Granny Holmes’, and features as a significant presence in their tales of growing up in the street.

1 Tutchen Avenue Home of Wellington Harbour Pilot, William Shilling (1840-91)

This house is on the 1892 Thomas Ward map.

William (Bob) Shilling, Wellington Harbour Pilot, lived at No. 1 from 1896. He died in this house in August 1939 at the age of 91.

Shilling was the last pilot to live in the historic Pilot's Cottage at Worser Bay, which housed seamen of the pilot service from 1866 to 1894. It was the responsibility of the local pilot, with the permission of the Captain, to board ships arriving at the mouth of the harbour and guide them safely through the Heads and into Port Nicholson.

Shilling had joined the Royal Navy at the age of 14 and served for two years before joining the merchant navy. In 1868 he signed on to the *St Vincent*, which was bound for Wellington, carrying coal. Shilling and a friend deserted the ship on arrival – a fortunate move as it was wrecked in Palliser Bay on 14 February 1869 on the outward voyage.

Bob began duties as coxswain at the Worser Bay pilot station in 1877. Work at the station ranged from the tedium of keeping watch and routine maintenance to extreme hardship and moments of danger. At the time, this was an isolated outpost and survival required strict discipline and tight teamwork. They were on call to provide round-the-clock pilotage services for ships entering or leaving the harbour. Often after hours of strain on the oars the crew saw ships turning to run before the weather, leaving them to make a long wet and dangerous row home. Regular tasks included fetching stores from Newtown on horseback, collecting firewood and ferrying people and stores across to Pencarrow Head lighthouse. In 1889, after the previous pilot drowned, he took charge at the heads and moved into the pilot's cottage. During his tenure at the station Shilling was involved in numerous rescues from shipwreck at the heads, but he never lost a boat. On one occasion he boarded the *Margaret Galbraith* as the vessel was running towards Barrett's Reef in a strong southerly wind, and narrowly averted disaster by swinging the barque clear of the rocks at the last moment. On another occasion he boarded a barque at the heads but was unable to enter the harbour for 10 days because of strong, shifting winds.

The Shilling family vacated the house at the pilot station in 1894, when the operations of the pilot service moved to Lambton Harbour.

ART DECO BUILDINGS

These apartments are some of the best expressions of the Art Deco style in Wellington.

MVHS strongly believes that heritage listing should include prohibition against adding additional storeys on top of Art Deco buildings because it is the proportions of the streamlined building style which are particularly defining and, therefore, essential to their heritage value.

17 Brougham Street (Owd Trafford)

Mitchell & Mitchell 1940¹¹

Allan and Cyril Mitchell went to Clyde Quay School and on to Wellington College. Cyril Mitchell was taken on at Atkins and Bacon as a draughtsman in 1909 and became a partner in 1918. The 28 year-old Mitchell was left on his own in 1919, however, and built up the firm, renaming it Mitchell and Mitchell when his brother Allan joined in 1932.

Other Art Deco buildings by Cyril Mitchell are the Waterloo Hotel and the MLC Building.

Cyril died in 1949, aged only 57.

In 2006, we interviewed Frank Fox, a well-known Mt Vic resident, who had lived here since 1955. He and his mother felt very lucky to get this flat at the time, because it was hard to find anything to rent anywhere in Wellington at the time. Then, Mt Victoria was thought of as one of the lesser suburbs of Wellington, on a par with Newtown – they were the two worst suburbs, really. But, as Frank said “any port in a storm”.

All the flats were let out, because in those days there was no such concept as unit title or company shares in such blocks. It had been built by Jenkins and Mack, an old, established firm of plumbers and round 1963 or 5 they sold the building and land to General Finance Limited. They set up a company shares structure at the time of buying and, as a tenant moved out, instead of reletting it, they would sell the flat under the company shares system. Frank was one of the last two renting and, with the company keen to get out of the letting business, in 1971 negotiated to buy his for \$13,500.

Note: MVHS also holds an oral history interview and photographs of a long-time resident of Owd Trafford, made in 2006.

9 Hawker Street (Hamilton Flats)

Designed by Edmund Anscombe & Associates in 1937 and built in 1939¹²

Anscombe was born in 1874 in England and immigrated to New Zealand with his family in the late 1870's. At the age of 14 he visited the Melbourne exhibition of 1888, which sparked a lifelong interest in exhibitions, culminating in the design of two of the New Zealand international exhibitions. He started work as a carpenter's apprentice. In 1901 he left for the United States to study architecture, working as a builder while he did so. While there he was actively engaged in the St Louis Purchase Exhibition. He returned to Dunedin in 1907 and designed a number of important buildings.

Anscombe moved to Wellington from Dunedin to design the NZ Centennial Exhibition in 1929. He In 1933 he visited the Chicago Exhibition and in 1939 the New York World's Fair so he was up with all the international architectural trends. Probably his greatest achievement was the Centennial Exhibition in Wellington, which no longer exists, but there are a number of other buildings of his which still stand. A

¹¹ B20766 (no plans)

¹² B17103, Box 195, A178 (Plans not really worth showing)

beautiful example of his design is in the apartments on Oriental Bay which he designed for himself. And, of course, the Herd Street Post Office.

Art Deco dominated Anscombe's designs - and generally streamlined Art Deco – reflecting a fascination with movement. In his buildings, Art Deco features are evident in the use of plaster-covered walls, panels of bas-relief decoration and thin metal glazing bars.

123 Brougham Street

Designed by BF Kelly and built for A Gianoutsos in 1941. 10 flats.¹³

A long-time Mt Victoria resident¹⁴ said that this building was designed about 1937/38 and that construction was halted after the garages and first floor because of wartime restrictions on building materials. It resumed again about 1944/46. Lambros confirmed this.

Bertie Kelly was an architectural draftsman with the Public Works Department from 1906-1928, then promoted to Assistant Architect. He left during a period of retrenchment in 1931 and became an independent architect. He was most active between that time and 1947 and did a lot of work for the Catholic church. After his wife died in 1950s, he joined the Marist Brothers in their Futuna Retreat House in Karori, taking the name of Brother Albert.

Owner, Arthur Gianoutsos, was part of one of the big Greek families who moved into Mt Victoria. He was in the first wave to arrive. MVHS Convenor spoke to Lambros Gianoutsos, his nephew, on 28.9.2019:

Arthur arrived in 1928 from a very small island off the east coast of Greece called Kastos. In Wellington he worked with 2? brothers who came with him. About 1938 he established the famous Rose Milk Bar at 222 Lambton Quay, which later moved to 100 Lambton Quay in 1958. He did very well, particularly during the war years, because the Americans loved the ice-creams and milkshakes. In the 1970s it was sold to developers. Arthur brought his nephew, Lambros, - father of Steve Gianoutsos, founder of Mojos – to New Zealand in 1960. Lambros worked in the Rose for a time and lived with his uncle in the house behind the flats for 6 ½ years until he married.

Arthur sold the flats and house in the 1970s and moved to Miramar. The flats have had very long-term tenants.

The Greek heritage of Mt Victoria is also important to recognise.

¹³ B21922, Box 269, A181

¹⁴ Don Oakley, 15 Beacon Hill Road, Seatoun Heights, Ph 388 6162 (2001)

OTHER

33 Brougham Street

33 Brougham Street was built in 1875.

Barbara and Walter Hutchinson arrived in Wellington in 1851 with their three daughters, from Banffshire, Scotland. In 1857 they bought Town Acre 337 at the northern end of Brougham St. They lived in a cottage there, and by 1858 had purchased TA 335, 336, 344 and 345, bounded by Brougham and Austin Streets.

Today, at least three houses remain of those they had built, namely 1 and 4 Batham Drive, and the two-storey house at 33 Brougham Street¹⁵.

None of the Hutchinson daughters, Margaret, Anna and Agnes, married. After Barbara's death in 1896 Agnes took charge of the family's affairs. She had trained as a nurse, and in 1900 the sisters converted the house at 33 Brougham Street into a private hospital. It was owned by them until 1945, and continued as a hospital until at least 1956. Although the women moved went to live elsewhere in 1905, both Margaret and Agnes ended their days here: Margaret in Moncrieff St in 1937, and Agnes in 1945 in the private hospital she had established decades before. After the women died many charities and individuals benefitted from the Hutchinson women's vision, courage and acumen.

Today 33 Brougham Street is the *Wellington Women's House*, owned by Kainga Ora. It therefore has a history as a health/welfare establishment for over 120 years.

24 Majoribanks Street, 3, 5 and 7 Lipman Street

Corner Majoribanks Street and Lipman Street [24 Majoribanks Street, 3, 5 and 7 Lipman Street], four dwellings

00053:59:3723

1900

Applicant: Crump. Owner: J D Dimond

Built for Joseph Dimond.

Dimond and Hart (Joseph Davis Dimond and Stephen Hart), Photo Enlargers and Importers, 49 Tory Street, Wellington. Bankers, Bank of New Zealand. Private residences: Mr. Dimond, Christchurch; Mr. Hart, Tasman Street, Wellington. The business was originally established as Dimond Brothers in Melbourne in 1886. In 1891 Mr. J. D. Dimond opened a branch of the business in Adelaide, South Australia, which he subsequently took over on his own account and conducted personally for two years. He came to New Zealand in 1893, and was joined by Mr. Hart, establishing the present firm. The Adelaide business, Mr. Dimond has since sold to Messrs. Dimond Bros, of Melbourne. Messrs. Dimond and Hart transact business throughout the entire Colony, being represented by responsible agents.¹⁶

1896 – one of three laying the memorial blocks of the new Salvation Army citadel in Vivian St (along with Duthie and Luke) (EP 2 March 1896). When it opened in 1911 he was also reported as having donated £100 – the only donation acknowledged (EP 20 June 1911)

¹⁵ See also 31 Brougham Street in WCC, Mt Victoria Heritage Study Report, June 2017

¹⁶ Cyclopedia of NZ Wellington District