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LIMITED

AUCKLAND METRO RAIL NETWORK ELECTRIFICATION

Heritage Assessment



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1.0 Executive Summary

This heritage assessment has been prepared to identify the built rail heritage in the Auckland Metro Rail network and to understand the heritage issues associated with the electrification of the network. It is supported and underpinned by the *Policy for Government Departments' Management of Historic Heritage 2004*.

The overall heritage significance of the various lines is discussed and the study further identifies 59 heritage 'items' including stations and associated structures on a 3 tiered scale according to their identified (I), potential (P) and adjacent significance (A), (see Section 3.0)

Based on the historical chronology, (see APPENDIX 2), the assessment follows in consecutive order along the rail lines as they developed historically, section 4.0 Western Line, section 5.0 Britomart-Penrose-Onehunga, section 6.0 Penrose-Papakura (including Manukau Branch), and section 7.0 Eastern Diversion (Britomart-Westfield). (see APPENDIX 6)

There are 40 stations in the Metro Rail network including 4 closed stations. Of these, 8 have heritage stations, (including the signal box at Otahuhu). Some have been relocated away from their original sites. All are considered to be of local and regional importance and at least 2 (Remuera and Wiri) are considered to be of national importance.

The heritage significance of 3 stations, Glen Eden, Henderson and Remuera is recognised by the New Zealand Historic Places Trust (NZHPT) and the local Council. No comprehensive study of rail heritage in Auckland has previously been undertaken and recognition by these statutory bodies has been fragmented and a lack of statutory recognition through registration and / or listing does not denote an absence of heritage value.

Issues affecting the heritage structures such as use, siting, the visual effects of electrification and RMA processes are examined and this report suggests some ways in which the effects generated by electrification may be mitigated. The report includes recommendations for the appropriate heritage management of the range of items highlighted, which are summarised in section 8.0 Conclusion.



2.0 Introduction

This document has been prepared as part of a scoping exercise to understand the issues associated with the electrification of the Auckland Metropolitan Railway lines (see APPENDIX 5). This heritage assessment has been commissioned by Barker & Associates (Planners) on behalf of their client, ONTRACK. Its purpose is to identify the built rail heritage within the Auckland corridor and to identify the heritage items that may be affected by the electrification project.

It has been based on initial research which has brought together readily available material to form an outline Historical Chronology which is included in APPENDIX 2. The format of the report incorporates six primary sections. The first of these 3.0, outlines the general heritage significance of the Auckland Metropolitan rail network and the issues that may potentially arise and sets possible procedures for addressing these.

Each of the lines has a summary statement of significance and identifies items within the designated Rail Corridor that have recognised heritage value, along with those that have potential value as well as any that are immediately adjacent that should be considered. The final section 8.0, summarises the issues and makes recommendations for the appropriate heritage management of the range of items highlighted.

Identification of contributors

This report has been prepared by Salmond Reed Architects Limited. The authors are Richard Bollard and Bruce Petry. The report draws on the outline historical chronology by Kate Hill. It is based on historic research, site visits, documentation provided by Barker & Associates, including the *Auckland Metro Rail Network Electrification Proposed Planning Strategy July 2008* and *Map Series 6 Aerials and Council Rail Designation December 2008*, as well as discussions with Barker & Associates, consultants.



Background

Funding was approved in May 2007 to electrify the Auckland Metro Rail Network, involving the installation of a 25kV overhead system of wires and supporting ‘masts’ together with installation and construction of new signals, feeder stations and autotransformer sites, maintenance and stabling depots, and the lowering of track and road works to resolve issues around bridge clearance. After many years of under-funding and neglect, substantial recent investment in Auckland’s rail infrastructure has included the construction of the downtown Britomart Transport Centre, significant investment in station renewal and double tracking and the purchase of new units of rolling stock along with refurbishment of old. This investment has seen a trebling of passenger numbers in the past five years.

Future works include the re-opening of the Onehunga branch line and the construction of a new Manukau Branch Line to connect with Manukau City.

Over the past 130 years the rail network has been in a constant state of flux and change to accommodate technical innovations and competition from alternative methods of traversing the Auckland Isthmus.

ONTRACK is a state Owned Enterprise (SOE) which has operated New Zealand’s rail network since September 2004. SOE’s provide services directly to the public but operate as commercial businesses under the *State Owned Enterprises Act 1986*. In 2004 the Ministry of Culture and Heritage formulated a *Policy for Government Departments’ Management of Historic Heritage* which outlines a number of principles and policies to guide government departments in their identification and management of historic heritage in their ownership and care. The policy is based on international charters and guidelines and the relevant New Zealand legislation including the *Resource Management Act 1991* and *Historic Places Act 1993* as well as the *ICOMOS NZ Charter* which is widely accepted and used by conservation professionals.

The *Policy for Government Departments’ Management of Historic Heritage* is included in APPENDIX 3 and underpins and supports the need for this heritage assessment.



3.0 Heritage significance

The rail corridor contains a number of individual heritage items or components, (the tracks, signals, bridges and tunnels, and the station buildings and platforms themselves as well as the rolling stock), which, considered as a whole, provide a tangible link with the past. They are a dwindling and finite resource needing maintenance and care to preserve them for future generations.

The heritage significance of railway buildings / structures in the railway corridor is assessed on a three tiered system:

- (I)** Identified or recognised heritage significance (New Zealand Historic Places Trust [NZHPT] or Territorial Local Authority [TLA] listing)
- (P)** Potential heritage significance; tracks, buildings and structures likely to have heritage significance

Also: (P*) Items of potential heritage significance which will be affected by the electrification works.

This ranking applies to 14 heritage items identified in this report, eight of which are to be altered, and the remaining six demolished. (Refer APPENDIX 7, Page 92). Further investigation and research should be undertaken to more fully ascertain the significance of the 14 items. Structures proposed for demolition (mostly timber pedestrian overbridges) should also be recorded photographically.

- (A)** Adjacent heritage significance, NZHPT registered and TLA listed buildings and structures in close proximity to the corridor, the placement of masts in these locations will require care to minimise their effects on heritage values.

The Tracks:

From its earliest settlement, NZ was governed by provincial government and it was during this period, from the 1860s onwards, that the Auckland rail network began, at a time when road transport was slow and difficult. These tracks are significant engineering works in their own right.

Nationally, railways in NZ date from 1876 when politician Julius Vogel, borrowed 10 million pounds to build, it was hoped, 1000 miles of railways in less than 9 years! Vogel incorporated the rail infrastructure then available and hoped the new railways would unite NZ into a prosperous nation. His system was constructed cheaply, skirting around obstacles



with wooden bridges, steep gradients and tight curves and with a narrow 3' 6" gauge. The earliest railway stations are appropriately named 'Vogel stations' in his honour, as the founder of New Zealand's rail network.

The North Island Main Trunk Line (of which the Eastern Diversion of the Auckland railway corridor is a part), is recorded on the IPENZ (Institute of Professional Engineers of New Zealand) register as an example of NZ engineering heritage.

Railways opened the Auckland hinterland and were constructed at a time when routes and alignments were unfettered by built development and often ran through small townships which grew around the station. Adjoining streets were often named after the station itself e.g. Station Road, Railway Street, Rainside Avenue and Wiri Station Road, reinforcing the importance of the rail network to early Auckland communities.

The Auckland to Onehunga line was constructed first, followed by the western and southern lines then finally, in 1930, the eastern diversion.

Significant areas of marshalling yards remain at Westfield and Otahuhu with sidings at the former Parnell Workshops and alongside the Wiri station.

The Buildings:

Timber railway stations once dotted the countryside and were a familiar sight in the rail landscape. In the 1950s there were 1350 stations. Today fewer than 100 survive and of these only about 40 stations remain on their own sites. In Auckland and elsewhere, stations were often surrounded with associated buildings - freight sheds, stationmasters' houses, railway houses, water tanks, signal boxes and workshops, few of which now remain. This loss of heritage fabric which once clearly defined the railway precinct has increased the significance of that which remains. It is a finite and irreplaceable resource.

The rail network served residential suburbs and industrial areas including those at Penrose and Onehunga, the freezing works at Southdown / Westfield as well as facilities needed for efficient railway operation, the workshops in Parnell, Newmarket and Otahuhu and the Wiri Station which served the nearby NZR quarry. Of the workshops, only Parnell remains. Constructed after World War II, the buildings are now occupied by the Mainline Steam Trust.

In the Auckland railway corridor only 6 stations remain on their original sites: Remuera (includes signal box), Penrose, Otahuhu (signal box only)



Wiri, Papakura and Henderson. Remuera is one of only two stations in the country with its associated signal box, the other being in Wingatui (Otago).

The stations and their associated signal boxes were utilitarian structures, simply designed and constructed using standard construction techniques and, apart from important City stations, built in timber. Newer stations entirely replaced older structures or they were altered, incorporated into larger stations and relocated as circumstances dictated, often off-site in the 1970s when they were considered obsolete. Changes to signalisation rendered station-operated signal boxes obsolete and many from the Western Line were sold in the 1970s to become seaside baches or residential studio accommodation.

Changes have also occurred to the network itself; lines have closed (Onehunga), stations have closed (Wiri, Mangere, Southdown and Tamaki) or have been relocated nearby (Avondale, Panmure).

Bridges

Defining and distinctive features of the stations are the pedestrian footbridges, rising high above the tracks, connecting adjacent streets to the platform. There are a number of timber footbridges which date from the earliest days of station construction. These are sometimes strengthened with steel members including sections of railway track. Many timber bridges have been gradually replaced with concrete structures over the years. Some or all of the remaining timber footbridges at the Otahuhu, Puhinui, Orakei and Meadowbank stations may be demolished. It is noted that these are the last examples of this type of bridge to be found within the Auckland Metro Rail Corridor.

Road bridges over railway lines also have heritage significance, often replacing earlier structures, those of the interwar period and earlier illustrate the shift from timber to reinforced concrete technology and a number of these bridges are identified in the body of the assessment. Two road bridges - St Mark's Road and Orakei Road - will be demolished and re-built.

Rolling stock:

Railway carriages were formerly designed to be boarded without the need for a platform, and the Wiri Station is an example of a platform-free station. All the other Auckland stations have platforms, originally set just above track height.



New rolling stock was introduced in 1993, with the multiple units brought from Perth, Australia. Raised platforms to accommodate these were required and new higher level platforms were constructed close to, or over, existing platforms.

Papakura has timber platforms which sit over the original platform and Glen Eden was set at the new height when it was relocated.

Public interest.

There is strong public interest and nostalgia for all aspects of rail heritage, the tracks, buildings, former rolling stock and memorabilia, including the now famed railway cups!

This interest is shown by the number of volunteer interest groups, the Federation of Rail Organisations of New Zealand, the New Zealand Rail Heritage Trust and the Auckland based Railway Enthusiasts Society (operates the Glenbrook Vintage Railway), plus many of the individual Railway Station Preservation Trusts set up specifically to restore individual stations (Henderson, Swanson, Glen Eden, Remuera, Papatoetoe). These often gained funding from public sources such as local authorities, and the Lotteries Grants Board.

Several of these groups occupy former railway buildings. The Railway Enthusiasts Society occupies the (relocated) Onehunga station, the Mainline Steam Trust occupies the former diesel workshops in Parnell.

Some stations and structures have been registered by the New Zealand Historic Places Trust and / or scheduled in local authority District Plans. To our knowledge, no comprehensive heritage assessment of the rail corridor has been undertaken and an absence of registration and / or scheduling does not denote a lack of heritage significance. Heritage best practice now focuses on the identification and preservation of heritage landscapes and groups of buildings, including their interior and surrounds, rather than the listing of individual and isolated examples.

Issues:

The heritage stock in the railway corridor faces a number of challenges:

Use: All heritage buildings need to be in regular use to ensure their continued survival, maintenance and appreciation.

The rail network has undergone a transformation in recent years, the new stations and associated structures presenting a modern co-ordinated



approach designed to high standards. Heritage buildings, restored and in use, complement and enhance the visitor and commuter experience and some stations, such as Swanson, have become destinations in their own right.

Papakura alone is still used for railway purposes but this is the exception rather than the rule. Glen Eden and Swanson have been altered to provide for cafés while Remuera is leased for office use.

A number of stations are closed and prone to vandalism, graffiti, and as timber buildings, to fire. At least one station (Wiri) is physically isolated and completely unused by passenger traffic.

Siting: Railway buildings and associated structures should remain in their current locations as their siting is an integral part of their heritage value. Railway buildings *have* been moved within the corridor and to completely new locations outside or adjacent to the corridor. At the time this was seen as the only means to preserve them, but current best practice, in line with international heritage charters and the *ICOMOS NZ Charter*, regards relocation as a matter of last resort. The former Newmarket station and signal box has recently been moved off its original site and ONTRACK is working closely with Auckland Regional Transit Authority, Auckland City Council and the Auckland Regional Council to find an appropriate permanent home for these buildings.

Changes to building fabric Current rolling stock and electrification pose their own challenges – station verandahs may not meet present-day clearance and operational requirements and original platforms are too low. Further investigation of the full extent of this issue is still to be undertaken.

Visual Effects of Electrification The masts and wires may obscure views of heritage structures or buildings which like many items of special interest, require sufficient space around them, to be fully appreciated and to preserve views to and from them. APPENDIX 4 presents for discussion areas of visual sensitivity around heritage items to assist in the positioning of ‘masts’.

Some tunnels and overhead bridges may also be affected and require raising (or the track lowered). Additionally, brackets for the wires and protective security screens may be attached. The impact of these changes on the heritage values of the structure(s) and will need to be considered on a case by case basis.

RMA processes / consents; A number of the railway stations and associated structures are registered with the NZHPT and are TLA scheduled; Glen Eden, Henderson and Remuera (station and signal box)



The railway corridor is designated and any ONTRACK work will be undertaken by way of an Outline Plan of Works (OPW) application to the TLA and such application accompanied by a heritage assessment of effects.

NZHPT should be consulted over archaeological sites and processes to be followed in conjunction with these.



4.0 The Western Line (Newmarket–Swanson)

Statement of significance:

The Newmarket to Waikomiti (Glen Eden) line opened in March 1880 and was influential in the siting of the new cemetery at Waikomiti (opened 1886) and in the development of Glen Eden.

September 1880 saw the Waikomiti (now Waikumete) to Henderson line open and in 1881, its extension to Swanson.

Originally built as a single track, the western line is tightly curved and steeply graded, despite many improvements over the years. Double tracking began in 1966 (Morningside–Avondale) and is currently under completion.

The line passes through the commercial / light industrial areas in Newmarket and Eden Terrace and then westwards through the inner city suburbs of Kingsland and Morningside to Avondale, the New Lynn Transport Centre, (where the line will pass underground), to Fruitvale Road, Glen Eden, Sunnyvale, Henderson, Sturges Road, Ranui and Swanson.

Overall the line is considered to have low visibility through industrial areas and high visibility through residential areas and green spaces.

NAL Davis Crescent bridge No 21 (P)

Bridge over Davis Crescent, interwar reinforced concrete bridge

NAL Park Road bridge No 23 (P)

Interwar reinforced concrete bridge

NAL Khyber Pass Road Bridge No 24 (P)

Interwar reinforced concrete bridge

Mt Eden Prison (A)

Construction of this bluestone building with its distinctive towers began in 1882 to the design of architect P.F.M. Burrows. NZHPT Category 1 (Reg No 88), ACC Category A (includes defined surrounds).

Railway line passes along Boston Road and adjacent to prison walls.



Mt Eden Station *Mt Eden Road / Akiraho St*

Remnants of original platform **(P)**

Morningside Station *New North Road*

Remnants of original platform **(P)**

NAL New North Road bridge *No 38 (P)*

Steel truss bridge, reinforced concrete abutments

Baldwin Avenue Station *Baldwin Ave Mt Albert*

Remnants of original platform **(P)**

Mt Albert Station *New North Road / Mt Albert Road / Carrington Road*

Remnants of original platform **(P)**

Level Crossing Woodward Road

Immediately adjacent is the Kelly House, 10 Woodward Road, designed by J.W.Chapman Taylor 1924-25, NZHPT **Category II** (Reg No 677), Auckland City Council, **Category B** (including interior and surrounds) **(I)**
Norfolk Island pines at 8 & 10 Woodward Road scheduled with ACC. **(I)**

NAL Bridge No 45 *Great North Road over the Whau Creek (P)*

Early timber and steel framed bridge.

NAL Titirangi Road Bridge No 48 *1930's (P)*

Steel truss bridge on reinforced concrete abutments. Built between New Lynn and Glen Eden to eliminate a dangerous level crossing and ease a steep grade. A temporary over bridge of timber was built while the concrete structure was completed.



West Coast Road Bridge No 49 (P)

Interwar reinforced concrete bridge.

Glen Eden Railway Station: cnr West Coast / Glen View Road (I)

Adjacent to Glen Eden Shopping Centre and in close proximity to Waikumete Cemetery.

Waitakere City Council District Plan **Cat 1**, NZHPT **Cat II** Reg No 7435.

Built in 1880 as a 'Class 5' station during the Vogel Period, it has been substantially altered over the years, including extensions, additions of gable roof, alterations to internal layout and the addition of a rear verandah in anticipation of double tracking.

Originally located adjacent to the cemetery, the station building was relocated in 2001, after considerable public debate, to a site in close proximity to its original location and set on a new basement. The platform height was altered to accommodate new rolling stock. The station now operates as a café. (Pumped Café). The signal box was sold in the 1970s and shifted to Muriwai.

The station has a conservation plan, by Dave Pearson Architects Limited, October 1998.



GLEN EDEN Station: 2009

Henderson Railway Station: Railside Avenue Henderson (I)

Located across the road from Westcity Shopping Mall, the new platforms and station are integrated into the design of the Waitakere City Council offices. The new station is located at some distance from the heritage station, which was decommissioned and closed in 1987.



Waitakere City Council District Plan **Cat 1** (Class B No 5 design built 1912), NZHPT Railway Station and platform **Cat II**, (Reg No 7538).

Built in 1912 as a Class B No 5 station it has been altered over the years. The signal Box constructed 1915 was sold in the 1970s and shifted to Atkinson Road ,Titirangi. The 1912 station is still on the original platform.

A proposal to shift the station to the Corban Estate was abandoned.

A Plaque by the station says the railways '*...hastened Henderson's development and helped its transition from a mill settlement to a centre of an agricultural and horticultural district...*'

The station is leased by the Henderson Heritage Trust from ONTRACK and they have recently obtained a \$50,000 grant to assist with the restoration of the building and it is currently being re-roofed. The verandah is to be cut back to meet operational requirements associated with electrification and an Outline Plan of Works (OPW) has been lodged with Waitakere City to facilitate this.

A Conservation Plan has been prepared for the station by Dave Pearson Architects Limited, July 1999 and revised November 2004.



HENDERSON Station: 2009

Swanson: Swanson Road (I)

This station is not registered with NZHPT, but has been evaluated for inclusion in the WCC District Plan heritage list and is considered to be a candidate for a future plan change to add it to the list.

This station is situated in a semi-rural location away from the Swanson shops with residential development to the north and a parking area in front of and to the side of the station.



Swanson station closed in 1972 and the station buildings were removed and replaced by a small corrugated iron platform shelter. In 1995 the former Avondale station was shifted to Swanson and restored by the Swanson Railway Trust to open in 1998. It is currently in use as a café with a timber deck overlooking a parking area.

Originally constructed in Avondale as a Class 4 station, it was added to and altered over the years and the 'rear' verandah now shelters passengers.



SWANSON Station: 2009

Dwellings at 731, 749 & 757 Swanson Road (A)

The weatherboard houses at these addresses are listed with WCC for their historical and architectural values, all 3 having a Category III listing.

The Western Line Issues:

Use: The café use for Glen Eden and Swanson seem likely to continue, but Henderson awaits a future use such as a café, visitor / tourist centre, office or a community facility and until a new use is found, the building remains vulnerable.

Siting: Henderson station is the only station on the western line which is still on its original site and it should not be relocated.



Visual Effects of electrification: The proximity of the masts to heritage buildings is a concern and the masts should be positioned sensitively to acknowledge the presence of heritage buildings. See APPENDIX 4 for areas of visual sensitivity

Changes to building fabric: The verandah of the Henderson station will be cut back for electrification. Swanson and Glen Eden may require similar works to achieve the required clearance from the electric lines.

RMA processes /consents: The railway corridor is designated and any ONTRACK work to stations within the Western Line will be undertaken by an OPW lodged with Auckland City Council or Waitakere City Council. An OPW for the Henderson Station was accompanied by a heritage assessment undertaken by Salmond Reed Architects.

NZHPT should be consulted over archaeological sites and processes to be followed and consents obtained in relation to these.



5.0 Britomart–Penrose–Onehunga

Statement of significance:

The Auckland City–Onehunga line was the first line constructed in the Auckland province in 1873, with daily services from 1881. It connected the Waitemata and Manukau harbours and opened the Auckland hinterland for suburban development and the efficient movement of goods.

The Penrose to Onehunga line passes through industrial areas with many factories and warehouses presenting blank walls and a large building bulk to the line. Contemporary maps show it as the *Onehunga Industrial Line*. It passes through a small residential pocket in Church St, Onehunga and the green spaces of Captain Springs Reserve and a tree planted strip from Maurice Road to O'Rorke Road.

Overall the line is considered to have low visibility as it passes through industrial areas and high visibility through residential areas and green spaces.

Auckland Railway Station (1928-30):

131 Beach Road, Auckland City (I)

Now a 'Railway Campus' comprising university student accommodation.

Heritage listing, Auckland City Council District Plan, **Cat A** (interior and defined surround, includes main building and garden facing Beach Road) NZHPT Auckland Railway Station, **Cat I** Reg No 93, includes platforms and pair of adjoining brick signal boxes, now isolated from the railway station by the new rail line alignment, (*see photographs below*).



AUCKLAND Railway Station: 2009: *Signal Boxes and platforms*
AUCKLAND METRO-RAIL ELECTRIFICATION: *Heritage Assessment*

Ronayne Street overbridge: (P)

Steel truss bridge over Ronayne Street.

Area of high visibility, seen from Ronayne St and adjoining streets.

Advertising obscures the bridge detracting from the heritage significance of the structure.



RONAYNE STREET Overbridge: 2009

Railway Bridge and Viaduct, Parnell Rise, Mechanics Bay (1865-72):

Parnell Rise Auckland (Parnell Rise through Truss) (I)

Heritage listing, NZHPT **Cat II**, Reg No 7585. Not currently listed with ACC, but considered a good candidate for scheduling. The embankment straddles the Isthmus / CBD boundary.

Listed in *Heritage Walks, The Engineering Heritage of Auckland* (Auckland Heritage Engineering Committee IPENZ).

The stone abutments of this bridge, the viaduct to the south and embankment to the north were constructed from 1865 onwards and it is believed to be the earliest bridge linked with steam railways to survive in the North Island. Substantial alterations in 1908-09 included installation of a Warren Truss bridge over Parnell Rise, which replaced the earlier bowstring bridge.



It remained part of the main trunk line until 1930, when the eastern deviation was constructed.

In 1974 overhead ties were added to the truss. It is in an area of high visibility, seen from Stanley St intersection and Parnell rise. The bridge is obscured by advertising hoardings, (currently advertising Jet Star and Peroni beer) which detracts from heritage significance of the structure.

Steel ties to top of bridge (*see below right*), will almost certainly need to be removed for electrification work.



PARNELL RISE Overbridge: 2009: shown from road level with *The Strand Hotel* to the right, and from track level showing steel ties added in 1974

The Strand Hotel: corner Parnell Road and Stanley Street (A)

Located immediately adjacent and below the railway bridge and viaduct (*far right in photo above left*), this is one of the earliest timber public houses in Auckland.

NZHPT **Category II** (Reg No 7586) and ACC **Category B** (interior and surround)

Mainline Steam Trust Buildings:

(former Parnell Railway Workshops, Domain gully) (P)

Accessed down a lane from Cheshire Street Parnell, these buildings are occupied by a national trust which restores and operates mainline steam locomotives and has workshops in Auckland, Wellington and Christchurch. Railway siding tracks beside the workshops provide access for trains to main trunk routes.



These workshops are thought to have been constructed after World War II in the late 1940s or early 1950, to maintain diesel locomotives.

Railway workshops were once located at Newmarket and Otahuhu but have been demolished. The Parnell workshops are the last left in Auckland.

(see below left)



MAINLINE STEAM TRUST
Buildings: 2009



PARNELL TUNNEL Domain Gully: 2009

Parnell Tunnel: Domain gully (NAL Tunnel 1) (P*) (see above right)

Original single track tunnel construction began in 1865 and is considered to be an archaeological site. The double track tunnel was built immediately next to the original tunnel 1915. The track passes alongside recently constructed, multi-storied residential development.

Newmarket South: Remuera Road / Nuffield St: temporary station

Former Newmarket Station buildings removed: stored for future use (P)

NAL Southern Motorway Bridge 17 (St Mark's Road Remuera) (P*)

Interwar reinforced concrete road bridge.



Remuera Railway Station and Signal Box (1907):

122 Great South Road (I)

A nationally rare example of an 'island' type railway station in situ.

Designed by NZR architect /design engineer, George Troup (1863-1941), also known as 'Gingerbread George', who was responsible for standardising railway station plans.

It has a distinctive Marseille tile roof and decorative ridge cresting to the station and signal box (the only station in the Auckland corridor to have this roofing type).

The signal box is one of only two in NZ, unmodified and in their original location, the other being in Wingatui in Otago. The Remuera Railway Preservation Trust restored both buildings in 1995 and the station building is currently leased to Preserve Your memories (Digital Media Archiving).

Heritage listing: ACC District Plan Station and Signal Box, **Category B** (interior and defined surrounds), NZHPT, Station and signal box, **Category I**, Reg No 634.

The station retains its original lower level platform and is fenced from public access.

On a very confined site, it is surrounded by multi-unit housing / motorway and Market Road overbridge with public seating provided underneath.



REMUERA Station: 2009

Cleave House, 'Cotswolds' Wairakei Street Greenlane (A)

Designed by W.H Gummer, NZHPT **Category I** (Reg No 5440), ACC **Category B** (includes interiors and surrounds).



Greenlane: *new station*

Remnants of original platforms **(P)**

Ellerslie *new station, Main Highway Ellerslie, adjacent to Ellerslie shops*

Group of railway houses in Findlay Street, ACC listing **Category B (A)**

Before the construction of the southern motorway there were large railway and marshalling yards at Ellerslie and railway houses were built for local workers.

Penrose: *Station Road / Great South Road / O'Rorke Road (P)*

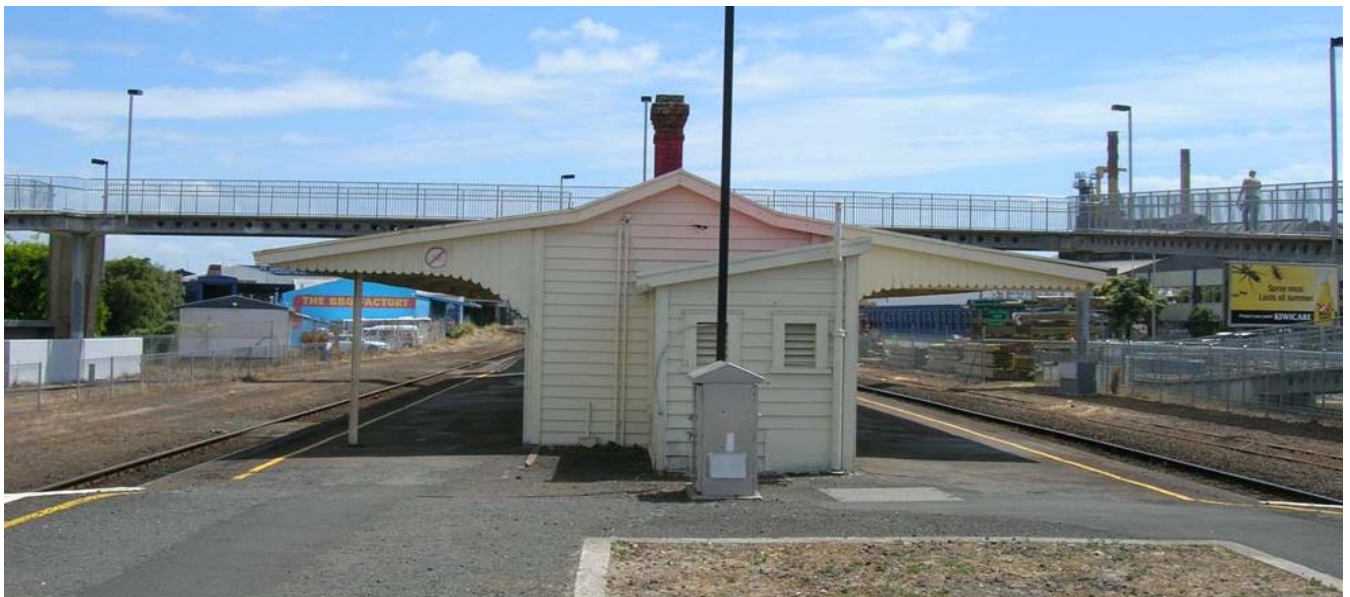
Typical 'island' station type now disused.

Originally had signal box, since removed.

Not currently identified as a heritage item with ACC or NZHPT.

Penrose is the junction for the Onehunga line and the station sits on its original platform with a recently constructed pedestrian bridge in very close proximity.

It is surrounded by an industrial area and the railway line is traversed by high-voltage power lines and pylons.



PENROSE Station: 2009



Onehunga Line:

Original station (P)

The Auckland City to Onehunga line was the first constructed in Auckland linking the Waitemata and Manukau harbours.

The Penrose – Onehunga line served the industrial areas of Mt Smart and Onehunga. It was closed in January 1973 and consideration is currently being given to re-opening this line within the next two years.

The Onehunga station was built in 1873, in an unusual 'L' shape and located on a 'V' shaped platform. It was one of the first to be constructed under the Julius Vogel Railway Act 1870. It was sold to the Railway Enthusiasts Society (RES) in 1962, cut into pieces and shifted to 38 Alfred Street where it has become the headquarters and clubrooms of the RES ACC District Plan Category B.

Britomart–Penrose–Onehunga Issues:

Use: The use of the former workshops in Parnell for the Mainline Steam Trust is ideal from a heritage perspective as the building remains in use for its original designed purpose.

Considering other buildings along the line, the former Newmarket station and signal box is currently in storage awaiting a new use. Remuera is leased for private purposes and both the signal box and the station are fenced from the public with notices prohibiting access. Remuera and Wiri stations are the only ones where such access around the building is denied.

Remuera is a very confined site and the amount of platform area available for public use is meagre, seating for waiting passengers being provided under the Market Road overbridge.

Penrose, surrounded by industrial areas, awaits a new use.

Siting: Remuera and Penrose station buildings should remain on their original sites and should not be relocated.

Visual effects of electrification: The proximity of the masts to tunnels, overbridges and station buildings is a concern and the masts should be



positioned sensitively where possible to acknowledge the heritage values of the buildings or structures. See Appendix 4 for areas of visual sensitivity.

The verandahs to Remuera and Penrose may not meet the now required clearances to the platform edge. The steel ties to the top of the Parnell railway bridge and viaduct may need to be raised to permit electrification.

Consents: The railway bridge and viaduct at the foot of Parnell rise are registered with NZHPT and the Remuera station is both NZHPT registered and ACC scheduled.

The railway corridor is designated and any ONTRACK work will be undertaken by an OPW lodged with Auckland City Council. An OPW should, where applicable, be accompanied by a heritage assessment.

Any lowering of the track may need an archaeological assessment and, depending on the outcome of such assessment, an authority to modify consent from the NZHPT.

Advertising: The Parnell Railway Bridge and viaduct is covered with hoardings which detract from its heritage significance and it is recommended that they be removed so that this structure, its viaduct and embankment can be more fully appreciated.

Further research: Should be undertaken for items identified as having potential (**P***) heritage significance as work in the rail corridor will affect them (see APPENDIX 7, P92.)



6.0 Penrose–Papakura

Statement of Significance:

This portion of the southern line was opened to the public in 1875 and extended as far as Mercer in the Waikato. It passes through extensive areas of former industrial activity with their marshalling yards at Westfield and Otahuhu and through a still operative quarry at Wiri. It also serves Middlemore Hospital, residential areas and suburban centres.

Overall the line is considered to have low visibility through the industrial areas and high visibility through residential areas and green spaces.

Southdown line (closed): Southdown Road

Line passes close to recently burnt-out freezing works and adjoining industrial development. No station or shelter remains. Original platform **(P)**

Westfield: Portage Road

Adjoins Mangere inlet and large marshalling yard on foreshore. Remnants of original platform. **(P)**

Mangere: (closed) Massey Road

Station closed, no passenger shelter remains.

Original station platform. **(P)**

Otahuhu: Walmsley / Saleyards Roads

Original station building removed.

Signal box (altered) on original platform, still in use for railway purposes. **(P)**

The station is surrounded by industrial development.

Newer development on the site of former railway workshops (1928), since demolished.



NIMT Pedestrian Bridge 362 (**P***) Timber footbridge from Titi Street gives access to platforms NIMT, and NIMT Pedestrian Bridge 363 (**P***) provides pedestrian access by signal box.



OTAHUHU Signal Box: 2009



PAPATOETOE Station: 2009

Papatoetoe Railway Station, Shirley Ave / George St / Station Road:
Original station, located on edge of rail corridor (A)

Original Station (parts of which date back to 1875) was relocated to a nearby site on the corner of George Street and Tavern Lane and restored by the Papatoetoe Railway Station Preservation Trust, following a public meeting in 1998. It is in use as a community hall.

Heritage listing Manukau City Council, District Plan **Group 1** (Exterior only)



Railway houses in nearby Station Road were erected 1928.

Papatoetoe Railway bridge is also listed in MCC District Plan but this steel framed bridge has been demolished to make way for the newer concrete pedestrian overbridge.

Puhinui: Puhinui Station footbridge NIMT 355 (P*)

Timber and steel pedestrian overbridge connects western and eastern sections of Puhinui Road.



PUHINUI Overbridge: 2009

Bridge Street road overbridge NIMT 356 (P*)

Interwar reinforced concrete overbridge



Wiri: Wiri Station Road near Roscommon Road intersection (P)

The original station was built in 1913 and located near Wiri mountain to serve NZR as a quarry. Constructed as an 'industrial' station to provide access for quarry workers, not primarily as a passenger station. Unique in Auckland railway corridor and possibly few remaining examples nationally. Station closed.

Surrounded by Wiri North Quarry to the West and Wiri Inland Port Container Storage to the east. The only access to the station is through Quarry land. (unpermitted).

Shelter and platform with access from Wiri Station Road constructed to the south of 1913 station but closed in 2005 and pedestrian access from Wiri Station Road was subsequently removed. The 1913 station has no platform and is built directly onto the ground, the only station in the railway corridor with this feature. Disused railway sidings next to the station were once used to store wagons laden with metal before dispatch.

There have been discussions within the last couple of years over removing the building to join the relocated Papatoetoe station but this is opposed by local residents and the Manurewa Community Board.

A future Manukau City link is intended to be constructed to the north of Wiri Station Road, extending through Hayman Park in close proximity to Manukau City Centre.



Old **WIRI** Station: 2009



Manurewa: by NIMT Selwyn Road bridge 347 (P)

Remnants of original Manurewa station platform

NIMT Clevedon Road 377

Interwar reinforced concrete bridge.

Papakura: Ron Keat Drive / Railway Street

Surrounded by large carpark and close to Papakura shopping centre.

Existing heritage station is still in use for intended purpose, the only one in Auckland.

Built up timber platforms to accommodate rolling stock.

Small remnant of timber pedestrian bridge (P)



PAPAKURA Station: 2009

Penrose–Papakura Issues:

Use: This line passes three closed stations; Southdown and Mangere retain only their platforms while Wiri retains its station building but it is unused and isolated, surrounded by a working quarry with no pedestrian access or public surveillance and at risk from vandalism or arson attack.



The signal box at Otahuhu and the railway station at Papakura remain as a small handful of heritage structures in the Auckland corridor that remain in use for their original railway purposes.

Siting: Papatoetoe has been relocated, but other stations and structures remain on their original sites and every endeavour should be made to ensure that they remain in situ.

Visual effects of electrification: The proposed masts and overhead wiring will have a visual impact on heritage buildings and structures and their placement will require care. See APPENDIX 4 for areas of visual sensitivity.

RMA processes / consents: Apart from the (relocated) Papatoetoe station, none of the stations and structures in this part of the rail corridor is listed with NZHPT or Auckland City Council, Manukau City Council or the Papakura District Council. The railway corridor is designated and any ONTRACK work will be undertaken by an OPW lodged with ACC, MCC or PDC. An OPW should, where applicable, be accompanied by a heritage assessment.

NZHPT should be consulted over archaeological sites and processes to be followed and consents obtained in relation to these.

Further research: Should be undertaken for items identified as having potential (**P***) heritage significance as electrification work will affect them (see APPENDIX 7). In this rail corridor it is proposed to demolish timber pedestrian footbridges at the Otahuhu and Puhinui stations and the road overbridge at Bridge St and these structures should also be photographically recorded.



7.0 Eastern Diversion: Britomart–Westfield

Statement of Significance

The eastern diversion was the last line constructed in Auckland (1930) to provide an alternative access to Auckland and provide passenger services to the eastern suburbs. This line passes through areas of scenic value and amenity value including Judges Bay, Hobson Bay and Orakei Basin and forms part of the North Island Main Trunk Line.

No original stations remain from the 1930s, although some platforms and timber pedestrian overbridges associated with the stations do so.

The Strand: NIMT 390 (P*)

Interwar reinforced concrete bridge, 1927

Judges Bay: NIMT Pedestrian Bridge 388 (P*)

Timber and steel framed footbridge – Point Resolution (Parnell Baths) to Tamaki Drive, painted a distinctive shade of blue. (P)

Parnell Baths, Judges Bay Road, designed by Tib Donner (Auckland) City Architects Department, 1951-54. NZIA Gold Medal 1957, NZIA Enduring Architecture Award 2006. ACC **Category B** (includes interior and surrounds). (A)

Orakei Station: Orakei Road adjacent to Kings Plant Barn

Timber pedestrian bridge. NIMT Pedestrian Bridge 384 (P*) (See below)



ORAKEI Station: timber foot bridge: 2009



Orakei Road concrete bridge over road. Orakei Road Bridge 383 (P*)
(See below)



ORAKEI Road Bridge:2009

Meadowbank Station: Kapua Street

Remnants of original platform. (P)

Timber pedestrian foot bridge. NIMT Pedestrian Bridge 381 (P*)

(See below)



MEADOWBANK Station: 2009



Meadowbank Tunnel: St John's Road

NIMT tunnel 19. **(P*)**

Glen Innes Station (P)

Remnants of original platform, especially in vicinity of Apirana Ave pedestrian underpass.

Tamaki Station: Tamaki Station Road

(closed 2003) original platform, now overgrown. **(P)**

Remnants of pedestrian overbridge. **(P)**

Surrounded by container storage yards.

Old Panmure Station: Ellerslie / Panmure Highway

Now closed. Remnants of original platforms **(P)**

Steel framed pedestrian bridge by Old Panmure Station (Triangle Road), NIMT Pedestrian bridge 373. **(P*)**

Morrin Road: NIMT Morrin Road bridge 376 (P*)

Interwar reinforced concrete bridge

Eastern Diversion Issues:

Use: This line passes 2 closed stations (Tamaki and Panmure), which retain their platforms.

Electrification: Much of this corridor has scenic value and the placement of the masts in these locations will require care to minimise visual impact. See APPENDIX 4 for areas of visual sensitivity.

Further Research: Should be undertaken for items identified as having potential **(P*)** heritage significance as work in the rail corridor will affect them (refer APPENDIX 7). In this corridor it is proposed to demolish road bridges at Orakei and Morrin Roads and timber pedestrian overbridges at the Meadowbank and former Panmure stations. These structures should also be photographically recorded.



8.0 Conclusion

Items of Historic Value

Early rail heritage in the Auckland corridor is a finite and irreplaceable resource for the community and future generations and the management of change to this 'resource' requires the establishment of guiding principles to ensure the ongoing preservation and use of these significant buildings and structures.

This report identifies 59 heritage items within and immediately adjacent to the Auckland railway corridor and uses a three tiered scale to assess their significance. A small number of stations (3) are registered with NZHPT and listed with the local Council. Items identified as having potential heritage (**P***) require further investigation and recording.

The *Policy for Government Departments' Management of Historic Heritage* 2004 has been discussed in the introduction to this document. It has been used, together with the issues identified in the report, to formulate a set of heritage guidelines for future management of rail heritage in the Auckland corridor:

Use: Railway buildings, like other heritage buildings, are best able to be preserved if used for their original purpose. A small number of buildings (Parnell Workshops, Otahuhu signal box, and Papakura Station) continue in their original use. Other stations have found new uses as cafés (Glen Eden and Swanson) and it is imperative to find compatible uses for buildings and structures of heritage value to ensure their ongoing function in the life of their local community and provide historic continuity and character to the local area.

Siting: It is desirable that items of heritage value remain on their original sites and relocation is a matter of absolute last resort when all other avenues have been exhausted and it is the only method available to retain the item.

Visual effects of electrification: APPENDIX 4 of this assessment identifies areas of visual sensitivity affecting heritage to guide the location of support masts required by electrification and to minimise their effects and visual impact on heritage buildings and structures.

Effects on heritage: Any change to railway structures or buildings including, for example, any changes to the verandah edge of existing



stations, should involve the least possible alteration or loss of heritage fabric, to ensure that the heritage values of the item are retained. The significance of the item should be clearly understood *before* decisions are made that may affect heritage fabric and detailed heritage assessments and / or conservation plans prepared to guide this process of change. To date only Glen Eden and Henderson have prepared such plans.

Consents: A number of stations are registered with NZHPT and scheduled with local authorities. The railway corridor is designated and any ONTRACFK work will be undertaken by an OPW lodged with the appropriate TLA. Any lowering of the track on a site predating 1900 may need an archaeological assessment, and depending on the outcome of such assessment, an authority to modify consent from the NZHPT. These matters will be more fully discussed in the Archaeological Report prepared by others.

Public consultation: APPENDIX 1 to this document outlines individuals, groups and stakeholders for consultation.

In summary it is recommended that;

- Heritage buildings and structures remain on their original sites and that they be occupied by compatible uses.
- Any alteration or change to heritage structures involve the least possible loss of heritage fabric and that it be guided by the *Policy for Government Departments' Management of Historic Heritage* 2004 and any conservation plan that has been prepared for the structure.
- Further research and investigation be undertaken to items of potential significance where work in the corridor will affect them. In addition photographic recording of heritage items to be demolished, should be undertaken.
- The location of the masts be guided by the areas of visual sensitivity identified in the report.
- An Outline Plan of Works be accompanied by a heritage assessment where applicable.



Identification of Individuals/groups/stakeholders for consultation

Federation of Rail Organisations of New Zealand

Auckland Heritage Engineering Committee of IPENZ

Railway Enthusiasts Society

Mainline Steam Trust

NZHPT

Auckland City Council / Manukau City Council / Waitakere City Council
Papakura District Council

Auckland Regional Council

Sean Millar, author of books on Auckland railway lines and stations



Auckland Rail Corridor: Chronology

Compiled by Kate Hill, February 2009



<i>Date</i>	<i>Event</i>	<i>Reference</i>
1862-3	The Auckland Provincial Council initiates the construction of a 4'8 ½" gauge railway to Drury to facilitate the movement of troops and supplies to battlefields in the Waikato. The line is also considered crucial in order to access Drury's coal, needed to further industry in Auckland.	Green , 1973; NZHPT, BDG 1045, Registration Proposal.
1865	<p><i>11 February</i> – Following confusion over tenders which had delayed the work for three months, it is decided to let the work in sections with the contract for the first, from Auckland to Mechanics Bay, being let to Peter Grace.</p> <p><i>16 February</i> – The first sod for the Auckland to Drury line, with a branch line to Onehunga, is turned in James Dilworth's Newmarket paddock. Work gets under way on the Domain cutting and tunnel, but abnormal weather plagues the area with mud and landslides leading to a revision of plans for the tunnel and the decision to build a viaduct in Mechanics Bay. Meanwhile, military needs for the railway have all but disappeared with the ending of the 1863-64 Waikato War.</p>	Lowe , 1974; Green , 1973.



Fig 1 - Parnell Railway Tunnel



1866	<p><i>January</i> – The first locomotive for the line arrives from Leeds. Once assembled, painted and decorated, the engine is trialled on a short length of track outside the small Newmarket shed built to house it.</p> <p>Following delays and additional costs, Commissioners of Enquiry are appointed to investigate progress on the line and find fault with the mortar used in the Mechanics Bay viaduct piers. The Auckland Provincial Council calls a halt to all work with the exception of the bridge and viaduct which is completed towards the end of the year.</p> <p>However, with work on the north embankment unfinished the bowstring arch bridge, over Parnell Rise, is left leading “nowhere”.</p>	<p>Lowe, 1974</p> <p>NZHPT, BDG 1045, Registration Proposal.</p>
1870	<p>Under the Immigration and Public Works Act 1870, Julius Vogel initiates the construction of urgently needed roads and railways as part of a grandiose scheme to bring settlement, agriculture and industry into the more remote, “unproductive” parts of the country. Vogel’s proposal involves overseas borrowing, by Central Government, of £10 (\$20) million over a period of ten years, to be spent on assisted immigration and a communications network throughout the country.</p> <p>Recommended gauge for railways to be 3’ 6”.</p>	<p>Hill, 2000.</p> <p>Green, 1973</p>
1871-2	<p>Mr J. J. O’Neill carries out trial surveys from Auckland to the Riverhead terminus of the Kaipara Railway to establish the best route for continuing the line to Auckland.</p>	<p>AJHR 1872 –D5:3</p>
1872	<p><i>June</i> – As a result of his surveys, O’Neill recommends a route that begins at Newmarket and travels “...through the fertile and settled land around Henderson, Swanson, Waitakere and Kumeu”. Despite the enthusiasm of local residents, the railways administration, preferring a route from Onehunga to Riverhead, which turned coastwards at Waikomiti (Waikumete), proceeds to resurvey the line.</p>	<p>Lowe, 1966: (Part Two)</p>



1872 cont	<p>A contract is entered into with John Brogden & Sons for the construction of the Newmarket to Mercer line under the charge of James Stewart. At this stage, only a small portion of the Onehunga branch remains to be done but is awaiting the completion of the work between Auckland and Newmarket.</p> <p><i>January</i> – Work begins on the line between Mechanics Bay bridge and the Domain. It is intended to use soil from the tunnel for filling the embankment, across the bay, while stone from Fort Britomart is to be used to prevent it from being washed away.</p> <p><i>10 May</i> – Brogden calls for "...tenders for stone blocking and rubble for the Parnell tunnel".</p> <p>By August it is being lined.</p>	<p>AJHR 1872 –D5:4</p> <p>Green, 1973; Lowe,1974.</p> <p>Lowe,1974:20-21</p>
1872-1873	<p>Auckland's first station, a simple wooden structure, is constructed at Point Britomart, near the present intersection of Anzac Avenue and Beach Road. The station and yard soon become unworkable because accommodation is limited and expansion impossible.</p>	<p>Salmond Architects, 1989</p>
1873	<p><i>19 July</i> – Contract "...let for station works at Newmarket, Auckland and Onehunga and for a branch line to Onehunga".</p> <p><i>December</i> – Onehunga Station, one of the first stations built under the Vogel Railway Acts of the 1870s, is opened. It is an unusual 'L' shaped building with a steep roofed verandah and is situated on a 'V' shaped platform.</p> <p><i>20 December</i> - A special train leaves Auckland for Onehunga running on the first line to be built in the province by the Government. On arrival the guests are treated to a champagne luncheon, provided by the contractors, Messrs Brogden & Sons.</p>	<p>Green, 1973:4</p> <p>Mahoney, 1987.</p> <p>Lowe,1974</p>
1881	<p><i>24 December</i> – Daily railway services to Onehunga commence.</p>	<p>Lowe,1974</p>



1881 *cont*

The first Remuera Station is built as a stop on the Auckland – Onehunga Railway.

ACC – Heritage File
– Remuera Railway Station and Signal Box.



Fig 2 - Remuera Station

1873-1874

With the opening of the Onehunga Line, regular trains are run for the December and January race meetings at the Ellerslie Race Course.

Daily Southern Cross,
25/12/1873:1

1875

20 May – The railway from Auckland to Mercer is opened for public traffic.
Stations [relevant to this report] to open at this time include: Otahuhu, Papatoetoe, described as “...well built ...with goods shed, station master’s house, &c” and “a neat and commodious station” at Papakura.

The Evening Star
20/5/1875:2;
NZH 20/5/1875,
Supplement:3;
NZH 21/5/1875:2



1875 cont



Fig 3 - Papakura Station

With the completion of this railway, a large agricultural district is opened up.

Tonson, 1966.

Manurewa Station also opens at this time and, a few years later, a Post Office is set up in the railway house opposite the station.

Collapse of the rail to Henderson scheme.

Lowe, 1981

The coastal scheme to Riverhead, via Waikomiti and Te Atatu, is announced.

Angry protests follow from residents who need the line to move timber, gum and agricultural produce to the city.

1876

Provincial Governments abolished.
All railways come under the operational control of the Public Works Department (PWD).

Hill, 2000.

1877

New Zealand Railways calls for tenders for the construction of a railway line from Newmarket to Waikomiti. The successful tender, for £16,933, was submitted by Messrs Larkins and O'Brien.

Gilligan, 2001

1878

Larkins and O'Brien are working towards Waikomiti when, in the face of continuing protest over the controversial coastal line to Riverhead, the railways administration decides to call new tenders for both routes. The cheapest tender comes from Messrs Taylor and Danaher for the inland route and is, subsequently, accepted.

Lowe, 1981



1878 cont

November – The Onehunga line is extended to Onehunga Wharf Station to serve the “boat” trains which connect with steamers sailing from the Manukau. At this time the port is the main link between Auckland and New Plymouth, Wellington and the southern settlements.

**Green, 1973;
Tonson, 1966.**



Fig 4 - Onehunga Station

17 December – New Zealand Railways calls for written tenders for the “Erection of Station Buildings at Mount Eden, Mount Albert, Whau [Avondale], New Lynn and Waikomiti on the Kaipara-Puniu Railway”

***Auckland Evening
Star* 19/12/1878:3**

1879

Reclamation of the harbour to provide additional land for a new station and yard in Auckland.

**Salmond Architects,
1989**

A contract is let for the construction of a Newmarket Junction Station which will serve as the junction of the main trunk line to the south and the Kaipara line. Over the next five years railway workshops are established at this significant railhead and become a major source of employment for the area.

Holman, 2001:194



1880	<p>Formation of New Zealand Railways Department (NZR).</p> <p><i>16 February</i> – Waikomiti [Glen Eden] Station is completed.</p> <p><i>20 February</i> – The line from Newmarket to Waikomiti is inspected by the contractors and Railways personnel. "...Along the line were: Five stations, five road bridges, seven railway bridges and about forty crossings."</p> <p><i>29 March</i> (Easter Monday) – The line from Newmarket to Waikomiti is opened for time-tabled traffic with stations at Mt Eden, Kingsland, Mt Albert, Avondale, New Lynn and Waikomiti. A special excursion train leaves Auckland at 10.30 for the Henderson's Mill Races.</p> <p>The railway is to be influential in the siting of a new cemetery at Waikomiti (opening in 1886) and becomes a significant means of transporting bodies to their final resting place. The development of townships along the line is also closely linked with the railway.</p> <p><i>21 December</i> – The line to Henderson is completed.</p>	<p>Green, 1973</p> <p>Gilligan, 2001:8</p> <p>Auckland Evening Star 27/3/1880:1, in Dave Pearson Architects Ltd., 1998; Gilligan, 2001:8</p> <p>Dave Pearson Architects Ltd., 1998</p> <p>Lowe, 1981.</p>
1881	<p>Swanson Station is constructed. It consists of a "small gabled building with another mono-pitch element, possibly a store, attached."</p> <p><i>17 March</i> – A special train leaves Auckland at 11.30 for the St Patrick's Day race meeting at Henderson's Mill. Town sections at Henderson are put up for sale within days.</p> <p><i>18 July</i> – Work is completed on the timber station at Henderson (Scott and Coombe contractors). Goods traffic through the station, soon to include "agricultural items and timber from the Waitakere Ranges".</p>	<p>Barnes, 2008:1</p> <p>Auckland Evening Star, 16/3/1881, in Lowe, 1981.</p> <p>Lowe, 1981</p> <p>Dave Pearson Architects Ltd., 2004. <i>ibid.</i>:7</p>
1880s	<p>"Mt Albert has the distinction of having previously been the only junction station on the Western Line, with a branch running from immediately north of the station to the nearby volcanic cone Here NZR</p>	<p>Millar, 2007:17 (2nd ed.)</p>



1880s cont	operates a quarry from the 1880s until the 1920s. No trace of this ... operation remains near the station, although there is evidence of it elsewhere along its former route".	
1884	<i>30 July</i> – A contract is let for a new brick station building on a site in lower Queen Street.	Mahoney , 1987.
1885	<i>30 November</i> – Opening of the new, specially designed city station in Queen St. The old station building, having been relocated to the new site, now functions as "ancillary accommodation".	Mahoney , 1987; Salmond Architects 1989:9
1895	The Railways Department is represented in cabinet by a separate Minister of Railways for the first time.	Bromby , 2003.
1895-1896	The superstructure of the Parnell bridge and viaduct is partly renewed in iron and some masonry piers are raised.	NZHPT , BDG 1045, Registration Proposal.
1901	Mail cars on trains are introduced between Auckland and Hamilton. (Until the 1960s almost all passenger and some goods trains carried mail. This was transported in canvas mailbags or wickerwork hampers and handled by post office workers in some of the larger stations).	Bromby , 2003.
1904	"The electric tablet system of block working ...[is] introduced between Auckland and Onehunga, Penrose and Mercer...[and] Newmarket and Henderson" as an aid to safe working.	McGavin , 1974:15.
1905	A post office is incorporated into Henderson Station. This is discontinued in 1919 when a P.O. opens in the township.	Dave Pearson Architects Ltd. , 2004.



1906	Duplication (double-tracking) of the rail between Auckland and Penrose commences.	McGavin , 1974.
1907	<p>100 ft. of land fronting Queen St. is taken from the Railway and given to the Postal Department. This creates problems for the station as the platforms are shortened to make room for the new chief Post Office (opened in 1913). Meanwhile, the population of Auckland is increasing with more suburban trains coming into the city. The station, with its reduced platform space becomes seriously congested.</p> <p><i>November</i> – The present Remuera Station, built in a style favoured by George Troup, is completed. Today [2009], it is considered to be one of the finest remaining examples of the island stations built as part of track duplication.</p>	<p>Mahoney, 1987; Salmond, 1989.</p> <p>ACC – Heritage File – Remuera Railway Station and Signal Box.</p>
1908	<p><i>6 November</i> – Opening of the North Island Main Trunk Line (NIMT) after more than 40 years in the making.</p> <p><i>August</i> – Mt Albert Station is destroyed by fire but is replaced with a new building in 1910.</p>	<p>Bromby, 2003.</p> <p>Les Downey Collection, D1 - (typescript)</p>
1908-1909	A new station, designed by George Troup, is constructed at Newmarket. It is one of four similar 'island' stations built on the southern suburban line at the time of the installation of double tracks. A signal box is built at the same time.	Holman , 2001:196
1910	<p>A new passenger shelter is built at Kingsland.</p> <p>The old Kingsland shelter is moved to Otahuhu.</p>	<p>Millar, 2007</p> <p>Les Downey Collection, D1 - (typescript)</p>
1911	A major programme to rebuild large sections of the railway between Otahuhu and Mercer commences with the aim of reducing the gradient. It is undertaken in stages and more or less completed by 1917.	Les Downey Collection , 1974.



1912	A new station, roofed in iron, is built at Mt Eden.	BAEI 10003/31b, 769. [Archives New Zealand/Te Rua Mahara o te Kawanatanga, Auckland Regional Office] Millar , 2007
	<p>A completely new station is built at New Lynn on an island platform with footbridges. Extensive goods yard to serve the potteries, brickworks and other industries.</p> <p>This station now [2009] demolished despite attempts to save it.</p> <p>An increase in passenger and goods traffic at Henderson results in the construction of a new Number 4 Class B station. Completed December. Part of the earlier building is moved to the north of the new station to be used as a “lamp and porter’s room” while the remaining part is shifted to Penrose, where it is used as an office.</p>	Dave Pearson Architects Ltd. , 2004:9
1913	<p>Wiri Station is opened. New Zealand Railways eventually establishes a large ballast quarry nearby in an area of solidified lava flow beneath Wiri Mountain. The station’s main source of passenger traffic is likely to have been quarry- related.</p> <p>Signal Box at Otahuhu built (as of 2007 still operational but expected to be replaced by a new system).</p>	Tonson , 1966; Millar , 2005. Millar , 2007.
1914	<p><i>10 July</i> – Two alternative locations and designs are proposed for the new Auckland station.</p> <p><i>31 July</i> – A meeting takes place in Wellington between the recently appointed General Manager of New Zealand Railways, E.H. Hiley, his Chief Engineer, J. Burnett, the Mayor of Auckland, C.J. Parr and the Auckland City Engineer, W.E. Bush. They decide that the proposed new passenger station for Auckland should be built on Beach Road, opposite Eden Street.</p> <p>As the site is on their land, the Auckland Harbour Board is involved in subsequent negotiations, between the various parties, relating to land exchanges to be settled before the construction of the station and the southern railway line to Hobson Bay and the Orakei Inlet can proceed.</p>	Salmond Architects , 1989. Salmond Architects , 1989.



1914 cont

September – E.H. Hiley, produces a special report to the House of Representatives outlining a nation-wide programme of improvements. Those affecting Auckland include: the new passenger station on Beach Road; provision for duplication of the line between Penrose and Papakura; a new goods yard and engine depot to be built on reclaimed land in Mechanics Bay and a new line to Westfield via Orakei.

McGavin, 1974

This report results in the passing of the 1914 Railways Improvement Authorisation Act which allows for £3.25 million to be spent, throughout the country, over the next five years.

Salmond Architects, 1989

With the outbreak of war, the majority of this work is deferred and only the locomotive depot is completed (by 1917).

McGavin, 1974

A platform mounted 20-lever signal box is added at Mt Eden. This is removed in 1967 with the introduction of centralised traffic control.

Millar, 2007.

A 30-lever signal box is constructed alongside Henderson station.

Having had a verandah added on the north side, in 1908, Avondale station is again enlarged and completely renovated following the formation of a line at the rear of the station and the creation of an island platform.

Truttman, 2008.



Fig 5 - Avondale Station (now at Swanson)

New station built at Penrose.

Millar, 2007



1914-1915	24-lever signal boxes are built at Avondale (closed in 1967), New Lynn, Morningside and Glen Eden (shifted in 1970s).	Millar , 2007.
1915	Changes to Waikumete Station [now Glen Eden] – addition of a track-side verandah and gable roof. Womens' waiting room and toilet facilities enlarged. <i>1 June</i> – New double-line (presently used) Parnell Tunnel opened.	Dave Pearson Architects Ltd. , 1998. McGavin , 1974.
1916	A new station at Swanson replaces the 1881 building.	Barnes , 2008.
1919	A new station, designed by George Troup, is constructed at Papatoetoe incorporating parts of the original structure. It is positioned on an island platform built after double-tracking was introduced. A windmill and watertower (removed in 1942) are built at this time.	M.C. , 16/12/1999:5; MCC, Heritage Records.
1922	A new station is built at Papakura to replace the original 1875 station which had been relocated to Te Kauwhata. A modified form of this Papakura station still remains.	M.C. , 5/4/1983:11
1923	Flag Stations are proposed for Tironui, Puhinui and Homai. Puhinui built by 1925. Tironui by 1928.	Tonson , 1966
1924	A modified version of the 1914 report for new works is resurrected. In his report, the Minister of Railways, Hon. J. G. Coates, makes specific provision for the railway to be extended, "...through the new [Auckland] station westward in tunnel under the city to Morningside". Although less ambitious than the earlier plan to extend the Main Trunk Line westward, neither eventuate. Coates' proposal for a through-running station and reconstruction of the yard is planned to be carried out in concert with the Auckland-Westfield Deviation.	McGavin , 1974:19 Salmond Architects , 1989



1925	<p>Ranui Station opens with “modest goods handling facilities.” (Now removed.)</p> <p>As part of the 1924 plan of new works, automatic colour light signalling is introduced on the double line between Auckland and Penrose.</p>	<p>Millar, 2007:42.</p> <p>McGavin, 1974.</p>
1926	<p>Double-tracking of the railway between Penrose and Papakura begins. It proceeds in stages and is completed in 1931.</p>	<p>McGavin, 1974.</p>
1927	<p>St George’s Rd. Station, consisting of a shelter shed, is built and a similar structure is built at Croydon Rd, between Fruitvale Road and Glen Eden on the Western line.</p> <p><i>November</i> – The Onehunga Wharf Station is closed but the line remains open for goods traffic.</p>	<p>Les Downey Collection, D1 – (typescript)</p> <p>Green, 1973.</p>
1928	<p><i>April</i> – A contract for the construction of the new Auckland Station is let to J.T. Julian and Son Ltd., under the supervision of architects, Gummer and Ford.</p> <p>It is described as “...the largest building undertaking ever let on independent contract in New Zealand” and is expected to provide employment for 400 men.</p> <p>The Otahuhu Railway Workshops are opened as a “...major rolling stock maintenance and repair facility of the New Zealand Government Railways Department”. They are built to replace the inadequate Newmarket Workshops which close at this time. A Diesel Shop is added in 1962.</p> <p>These facilities, together with local heavy industry, make the Otahuhu Station one of the most important in the Auckland area.</p> <p><i>14 September</i> – The PWD forwards site plans for foot overbridges at Orakei, Glen Innes, Marama, Panmure and Sylvia Park, to the District Engineer.</p>	<p>McGavin, 1974.</p> <p>NZH 14/4/1928:10 cited in Salmond Architects, 1989:20</p> <p>Wikipedia – Otahuhu Workshops.</p> <p>Millar, 2005.</p> <p>BBAD 1054/ 2510a, 20/7/9 [Archives New Zealand/ Te Rua Mahara o te Kawanatanga, Auckland Regional Office]</p>



1928 cont	<p><i>28 September</i> – Tenders are called for the erection of station buildings, in timber, on the Auckland – Westfield Deviation. Drawings and specifications to be seen at the PWD office, Auckland. Signed L.B. Campbell, District Engineer.</p> <p><i>19 November</i> – A tender of £6336 from Messrs. J.W. Bambury Ltd of Epsom is accepted for Orakei, Purewa [Meadowbank], Glen-Innes, Marama [Tamaki?], Panmure and Sylvia Park Stations.</p> <p>Avondale Station undergoes more alterations giving it the form that is to be later seen [when it is moved to Swanson, in 1995].</p>	<p>BBAD 1054/ 2510a, 20/7/9 [Archives New Zealand/Te Rua Mahara o te Kawanatanga, Auckland Regional Office]</p> <p>BBAD 1054/ 2510a, 20/7/9 [Archives New Zealand/Te Rua Mahara o te Kawanatanga, Auckland Regional Office]</p> <p>Barnes, 2008; Truttman, 2008.</p>
1929	<p>25 June – The contract for the stations on the Auckland – Westfield Deviation is completed.</p>	<p>BBAD 1054/ 2510a, 20/7/9 [Archives New Zealand/Te Rua Mahara o te Kawanatanga, Auckland Regional Office]</p>
1930	<p>26 November – The Auckland Railway Station is officially opened having been “...brought into full use” on the 17th.</p> <p>Opening of the double-tracked Westfield Deviation. This route, chosen for its low gradients, is constructed as a much needed alternative rail access to Auckland. From Westfield it branches via the Purewa Valley and Hobson Bay and is important in opening up the densely settled eastern suburbs.</p> <p>The old route, via Newmarket, is retained.</p>	<p>Salmond Architects, 1989 :22</p> <p>Millar, 2005; Stone, 2007:227</p>
1930s	<p>Exact date uncertain – A railway overbridge is constructed over the Titirangi Road, between New Lynn and Glen Eden, in order to eliminate a dangerous level crossing and to ease a steep grade. A temporary over bridge of timber is built initially while the concrete structure is completed.</p>	<p>West Auckland Historical Society, 1980.</p>
1934	<p>Opening of Sturges Road Station. This (corrugated iron?) building is replaced in the mid 1990s by an open-sided shelter constructed from steel pipes.</p>	<p>Millar, 2007.</p>



1940	A second verandah is added to Glen Eden Station and an open waiting area enclosed.	Dave Pearson Architects Ltd., 1998.
1946	Following a dwindling of local coal reserves during the war, and the subsequent importation of expensive coal from North America and India, a programme to convert main-line locomotives to fuel oil is introduced.	McGavin, 1974.
1950	<i>28 July</i> – Direct passenger services cease between Auckland and Onehunga but a workers' train service between Penrose and Onehunga continues until 19 January 1973.	Green, 1973
1952	<i>November</i> – Some of the first diesel-electric locomotives in the country are allocated to the Auckland suburban system.	McGavin, 1974.
1953	Baldwin Avenue Station opens as a single-line wayside station. Fruitvale Road Station opens.	Millar, 2007
1955	Auckland authorities decide to give preference to an urban motorway system.	McGavin, 1974.
1959	NZR staff builds "a raised platform front from rails and wooden sleepers" at Ranui. Local residents provide the fill and build up the surface behind.	Millar, 2007:42. (cites original source as <i>NZ Model Railway Journal</i> Ap.2004).
1960	<i>Freight operations</i> (which for many years have provided the majority of NZR revenue in the Auckland region): At this time there are "...23 stations ... handling public freight in wagon lots – ranging from the large (Auckland, Penrose, Otahuhu) to the tiny (Puhinui, Greenlane) with a scatter of sizes such as Henderson, Mt Eden and Papatoetoe". Functionally specialist stations include: Otahuhu, Southdown and Westfield for freezing and fertilizer works; Newmarket for breweries and Onehunga for port activities.	McQueen, 1983:14-15.
1962	A new 51 acre marshalling yard opens at Westfield "...to serve as the main terminal for almost all the goods traffic in and out of the Auckland metropolitan area."	Tonson, 1966: 94



1962 cont	The original Onehunga Station is moved to Alfred St., Onehunga where it serves as headquarters for the Railway Enthusiasts Society (Inc.)	Green, 1973
1964	A small stopping place is constructed on what is known as the Boston Road Loop.	Millar, 2007
1966	<p>New brick stations are built at Baldwin Avenue, Morningside and Mt Albert at the time of the partial doubling of the line between Morningside and Avondale.</p> <p>Two facing platforms are built at Baldwin Avenue - a unique arrangement for the Western Line in that they are offset from one another with no overlap.</p> <p>(These platforms are only slightly modified in the 1990s, by which time the station buildings consist of two small, partially enclosed shelters, one dating from the 1980s and the other from the 1990s).</p>	Millar, 2007
1970s	Three Waitakere signal boxes are sold by Railways to buyers who relocate them on private property: Glen Eden to Muriwai; Henderson to Atkinson Rd., Titirangi and Swanson, one of the tallest on the line, to Anawhata Rd.	Dave Pearson Architects Ltd., 1998; Adam, Burgess and Ellis, 2004.
1972	Swanson Station is closed to goods traffic and (later in year) the remaining station buildings are removed and "replaced by a small corrugated iron platform shelter."	Millar, 2007: 44 (2nd ed.)
1973	The Mt Albert 30-lever Signal Box, dating from 1910, is moved to MOTAT where it is re-erected alongside the old Waitakere Station.	Garner, 1996.
1980	Services are withdrawn from St George's Rd., Croydon Road and Westbrook stations.	Millar, 2007
1982	<i>1 April</i> –The New Zealand Railways Corporation is established to take over the operations of the Railways Department but continues to trade as NZR.	Bromby, 2003
1983	The 1922 Papakura station building is shortened and renovated and the goods office converted to an open plan system.	M.C., 5/4/2983:11



1984	At New Lynn, a new railway station with two shelters is opened, south of the original site and adjacent to the bus station.	Millar, 2007
1985	<i>29 November</i> – Auckland Railway Station is registered with the Historic Places Trust as an Historic Place - Category I.	NZHPT register of Historic Places – online
1987	<i>September</i> – Henderson Station ceases to operate and the building is decommissioned.	Dave Pearson Architects Ltd. , 2004.
1990	<i>October</i> – Formation of New Zealand Rail Limited The pedestrian bridge is moved from Tironui Station, by which time it “was long out of use”. There are still, as of January 2009, bridge foundations, an island platform and some signal foundation.	Bromby, 2003 Papakura District Council - Nathanael Savage, email communication. 28/1/2009.
1992	<i>30 June</i> – Following a Railways Corporation decision to focus its North Island rail engineering resources at the Hutt Workshops, the Otahuhu Workshop facilities are formally closed and, subsequently decommissioned. (Many of these buildings have since been demolished).	Wikipedia - Otahuhu Workshops.
1993	Second hand diesel multiple units are purchased from Perth, Western Australia, for the Auckland suburban rail system. To allow for the lack of external steps on these vehicles, nearly all stations require some modification. Where they exist, platforms are raised or extended and, in some cases, are constructed for the first time. At some stations, the old platform can still be seen beneath, alongside or opposite, the raised section [e.g. Takanini, where it is visible at the north end]. Many station buildings are rebuilt as basic steel-framed structures, often with open sides. Some are built on different sites, e.g., Manurewa. <i>5 July</i> – These new trains officially begin running from Papakura, having been trialled two days previously.	Millar, 2005; 2007. P.C. , 30/6/1993:4
	One of the busiest stations, Middlemore, is given two substantial shelters, one being two sided. Located close to Middlemore hospital.	Millar, 2005



1993 cont	<p>Henderson – New raised sections are built at each end of the platform, each have a shelter – one serving northbound and the other southbound trains.</p> <p>The central section remains unaltered with the old, station still in its original location.</p> <p>Around this time, the station is converted into a café but closes in 1997. Subsequently, used for a few years by a furniture company.</p> <p>Boston Rd gains full station status.</p> <p>The New Zealand rail system, including the inter-island ferries, are sold to a consortium, including North American railroad operator Wisconsin Central. They operate under the name Tranz Rail.</p>	<p>Millar, 2007</p> <p>Dave Pearson Architects Ltd., 2004.</p> <p>Millar, 2007</p> <p>Bromby, 2003</p>
Mid 1990s	<p>Mt Eden's 1912 station building is sold for removal. It is subsequently converted into a private residence "...at the foot of an embankment, on the eastern side of the line, between Morningside and Baldwin Avenue".</p> <p>A new pipe-framed shelter is constructed.</p>	<p>Millar, 2007:7 (2nd ed.)</p>
1995	<p><i>3 March</i> – Remuera Railway Station and Signal Box is registered with NZHPT as an Historic Place – Category I.</p> <p>Glen Eden station is sold for removal, but the sale is overturned following research which reveals an earlier NZR (1983) transaction donating the building to the local council.</p>	<p>NZHPT register of Historic Places - online</p> <p>Millar, 2007</p>



Fig 6 - Glen Eden Station



1995 <i>cont</i>	<p>The current Swanson Railway Station is relocated from Avondale having been "...moved to a site secured from the Crown and paid for by the Swanson Balefill Trust." (See Fig 5, Page 12)</p> <p>It is the third station for Swanson.</p> <p>At Avondale, the old station building is replaced by a single shelter of steel pipe construction.</p> <p>Proposal to remove the 1930s Tamaki Station.</p> <p>Auckland City Council purchases the old Post Office, proposing to develop the area into a new transit centre.</p> <p>Initially the project fails.</p>	<p>Barnes, 2008:2</p> <p>Millar, 2007</p> <p>NZHPT, BDG 700 - Tamaki</p> <p>Wikipedia – Britomart Transport Centre.</p>
1998	<p><i>22 August</i> – Swanson Railway Station is officially reopened.</p> <p>A cheaper option for the new and controversial Britomart Transport Centre is decided on.</p> <p>After negotiating a deal with Auckland University, a private developer begins work on converting the old Auckland Station into student accommodation.</p> <p>The building, to be known as Railway Campus, is restored and upgraded with some 230 apartments developed from former office areas.</p>	<p>Barnes, 2008</p> <p>Wikipedia – Britomart Transport Centre.</p> <p>NZH, 20-21/6/1998, Sec.K:12;</p> <p>East and Bays Courier, 8/8/2001:18.</p>
1999	<p><i>11 December</i> – The Troup era Papatoetoe Station building is relocated to 1 St George Street, where restoration begins.</p> <p>A local community trust restores Glen Eden station.</p>	<p>MCC Heritage Records</p> <p>Millar, 2007</p>
2001	<p><i>October</i> – Construction of Britomart begins. A tunnel has been completed to provide an underground link to the new station.</p> <p>Glen Eden Station is "...shifted approximately two hundred metres south ... to a new purpose-built platform situated on the opposite side of the track" and rotated to face the track. Now primarily used as a café.</p>	<p>Wikipedia – Britomart Transport Centre.</p> <p>Millar, 2007:29 (2nd ed.)</p>



2002	<p>Two steel-framed shelters are built adjacent to the southern end of the existing Mt Albert station.</p> <p>Central Government repurchases Auckland's suburban railway (Tranz Metro) services.</p>	<p>Millar, 2007</p> <p>Millar, 2007a</p>
2003	<p><i>25 July</i> – Opening of the Britomart Transport Centre by Sir Edmund Hillary. Services from the old Auckland Station are reduced to a few excursion trains from the original platform 7 which is renamed "The Strand".</p> <p><i>13 October</i> – Owing to "station safety issues" Tamaki Station is closed.</p> <p>Spans of overbridge are removed after closure.</p> <p><i>November</i> – Auckland Regional Transport Network announce a \$100 million four year plan for improving railway stations throughout Auckland.</p> <p>Homai is chosen as the first station to be upgraded in Manukau because it is next to the National School for the Blind.</p> <p>The old Papakura goods shed is removed.</p>	<p>NZH, 15/1/2009:A2; Wikipedia – Britomart Transport Centre.</p> <p>Station signpost in Millar, 2005:12</p> <p>M.C.,27/11/2003:3</p> <p>M.C.,31/7/2003:4</p> <p>Ernest Clarke Memorial Museum, Papakura, Album # R2, Pg # 57-58.</p>
2004	<p>French-controlled multinational, Connex, takes over the contract for running Auckland's suburban trains.</p> <p>Work begins on an upgrade programme on the Western Line which includes: additional double tracking requiring the rebuilding of all stations between New Lynn and Swanson; general improvements to all stations and the building of platforms with six-car capacity.</p> <p><i>31 May</i> – "Footbridge safety issues" lead to the closure of Southdown Station.</p> <p>The NZ Historic Places Trust registers Henderson Station as a Category II Historic Place.</p>	<p>Millar, 2007</p> <p>Station signpost in Millar, 2005:9</p> <p>Dave Pearson Architects Ltd., 2004.</p>



2004 cont



Fig 7 - Henderson Station today

2005

14 February – Wiri Station is closed to passenger traffic.

Millar, 2005:18.

The old 1913 wooden building is still standing to the north of the more modern (1990s) station.

Some sidings still (as of 2005) remain.

Plans are to remove the historic building, which houses signal equipment, by 2009.

M.C., 14/6/2007:6

It is believed to be the last of its type in New Zealand.

Two historic huts used by railway workers in the early 1900s were still standing (as of 2003).

M.C., 9/5/2003:1

April – The NZ Historic Places Trust registers Parnell Railway Bridge and Viaduct as a Category II Historic Place.

NZHPT, BDG 1045 – Parnell Rise

New station is built at Papatoetoe.

Millar, 2005

Historic railway houses still stand, adjacent to the rail corridor.

As of 2005, Otahuhu still has an operational signal box and an old footbridge. A large part of the former goods yard is used for container stacking.

Millar, 2005

25 October – The timetable for Mangere Station, the least patronised on the Auckland network, is reduced to cater mainly for Kings' College and Otahuhu College students.

M.C., 18/10/2005:1



2005 cont	<p>Basic shelter on southbound platform.</p> <p>Northbound platform now out of use, but old shelter still in place (as of 2005).</p> <p>A new double-track station is opened in Kingsland and the 1910 wooden shelter relocated to the Glenbrook Vintage Railway.</p>	<p>Millar, 2007</p> <p>Millar, 2007:3 (2nd ed.)</p>
2005-7	<p>Traditional wooden footbridge at Mt Eden replaced by one of concrete construction.</p>	<p>Millar, 2007:3 (2nd ed.)</p>
2006	<p>Work starts on the upgrade of Papakura Station.</p> <p>New Station opens at Manurewa.</p> <p>New station opens at Henderson facing the old platform and the old shelters and raised platform segments are demolished.</p> <p>The heritage building remains with plans to convert it into a café.</p> <p>Station buildings at Orakei, Meadowbank, Glen Innes and Panmure are completely rebuilt by this date. Sylvia Park, being built in concert with the new retail complex nearby, is under construction.</p> <p>The new facilities at Glen Innes Station (completed in 2004) are built “to showcase the future new look of the Auckland system”. University of Auckland Tamaki Campus is nearby.</p>	<p>P.C., 13/12/2006:5</p> <p>M.C., 20/6/2006:3</p> <p>Millar, 2007:3 (2nd ed.)</p> <p>Millar, 2007a</p> <p>Millar, 2005:11</p>
2007	<p>A new station is built at Sunnyvale to replace the 1990s steel pipe platform shelter and, at Fruitvale Rd, to replace the 1980s station which had been demolished to provide space for double-tracking.</p>	<p>Millar, 2007</p>



2007 cont

September – Despite attempts to save it, the old railway station footbridge at Papakura is demolished to be sold as scrap.

P.C., 19/9/2007:7;
“Footbridge or
Heritage Icon” in
**Ernest Clarke
Memorial Museum**,
Papakura – Papakura
Transport, Railway
File

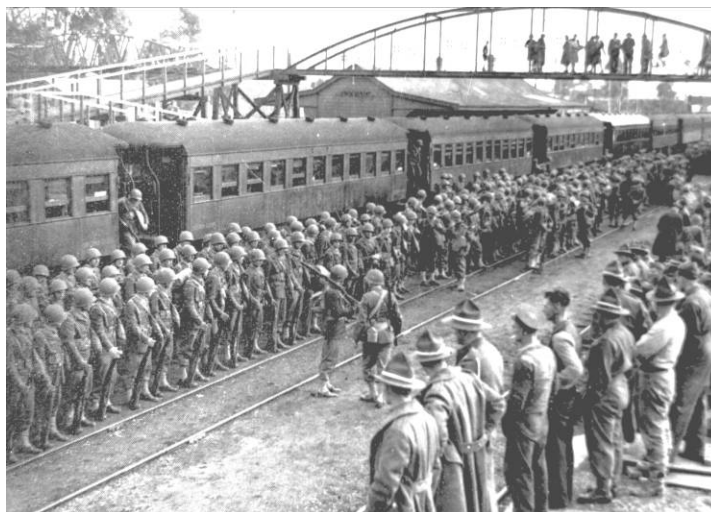


Fig 8 – Troops at Papakura Station
with truss bridge in background

The bowstring truss bridge was believed to have been built in 1919 from railway line that was imported from England. It is replaced with a concrete structure as part of the upgrade of the Papakura Station.

2 December – Greenlane Station’s “derelict goods shed is destroyed” by fire.

Wikipedia –
Greenlane Train
Station.

2008

3 March – the historic Newmarket station and signal box are removed from site and taken to an undisclosed destination for storage. While the station is being redeveloped, two temporary stations – Newmarket West and Newmarket South, have been built to service the area.

Wikipedia –
Newmarket Train
Station, Auckland.

2009

Heritage station at Penrose, dating from 1914, still on site but no longer used.
Penrose is New Zealand’s largest industrial area. The once-important, branch line to Onehunga diverges just north of Penrose station, on the western side of the yard.

Researcher’s
observation, January
2009.
Millar, 2005



Abbreviations

ACC = Auckland City Council
AJHR = Appendices to the Journal of the House of Representatives
M.C. = Manukau Courier
MCC = Manukau City Council
MOTAT = Museum of Transport and Technology
NZH = New Zealand Herald
NZHPT = New Zealand Historic Places Trust
P.C. = Papakura Courier
PWD = Public Works Department

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Policy for Government Departments' Management of Historic Heritage 2004

Introduction

Purpose

New Zealand's historic heritage is rich, varied and unique. It is a legacy of all generations, from the earliest places of Māori use and occupation to inner-city buildings. Places of historic heritage value are integral to our sense of nationhood and are an important visual and historical presence in the landscape. Iwi and hapū identity and cultural well-being are inseparable from whakapapa connections with places of historic heritage significance to Māori.

Government departments are the stewards of a large and significant portfolio of historic heritage, which they manage on behalf of the people of New Zealand. These properties illustrate aspects of past and continuing government activities, and New Zealand's social and economic development, culture and identity.

The government is committed to the promotion and protection of New Zealand's historic heritage and has established legislation and agencies for this purpose. It has ratified the Convention Concerning the Protection of the World Cultural and Natural Heritage (1972). This policy is a further demonstration of the government's leadership role in historic heritage management.

The government regards the management of the historic heritage within its care as an important part of its responsibilities and will ensure that historic heritage values are taken into account when decisions are made. It has therefore decided to adopt a best practice approach in order to:

- respect and acknowledge the importance of the historic heritage in its care;
- foster an appreciation of and pride in the nation's heritage;
- ensure that its historic heritage is cared for and, where appropriate, used for the benefit of all New Zealanders;
- ensure consistency of practice between government departments;



- set an example to other owners of historic heritage, including local government, public institutions and the private sector;
- contribute to the conservation of a full range of places of historic heritage value;
- ensure that places of significance to Māori in its care are appropriately managed and conserved in a manner that respects mātauranga Māori and is consistent with the tikanga and kawa of the tangata whenua; and
- contribute to cultural tourism and economic development.

Following adoption of this document, departments holding properties of historic heritage value will work with Ministry for Culture and Heritage on the development of guidelines based on these policies.

The potential constraints on the management of government historic heritage

It is recognised that there may be constraints on effective management of government heritage. Examples include:

- The special operational needs of particular departments, for example, the requirements of the New Zealand Defence Force, security of departmental buildings, facilities for research institutions.
- Societal or cultural practices that may require physical changes to places, for example, changes to institutional practices in prisons and courts, the provision of facilities for immigrant and religious groups, and demographic changes.
- Compliance with legislation, such as the Building Act 1991, which may require balancing public health and safety with conservation objectives.
- The competing needs for limited resources.
- Other government policies on the disposal of surplus property.

Heritage Principles

The following are the key principles designed to inform a best practice approach to heritage management in New Zealand by government departments, and reflect national legislation and international and national charters and guidelines.

Intrinsic values

Historic heritage has lasting value in its own right and provides evidence of the origins and development of New Zealand's distinct peoples and society.



Diversity

The diverse cultures of New Zealand and its diverse social and physical environments are important considerations in historic heritage identification and management.

Sustainability

Places of historic heritage value are finite and comprise non-renewable resources that need to be safeguarded for present and future generations.

Māori heritage

The government has a significant role in the management, with Māori, of places of significance to iwi and hapū throughout New Zealand.

Research and documentation

The conservation of historic heritage requires that the resource be fully identified, researched and documented.

Respect for physical material

Historic heritage practice involves the least possible alteration or loss of material of historic heritage value.

Understanding significance

The values of historic heritage places are clearly understood before decisions are taken that may result in change. Decision making, where change is being contemplated, takes into account all relevant values, cultural knowledge, and disciplines.

Setting and curtilage

The setting and curtilage of historic heritage places often have heritage value in their own right and are regarded as integral to a place.

Policies

The policies provide a framework for the management of government departments' historic heritage. As acknowledged in the constraints above, operational requirements of particular departments may need to be taken into account when implementing guidelines to fulfill these policies.

Identification and documentation**Policy 1 – Identification (a)**

Government departments will identify places of historic heritage value on the land they manage, based on the following values: aesthetic,



archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

Policy 2 – Identification (b)

Government departments will work with iwi and hapū to identify places of historic heritage value to Māori on the land departments manage.

Policy 3 – Recognition

Government departments should support initiatives to recognise publicly the heritage values of historic heritage they manage, for example, registration under the *Historic Places Act* 1993 and listing on district plans.

Policy 4 – Documentation

Government departments will research, assess, document, and record changes to their historic heritage. Access to such records may need to be restricted in line with iwi or hapū requirements or for functional reasons.

Planning and work

Policy 5 – Planning (a)

Government departments will provide for the long-term conservation (including disaster mitigation) of historic heritage, through the preparation of plans, including management plans for historic reserves, maintenance or conservation plans, and specifications. Hapu and iwi will be consulted where their historic heritage is involved.

Policy 6 – Planning (b)

When planning and carrying out work adjacent to places of historic heritage value, government departments will ensure that heritage values are not adversely affected.

Policy 7 – Monitoring, maintenance and repair

Government departments will care for their places of historic heritage value by monitoring their condition, maintaining them, and, where required, repairing them.

Policy 8 – Alteration

Where alterations are needed for a new or continuing use of a place with historic heritage value, or to secure its long life, government departments will ensure that heritage values are protected.



Policy 9 – Standards

For all planning and work on historic heritage, government departments will ensure that accepted national conservation standards are met. The *ICOMOS New Zealand Charter* 1993 provides useful guidance.

Policy 10 – Skills and expertise

Government departments will ensure that appropriately qualified conservation professionals, conservators and trades people are involved in all aspects of the management of historic heritage. Planning and implementation should involve all relevant disciplines and all work should be supervised. Specialist conservation expertise will be sought where required for special fabric integral to a place, such as stained glass, carving and furnishings.

Policy 11 – New Zealand Historic Places Trust

Government departments will seek the advice of the Historic Places Trust on the management of items entered in the Trust's Register of Historic Places, Historic Areas, Wāhi Tapu and Wāhi Tapu Areas/Rārangi Taonga, on archaeological sites, and on places subject to a heritage order or a requirement for a heritage order notified by the Trust.

Use

Policy 12 – Use

Government departments will ensure that their places of historic heritage value in active use are managed in such a way that:

- i. they retain, where appropriate, an ongoing function in the life of the community compatible with their heritage values;
- ii. the continuation of original or long-term uses is strongly encouraged;
and
- iii. they are not disposed of without fully exploring options for their reuse or alternative compatible uses.

Policy 13 – Disposal

Government departments will ensure that in disposing of a place with historic heritage value:

- iv. heritage values are protected, for example, through a heritage covenant;
- v. the public good is taken into account and financial return is not the sole criterion;



- vi. heritage values are maintained and the fabric of the place is not allowed to deteriorate while decisions about future use and disposal are made; and
- vii. the government's 'Sites of Significance' process is followed, where applicable.

Policy 14 – Acquisition and lease

Government departments will not acquire or lease a place with historic heritage value if changes are envisaged or required to enable its functional use that will result in a significant loss of heritage values.

Government responsibilities

Policy 15 – Community participation

Government departments will invite public participation, where appropriate, in the management of historic heritage of special significance through various initiatives, such as:

- viii. seeking public comment on conservation plans or disposal of historic heritage;
- ix. establishing partnerships with communities of interest; and
- x. voluntary notification of resource consent applications.

Policy 16 – Education

Where practical and appropriate, government departments will promote the heritage values of the historic heritage they manage and facilitate public access to properties. Government employees will be made aware of the heritage values of government properties.

Policy 17 – Māori heritage

The relationship of Māori communities with their ancestral lands, water, sites, wāhi tapu and other taonga will be recognised and provided for by government departments in the management of their historic heritage. Participation by iwi and hapū in the management of places identified as having historic heritage value to Māori will be facilitated.

Policy 18 – Monitoring

The performance of government departments will be reviewed to ensure that heritage management policy is being implemented effectively.



Policy 19 – Compliance

Government departments will ensure that they comply with relevant statutory and regulatory requirements, including the *Resource Management Act 1991* and *Historic Places Act 1993*.

Key Source Documents

ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value, ICOMOS New Zealand, 1993

International policies and guidelines

A Presence for the Past: A report by the Committee of Review – Commonwealth Owned Heritage Properties, Commonwealth of Australia, 1996

Heritage Strategies: A guide for Commonwealth Agencies, Dept. of the Environment and Heritage, Australian Government, 2004

Management Policies 2001, National Parks Service, United States Government, 2000

National Policy for the Disposal of Public Property, Australian Council of National Trusts, 2002

Protocol for the Care of the Government Historic Estate 2003, Department for Culture, Media and Sport, Government of Great Britain and Northern Ireland, London

The Care of Historic Buildings and Ancient Monuments, Guidelines for Government Departments and Agencies, Government Historic Buildings Advisory Unit, English Heritage, 1998

Treasury Board Heritage Buildings Policy, Treasury Board of Canada Secretariat, 1998

Legislation

Historic Places Act 1993

Resource Management Act 1991



Building Act 1991

Reserves Act 1977

Conservation Act 1987

Glossary

Archaeological site means any place in New Zealand that –

- (a) Either -
 - i. Was associated with human activity that occurred before 1900;
or
 - ii Is the site of the wreck of any vessel where that 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. (Historic Places Act 1993)

Best practice means a method that has been judged to be superior to other methods, or a procedure or activity that has produced outstanding results in one situation and could be adapted to improve effectiveness, efficiency and/or innovation in another situation.

Curtilage means the geographical area that provides the immediate physical context for a heritage place. Note that land title boundaries and heritage curtilages do not necessarily coincide.

Government departments includes, for the purposes of this policy, New Zealand Defence Force, New Zealand Police, and Parliamentary Service. (It is recognised that Parliamentary Service is not an instrument of the executive government and retains the separate rights and responsibilities of the House of Representatives and the Speaker.)

Historic heritage means 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: archaeological, architectural, cultural, historic, scientific, technological; and includes: historic sites, structures, places, and areas; archaeological sites; sites of significance to Māori, including wāhi tapu; surroundings associated with the natural and physical resources. (*Resource Management Act 1991*)



Historic heritage of significance to Māori means all places of Māori origin as well as later places of significance to Māori, as determined by iwi and hapū.

Place encompasses, for the purposes of this policy, all historic heritage as defined above, including areas.

Te Manatu Taonga

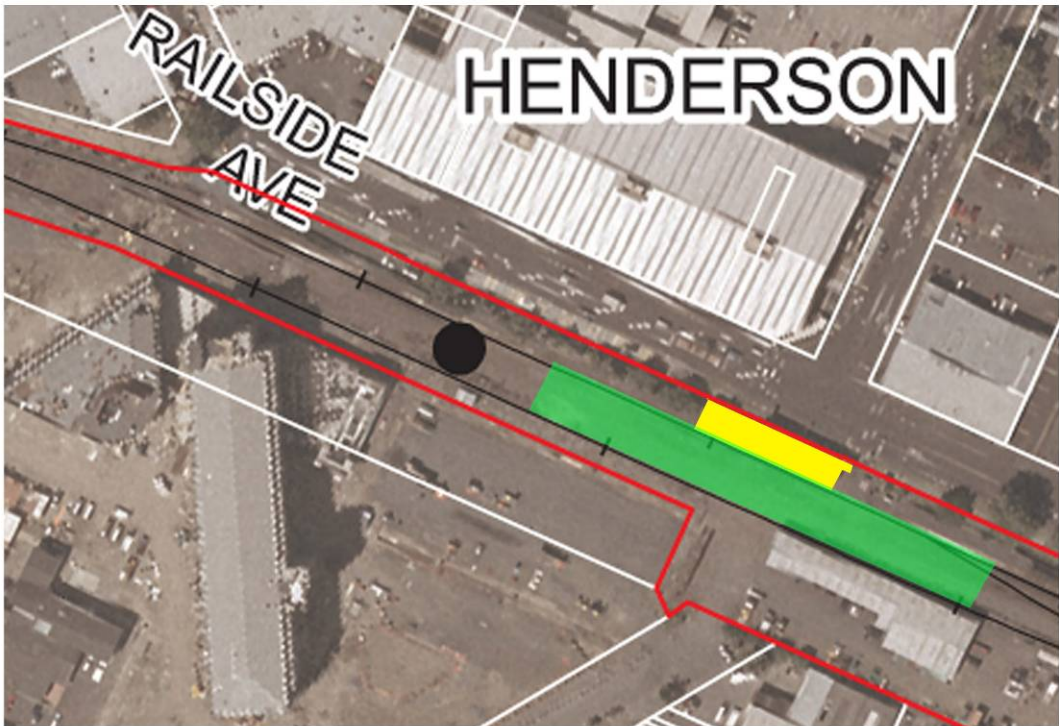
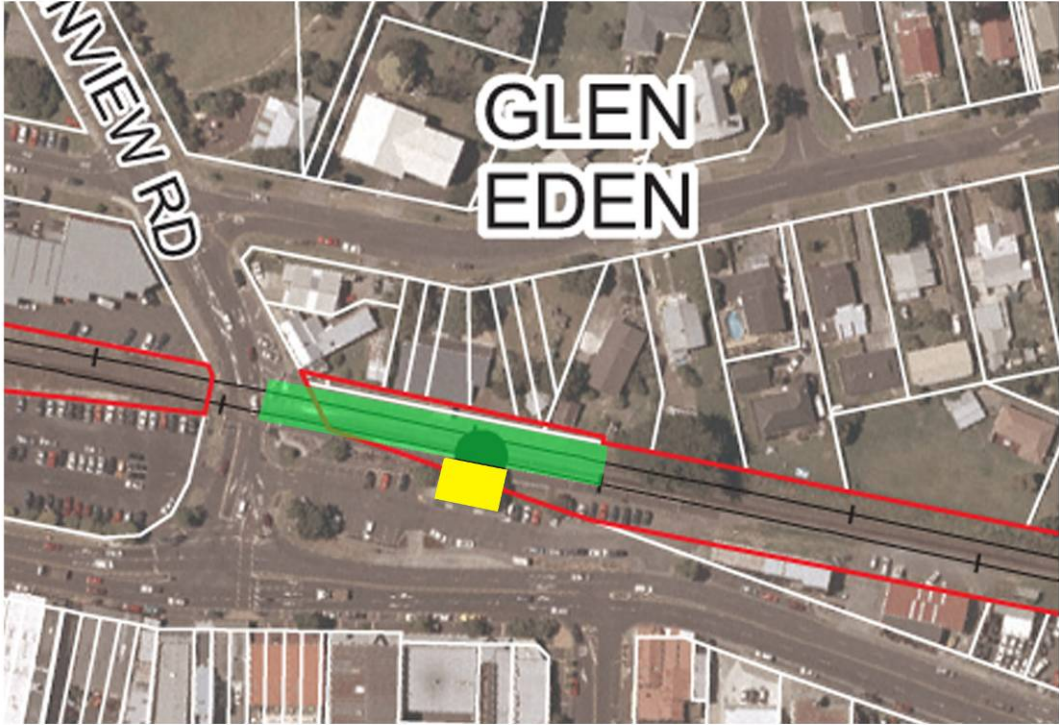
MINISTRY FOR CULTURE & HERITAGE *document*





Draft Areas of Visual Sensitivity for Discussion



1.0 Western Line Newmarket- Swanson

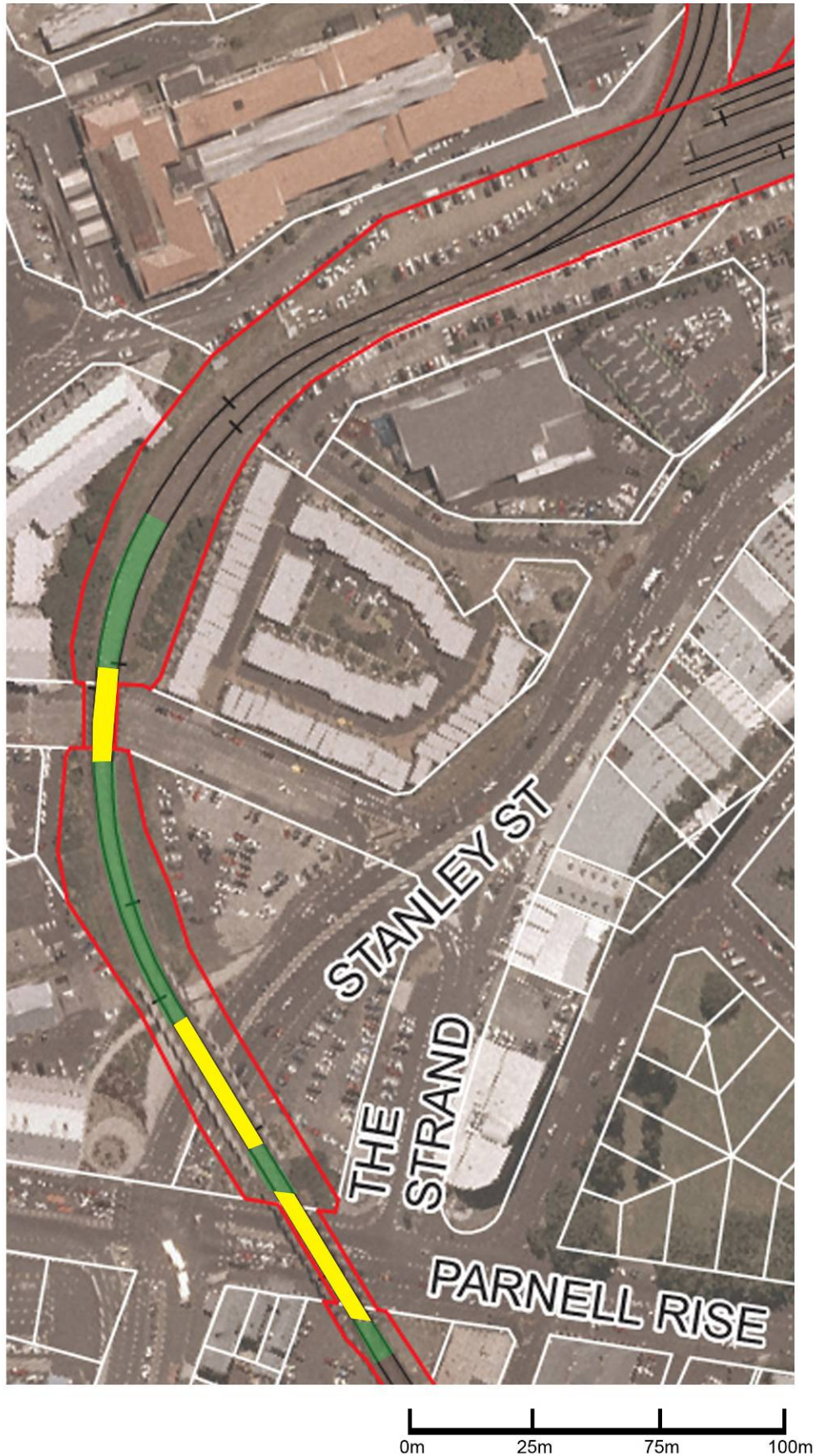


-  Heritage Buildings and Structures
-  Areas of Visual Sensitivity affecting Heritage



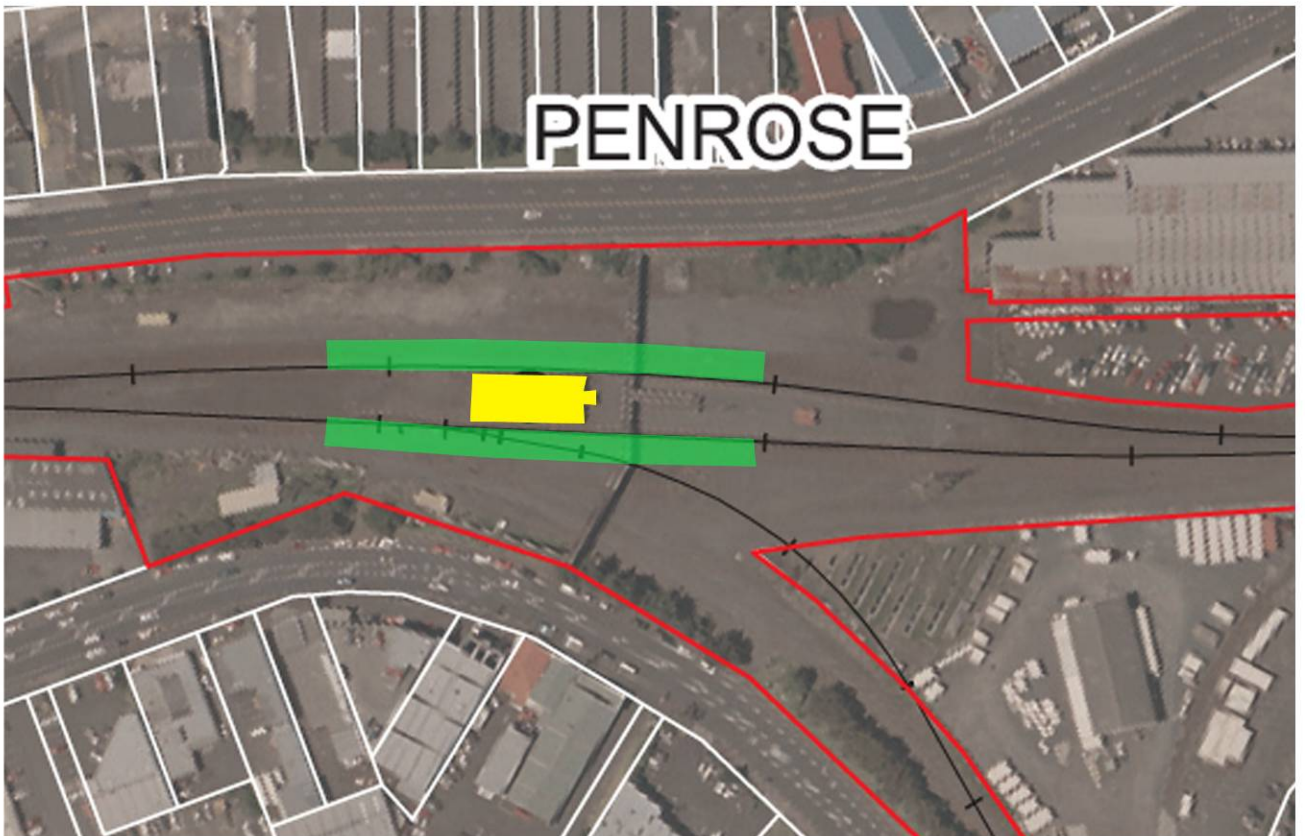
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2.0 Britomart- Penrose- Onehunga

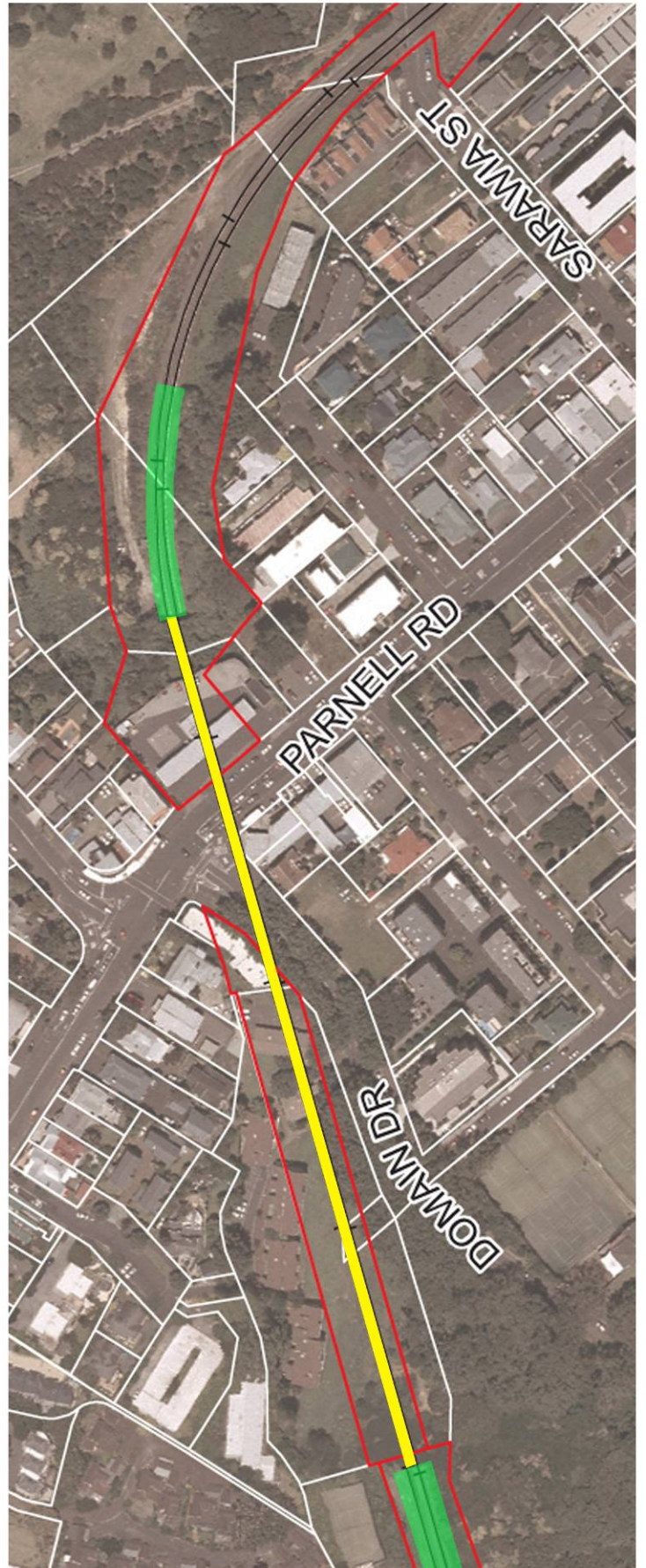


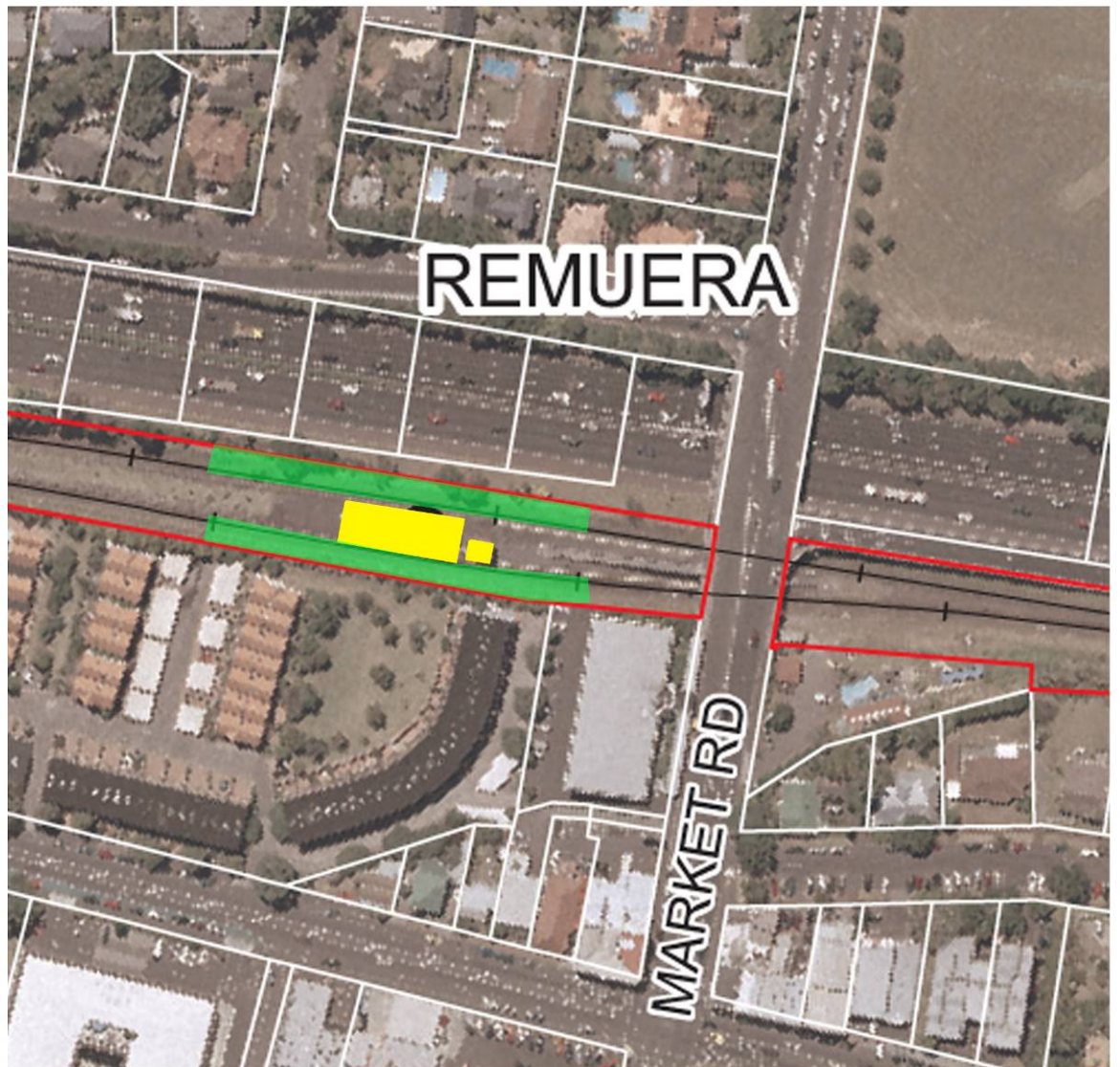


Mainline Steam Trust Parnell



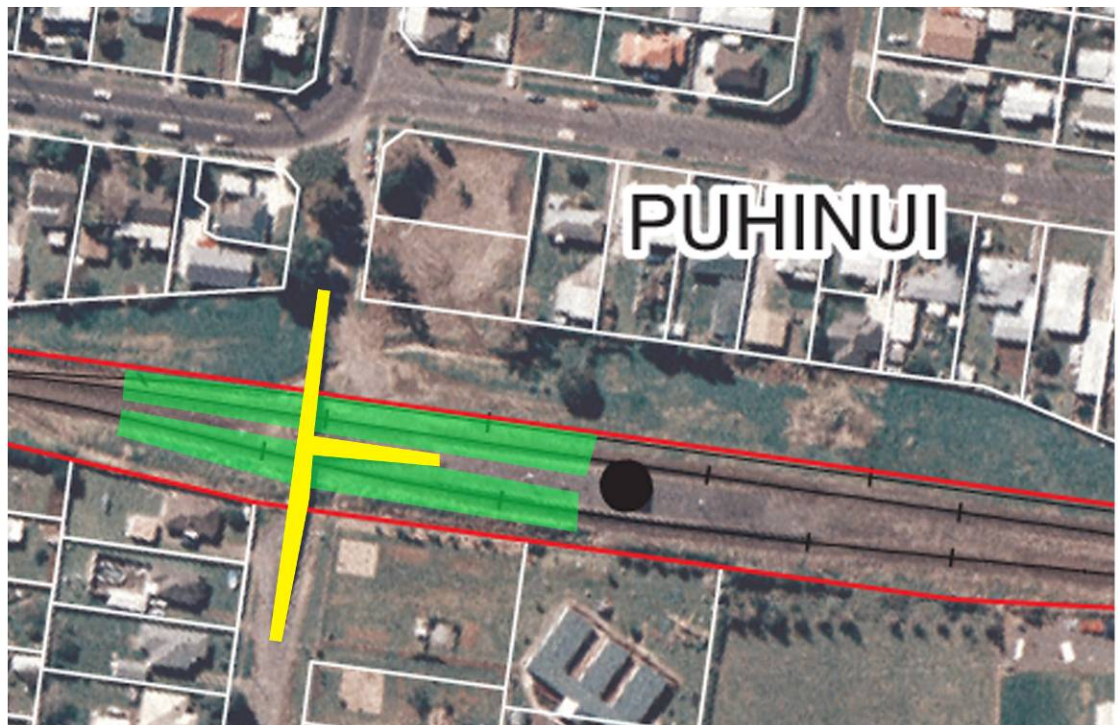
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3.0 Penrose- Papakura

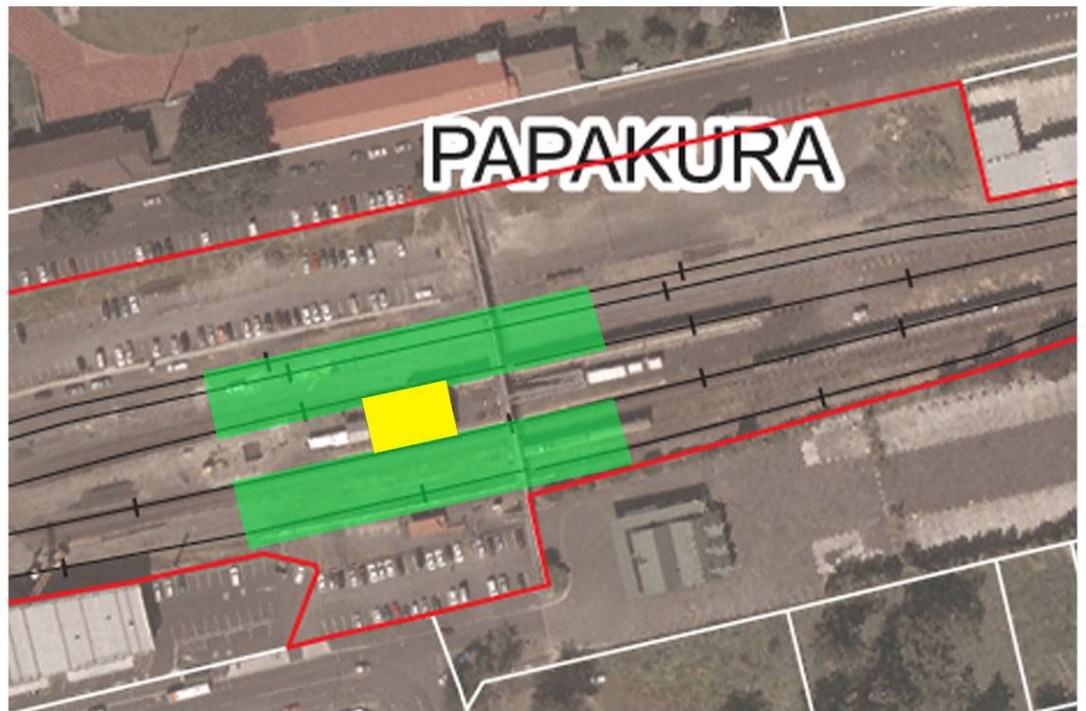






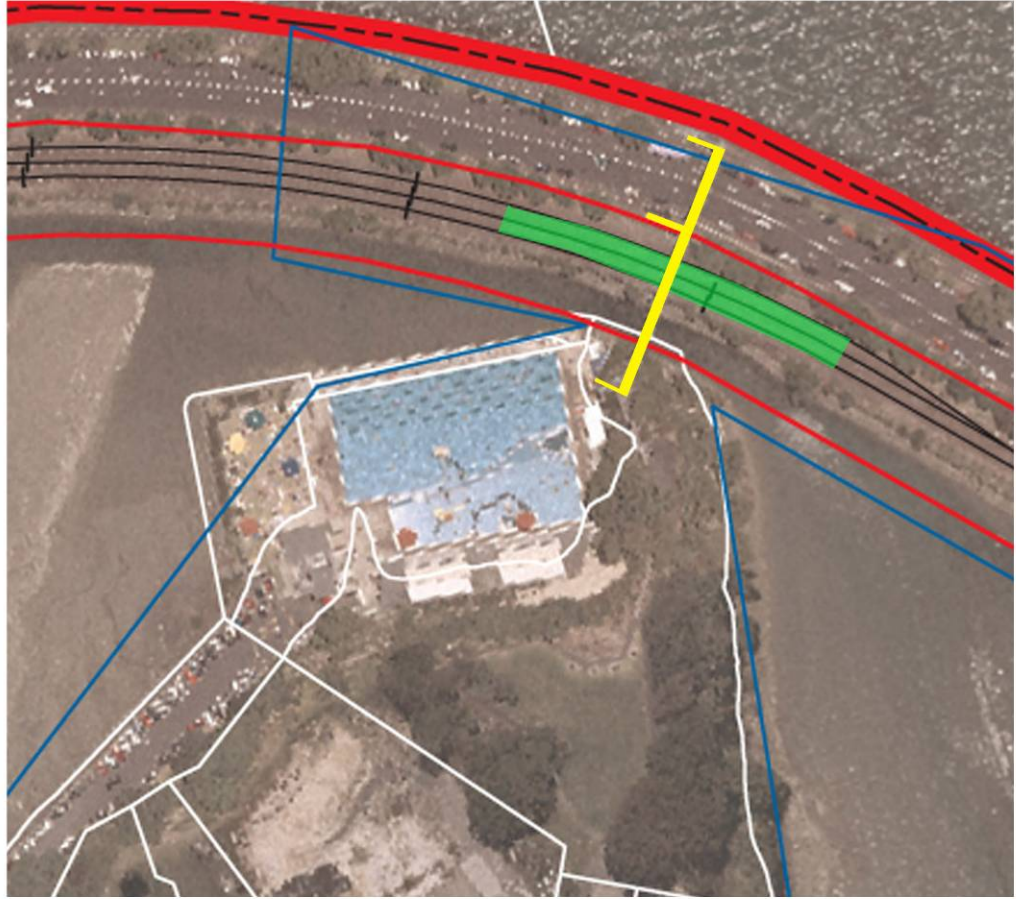
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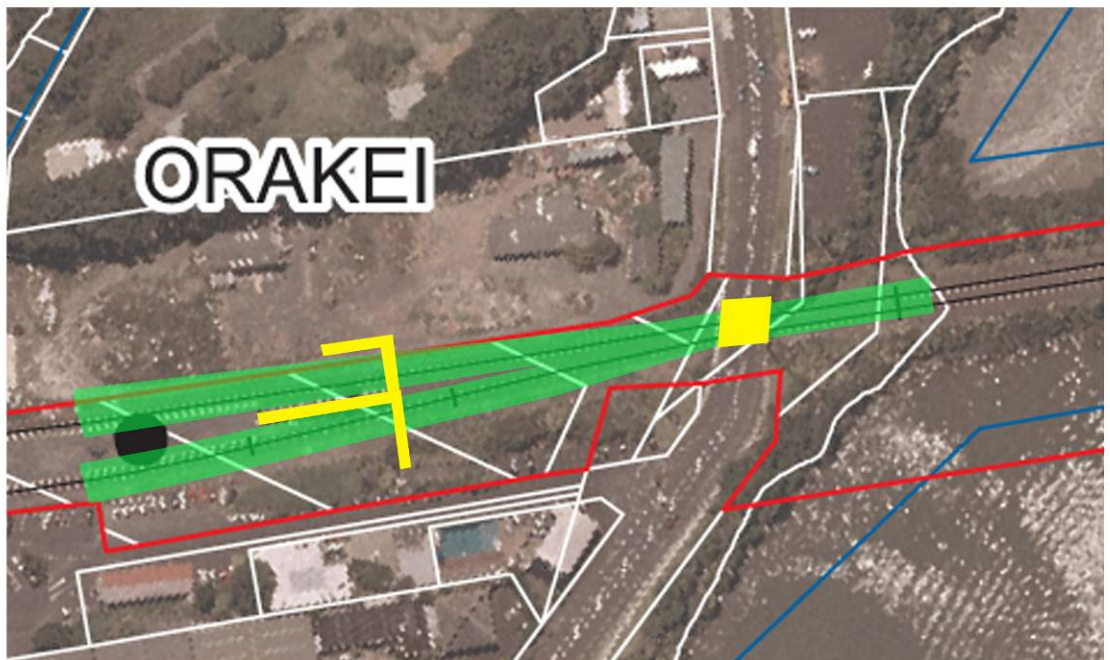


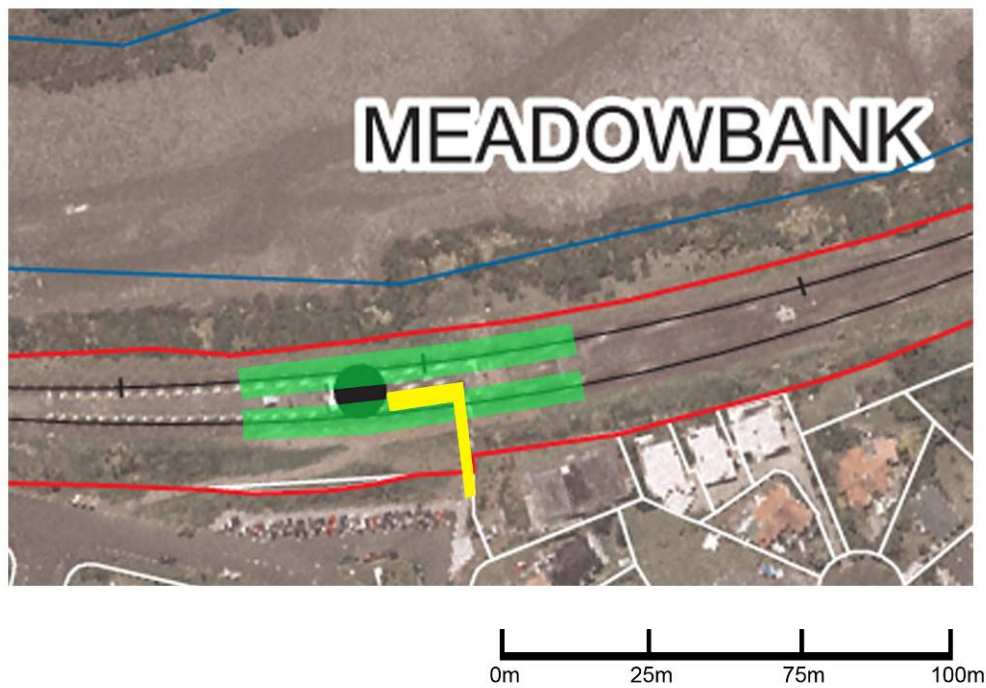
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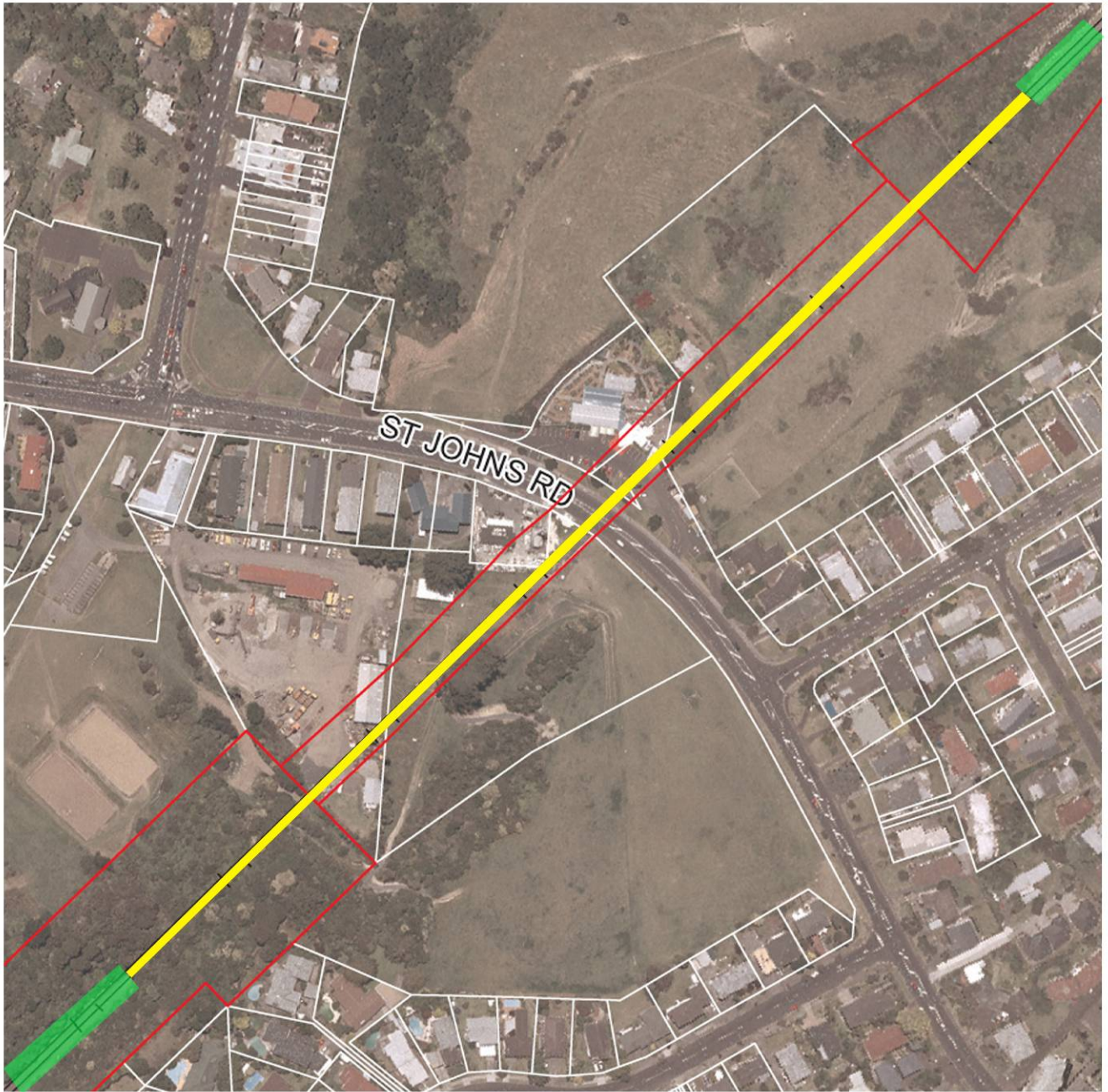
4.0 Eastern Diversion Britomart - Westfield



Point Resolution - Tamaki Drive overbridge







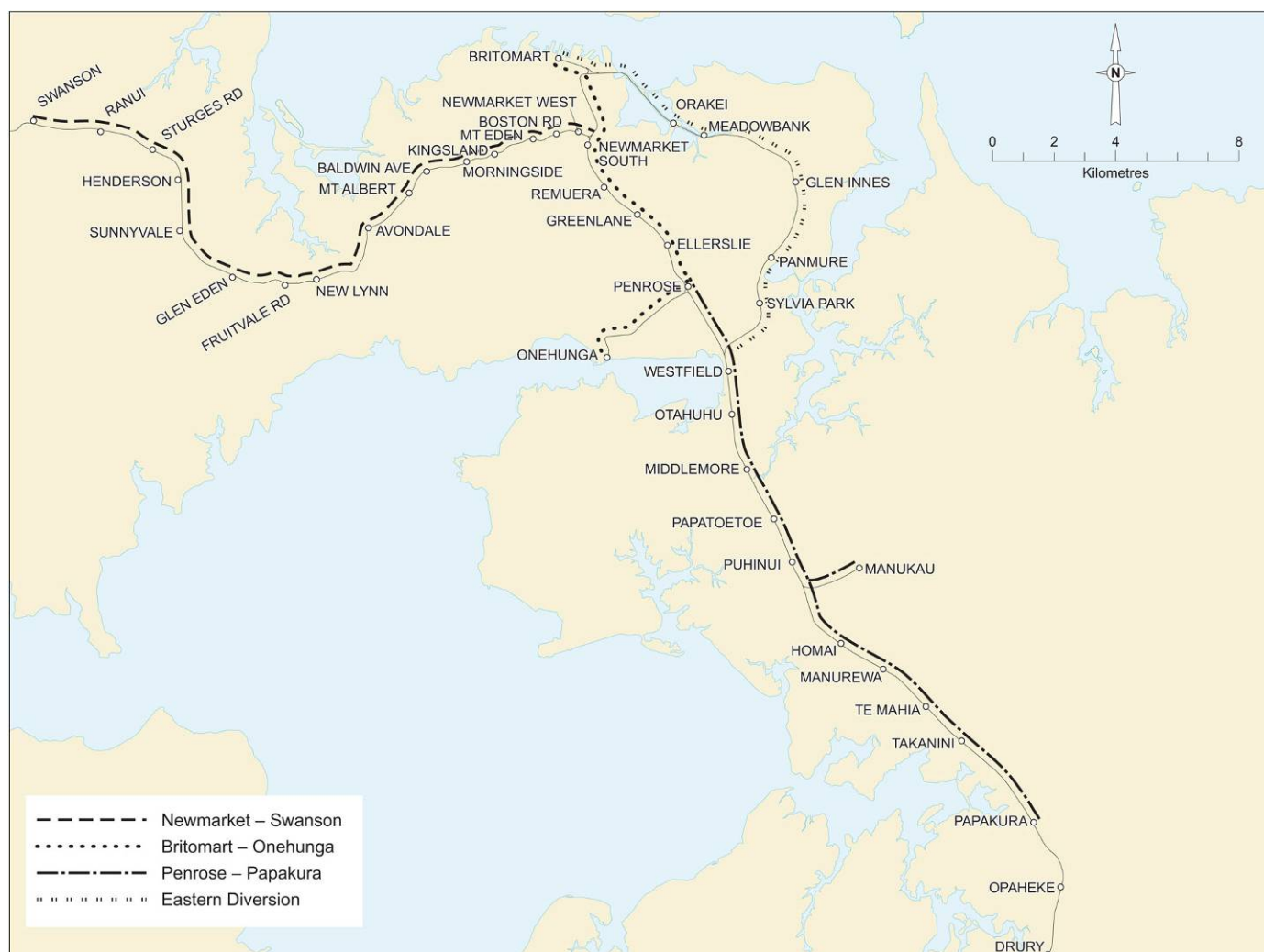
Meadowbank Tunnel

NTS

Map of Study Area



Map of Railway Lines



Items of Potential Significance (P*) to be ALTERED or DEMOLISHED

Britomart–Newmarket–Onehunga

- (1) **St Mark's Road Bridge** NAL 17
Southern Motorway bridge
- Demolish existing bridge and rebuild.

Penrose–Papakura

- (2) **Otahuhu Station, Walmsley / Salesyards Road** NIMT 362 & 363
Pedestrian bridge
- Demolish existing bridge and rebuild.
- Timber foot bridge from Titi Street, (362) provides platform access.*
- Bridge to be demolished and replaced with new.
- (3) **Pedestrian Bridge 363**
 Reinforced concrete bridge with timber handrails.
- (4) **Puhinui Station** NIMT 355
 Pedestrian timber overbridge connects eastern and western section of the road.
- Bridge has been condemned and will be demolished and replaced with a temporary scaffold bridge pending a decision on the operational layout of the station.
- (5) **Bridge Street** NIMT 356
 Road overbridge by Puhinui station.
- New deck or total rebuild.



Eastern Diversion : Britomart–Westfield

(6) *The Strand road bridge* NIMT 390

Interwar reinforced concrete bridge 1927.

- Replace road bridge span over main lines.

(7) *Judges Bay, Parnell Baths* NIMT 388

Steel framed footbridge connecting Point Resolution (Parnell Baths) to Tamaki Drive.

- Raise two spans of this bridge by 280mm.

(8) *Orakei Station* NIMT 384

Timber pedestrian bridge connects platforms with accessway to Kings Plant Barn and to parking area on opposite side of tracks.

- To be demolished as part of the Redwood Group development.

(9) *Orakei Station* NIMT 383

concrete road bridge

- To be demolished as part of the Redwood Group development.

(10) *Meadowbank Station* NIMT 381

Timber pedestrian footbridge, too low for required clearances.

- Build new span to the south to increase height and extend a new ramp to meet it.

(11) *Meadowbank Tunnel, St Johns Road* NIMT 1

- Lower tunnel floor.

(12) *Former Panmure Station, Ellerslie -Panmure Highway* NIMT 373

Steel framed pedestrian bridge by Old Panmure Station (Triangle Rd).

- Replace 2 spans with Warren Truss.

(13) *Morrin Road* NIMT 376

Interwar reinforced concrete bridge.

- Construct new deck to road and raise road by approx 55mm.

