







Various bus and tram shelters

Cambridge Terrace Bus Shelter (relocated);
Miramar Avenue Tram Shelter (Former);
Oriental Bay Terminus Tram Shelter (Former);
Oriental Parade Central Bus Shelter;
Highland Park Tram Shelter (Former).

Summary of heritage significance

- This group of small (generally) timber framed former tram shelters each have architectural / aesthetic value for their carefully proportioned exteriors, the quality of their construction materials, and the use of ornamentation and decorative elements that were used to enrich these otherwise utilitarian buildings.
- The shelters were designed as a response to the local climate and use local vernacular elements including timber ornamentation. They have strong townscape value for their contribution to the character and sense of place of Wellington.
- The group of five shelters have representative historic value for their association with the era when electric trams were the main form of public transport in Wellington.

Cambridge Terrace bus shelter (opposite 21-23 Cambridge Terrace)	
	
Image WCC(2012) ref 14 Nov 2012 034	
District Plan:	16/25 (building)
Legal Description:	Pt Canal Reserve Town of Wellington
Heritage Area:	Courtenay Place Heritage Area
HPT Listed:	None 2013
Archaeological Site:	Central City NZAA R27/270
Other Names:	Bay Road tram shelter, Kilbirnie (assumed)
Key physical dates:	Construction date – unknown (but likely to be after 1907) Relocated at some time between 1995-2002
Architect / Builder:	Unknown (probably City Engineer)
Former uses:	Tram shelter
Current uses:	Bus shelter

Earthquake Prone Status:	
Miramar Avenue Tram Shelter, Miramar	
	
Image: WCC(2010) ref 231110 002	
District Plan:	7/213 (building)
Legal Description:	
Heritage Area:	None 2013
HPT Listed:	None 2013
Archaeological Site:	Unknown risk
Other Names:	
Key physical dates:	1908 constructed 1975 WCs added to south wall 1997 WCs rebuilt to south
Architect / Builder:	unknown
Former uses:	Tram shelter
Current uses:	Bus shelter & public WCs
Earthquake Prone Status:	
Oriental Bay Terminus Tram Shelter, 360 Oriental Parade	
	
Image: WCC (2012) ref Site Images 051	
District Plan:	12/236 (building)
Legal Description:	Lot 2 DP 10507 (CT WN427/150), Wellington Land District
Heritage Area:	None 2013
HPT Listed:	NZHPT Category 2 ref 1343 (recommendation for registration October 2012)
Archaeological Site:	Central City NZAA R27/270
Other Names:	Oriental Bay Quarry
Key physical dates:	1904

Architect / Builder:	Design: William Hubbard Morton (WCC City Engineer) Builder: William McColl
Former uses:	Tram shelter
Current uses:	Shelter
Earthquake Prone Status:	

Oriental Parade Central Bus Shelter



Image: WCC (2011) ref DSCO6886

District Plan:	12/237 (building)
Legal Description:	
Heritage Area:	None 2013
HPT Listed:	None 2013
Archaeological Site:	Central City NZAA R27/270
Other Names:	
Key physical dates:	c.1940s
Architect / Builder:	Unknown (probably City Engineer)
Former uses:	Bus shelter
Current uses:	Bus shelter
Earthquake Prone Status:	

Highland Park Tram Shelter, intersection of Sefton Street, and Lennel Road Wadestown (c.1918).



Image: Google Map (2009)

District Plan:	15/392 (building)
Legal Description:	
Heritage Area:	None 2013
HPT Listed:	None 2013
Archaeological Site:	Unknown risk
Other Names:	Highland Park tram-stop
Key physical dates:	c.1918

	Relocated in 1931
Architect / Builder:	Unknown (probably City Engineer)
Former uses:	Tram shelter
Current uses:	Bus shelter
Earthquake Prone Status:	

1.0 Outline History

1.1 History

Trams were the main form of public transport in Wellington from 1878 to 1964, and their use and development has had a major impact on the planning and growth of the city and suburbs. Although a limited service of horse-drawn trams had operated in the city from 1866, and a short-lived steam tram service from 1878 – 1882, it was the electrification of the tram service that led to the expansion of Wellington's suburbs in the early years of the 20th century.

In 1903 the Melrose Borough Council (that included Roseneath, Hataitai, Kilbirnie, Lyall Bay, Island Bay, Melrose, Ohiro Bay, Happy Valley, Brooklyn and Kelburn) merged with the Wellington City Council to form a much enlarged metropolitan area. The union of the two local authorities was a catalyst to urban expansion into many previously predominantly rural suburbs. Development of these suburbs relied on reliable and affordable public transport to the city, but the existing (horse-drawn) tram network had insufficient capacity to meet the needs of suburban commuters. Wellington City negotiated the purchase of Wellington's tram service in 1900 and formed the Wellington City Tramways Department in that year. It built a power station to produce electricity, laid tram-tracks and overhead wires and built tram-stops and shelters. In 1904 the electric tram system ran a short service to Newtown, a main route through the city followed and by 1907 trams ran through the Hataitai (Pirie Street) tunnel to Kilbirnie, through Berhampore to Island Bay, and up to Brooklyn and Karori. By 1911 extensions were laid to Karori Park and up to Wadestown.¹

The Miramar Borough Council ran a parallel tram service on the Miramar Peninsular and built its own power station, track and lines, tram shelters and the Seatoun tunnel. The Miramar Borough Council amalgamated with the Wellington City Council in February 1921 and Miramar's tram infrastructure was integrated into the Wellington City tram network at about this time. ²

Tram routes were gradually replaced with bus services from the late 1940s onwards and the last tram service ran in 1964. In recent years the older timber bus and tram shelters have been slowly replaced with modern 'Adshel' or Adshel-style glazed shelters that are presumably simpler to maintain, and provide advertising revenue to off-set construction and maintenance costs.³ The older timber structures require ongoing maintenance and can be a focus for vandalism and anti-social behaviour. In 2010 a Wellington City Council spokesman noted that

¹ This is an updated version of 'Trams in Wellington: a history' Wellington City Library website accessed March 2013 <http://www.wcl.govt.nz/heritage/trams.html>

² Lianne Cox, 'Miramar Tram Shelter, Miramar, Wellington: Conservation Plan' unpublished conservation plan prepared by Studio Pacific Architects for the Wellington City Council (2012)

³ Rebecca Thomson, 'Big bill for smashed bus shelters' *The Wellingtonian* 22/07/2010;

‘The design of the old wooden shelters not only hampers the visibility of people waiting inside, but also provides a private area for people to engage in anti-social behaviour such as drinking and urinating...’⁴

While critics of the Adshel style bus shelters note that the smaller modern shelters offer less protection from the often inclement Wellington weather, than the older traditional shelters.⁵



‘Man standing at a bus stop during a storm, Mahina Bay, Eastbourne.’⁶

Cambridge Terrace Bus Shelter (assumed former 10 Bay Road, Kilbirnie tram shelter)

There is little surviving information on the Cambridge Terrace Bus Shelter, but it is likely to have been relocated from a site adjacent to 10 Bay Road, Kilbirnie at some time between 1995 and 2006. The shelter appears on the Wellington City Council Heritage Inventory ‘Volume: 1 A-C’ as ‘Bus Shelter’ 10 Bay Road. A WCC aerial photograph shows the building in its new location by at least 2002.

⁴ Dave Burgess, ‘The worst bus shelters in Wellington’ *Dompost* 20/12/2010

⁵ The Architecture Centre website accessed 03/04/2013 <http://architecture.org.nz/wp-content/uploads/2010/05/ac-nrc-153592-bus-shelters.pdf>

⁶ Man standing at a bus stop during a storm, Mahina Bay, Eastbourne. Negatives of the *Evening Post* newspaper. Ref: 1/4-022744-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23029236>



1930s – Kent and Cambridge Terrace from approximate location of The Embassy Cinema at the intersection of Cuba Street – note that the tram shelter does not feature in this photograph.⁷

Miramar Avenue Tram Shelter (1908)

The Miramar Avenue Tram Shelter appears to be the only remaining tram shelter constructed by the Miramar Borough Council as part of its development of tram services on the Miramar Peninsular. The other notable remnant from this period is the Seatoun tunnel.⁸

The shelter was built in 1908 on a small triangle of land situated between Miramar Avenue and Park Road, as one of four shelter sheds, each constructed for the sum of approximately £75 on the Miramar tram route. The shelter appears to have originally been constructed from oiled (rather than painted) jarrah, with flat (rather than corrugated) proprietary sheet roofing system. A coin-in-the-slot telephone was added in 1913, and the shelter is known to have been used in the 1930s for Labour Party election meetings. Men's public toilets were built to the south of the shelter in 1935, and the Miramar tram services were replaced by buses in 1957. In 1975 an infill building was built between the men's toilets and the tram shelter, and this provided women's toilets in a timber building detailed to match the adjacent shelter. Both the men's and women's toilets were replaced in 1997.

The shelter has been much altered over the past 100 years and changes include the re-cladding of the roof in corrugated mild steel, the infill of an arched door-opening on the western side, and the removal of a partition wall in the centre of the shelter.⁹

⁷ Cambridge and Kent Terraces, Wellington. Original photographic prints and postcards from file print collection, Box 6. Ref: PAColl-5932-26. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22752471>

⁸ Cox (2012) 11

⁹ Note: this section on the Miramar Tram Shelter summarises the historic information from Cox (2012).

There are current (2013) plans to demolish the 1997 toilet block, carry out maintenance works on the shelter including redecoration to the earliest known paint colours, structural repairs, and to re-instate the decorative barge board to the south gable, and install new lighting.



1956 - Miramar tram shelter¹⁰

Modifications

1908	Constructed
1935	Separate Men's toilets constructed to the south of the building
Unknown date (post 1954)	Central partition removed
Unknown date (pre- 1956)	Shelter painted
1957	the last tram trip to Miramar
1975	Women's toilets added to the south wall of the building
1997	Toilets demolished and rebuilt
Unknown date	Fascia detail altered, roof re-clad in corrugated mild steel
Unknown date	Infill to one western archway
Unknown date	central (glass?) panels to north wall replaced with ply
Unknown date	Freestanding benches added to exterior
c.2013	There are plans to redecorate and maintain the shelter and to remove the 1997 toilet block.

¹⁰ Wellington City Archives ref 000158:2:109

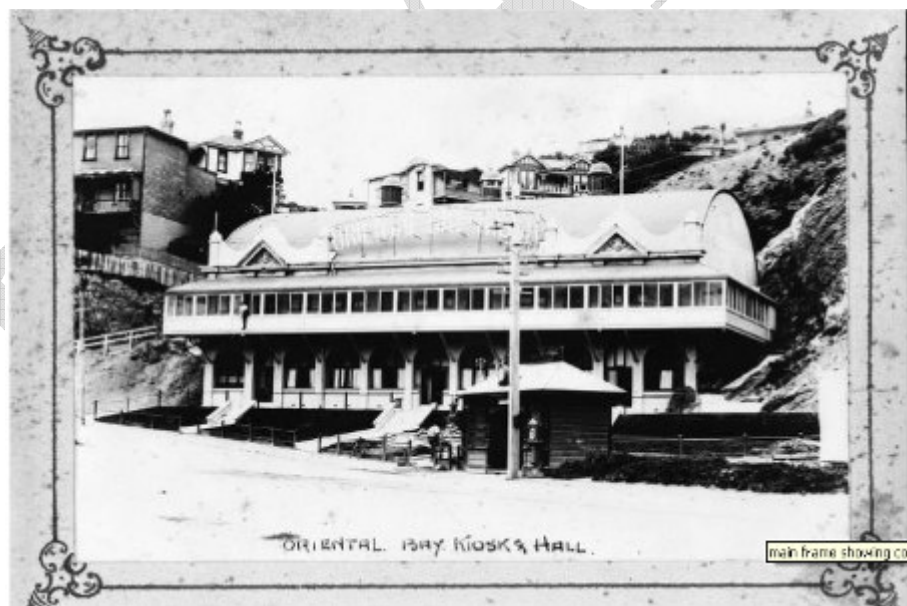
Oriental Bay Terminus Tram Shelter (1904)

The former Oriental Bay Terminus Tram Shelter is one of eight similar sheds designed by Wellington City Engineer, William Hubbard Morton. The shelter, named on the original drawings the 'Oriental Bay Quarry' shelter, was built by William McColl in 1904 along with the Aro Street Quarry shelter, and the Botanical Gardens shelter.

The Oriental Bay Terminus Tram Shelter was located in front of a former quarry that had once provided fill for harbour reclamations. This tram route was popular with day-trippers as a seaside excursion and the adjacent Oriental Bay Kiosk opened in 1913 to serve tea and refreshments. It later became a hotel, a YWCA hostel and Labour Department hostel before it was demolished in c.1981.

The shelter was originally built with a small dormer and clock at roof level, and with decorative finials and timber ridge capping ornamentation that were removed. The street façade once featured trellis panels to each side of the arched entrance, and the wall between ground and dado level was clad in timber weatherboards. This trellis and weatherboard cladding to the north facade were also removed. An automatic weighing machine was installed in front of the shelter in 1906 and this was subsequently transferred to Willis Street in 1924.

The tram service to Oriental Bay was replaced by buses in May 1950. The tram shelter is no longer used as a bus stop and a modern glazed shelter has been installed approximately 50 metres to the west. The WCC installed interpretation panels at the former tram shelter in 2012.¹¹



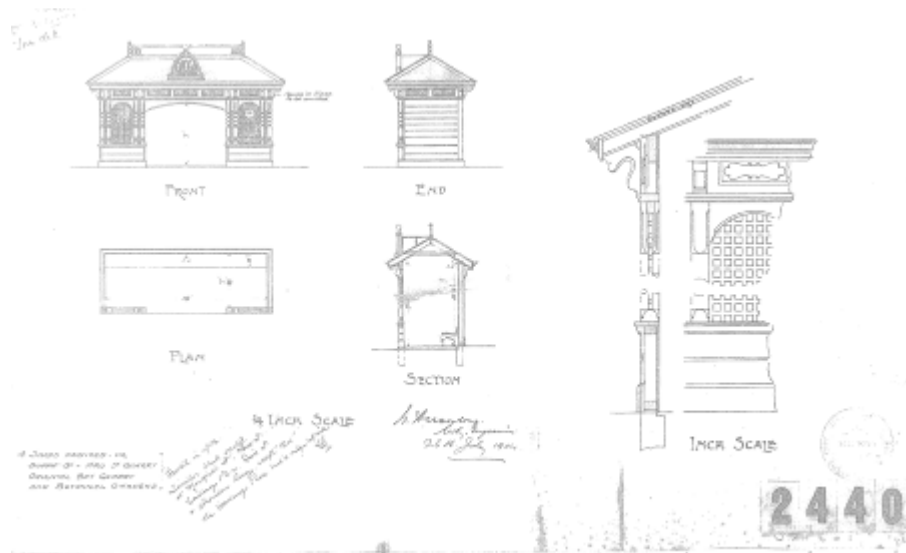
c.1914 – 1916 photograph of the Oriental Bay Tea Kiosk & tram shelter¹²

¹¹ Note: this section on the former Oriental Bay Tram Terminus Shelter summarises the historic Information section in Vivienne Morrell 'Registration Report for a Historic Place: Tram Shelter (former), Wellington (Register No. 1343)' unpublished registration report by the NZHPT (2012)

¹² Oriental Bay Tea Kiosk, Oriental Parade, Wellington. Bennie, M (Mr), fl 1983 :Photographs of Wellington businesses and homes. Ref: 1/2-139951-F. Alexander Turnbull Library, Wellington, New Zealand.<http://natlib.govt.nz/records/22794745>

Modifications

1904	Constructed
Unknown date	Removal of clock, dormer and timber capping detail; removal of trellis panels and timber weatherboarding to street facade.
2012	Paint and repair, addition of interpretation panels.



1904 tender drawings¹³

Oriental Parade Central Bus Shelter (c.1939 – 1945)

The Oriental Parade Central Bus Shelter appears to have been constructed on the site of an earlier drinking fountain that had been gifted to the city by John Martin in 1876.¹⁴ The decorative fountain had originally been sited at the intersection of Lambton Quay and Featherston Street but was moved to Oriental Bay in c.1909.¹⁵ The cast-iron fountain fell into disrepair, perhaps due to corrosion from salt spray, and was removed in 1938.¹⁶ A 1938 photograph of Oriental Bay shows the fountain¹⁷ and a c.1940s photograph shows the bus shelter in the same approximate location.¹⁸

A trial trolley bus route through Oriental Bay began in 1945¹⁹ and Oriental Bay tram line closed in 1950.²⁰ This bus shelter, with its brick plinth and glazed timber windows, has suffered particularly from vandalism.²¹

¹³ 'WCC Proposed Shelter Shed for Tramway Passengers' WCC Archives ref: 2008/27:2:2440

¹⁴ THE MARTIN FOUNTAIN. *Evening Post*, 14 June 1876, Page 2

¹⁵ LOCAL AND GENERAL. *Dominion*, 7 June 1909, Page 4

¹⁶ "Evening - Post" Photo. "Johnnie Martin's Fountain," which was yesterday broken up and carted away ... [truncated] *Evening Post*, 9 November 1938, Page 9; TO BE REPLACED *Evening Post*, 13 December 1938, Page 14

¹⁷ Oriental Bay. *Evening post* (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper. Ref: PAColl-5482-014. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22831153>

¹⁸ Oriental Parade, Wellington. Smith, Sydney Charles, 1888-1972 :Photographs of New Zealand. Ref: 1/2-045430-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22565631>

¹⁹ FIRST TROLLEY BUS ROUTE *Evening Post*, 13 September 1945, Page 6.

²⁰ 'History of trams in Wellington' The Wellington Tramway Museum website accessed March 2013 <http://www.wellingtontrams.org.nz/history.html>

²¹ Email from John Visser to Alexander Teague, 23 November 2003



John Martin drinking fountain – (left) 1880s - 1890s in its original location on the corner of Lambton Quay and Featherstone Street and (right) just before its removal from Oriental Bay in 1938.



c.1940s photograph of Oriental Parade with the bus shelter shown to the right of the photograph.²²

²² Oriental Parade, Wellington. Smith, Sydney Charles, 1888-1972 :Photographs of New Zealand. Ref: 1/2-045430-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22565631>



Enlarged portion of the c.1940s image to show the shelter – note the signage presumably denoting men's WCs.

Highland Park Tram Shelter, cnr Oban Street, Lennel Road and Sefton Street, Wadestown (c.1918).

The Wadestown tramway was built from 1910-1911. The route to Wadestown was circuitous and steep, and required the construction of a deep cutting to form Hosking Terrace (probably now the Lennel Road continuation) between Barnard and Sefton Streets.²³ The opening of the line was delayed when vital equipment was lost at sea with the sinking of the 'SS Maori' and in a fire aboard the 'SS Parisiana.' The tram infrastructure to Wadestown was an expensive investment for the city and the council attempted to raise additional funds from Wadestown residents via their rates. This rates increase was unpopular and a Court of Appeal ruling in 1916 saw the council refund approximately half of the rates taken from Wadestown residents in the previous year.²⁴

This decision to appeal the rates increase may have had an effect on the provision of further tram-way infrastructure in the suburb. In 1917 there was a request for a small shelter shed to be built at the existing Highland Park tram-stop at the intersection of Sefton Street and Hosking Terrace.²⁵ Mr Harold Beauchamp wrote to the mayor and noted that "I know of no bleaker or more wind-swept spot than the tram stopping-place at Highland Park, Wadestown..." the writer also noted the 'unpopularity' of Wadestown with the city councillors— presumably as a consequence of the court-case in 1916. The request for the shelter was refused in June 1917,²⁶ but in 1918 the council offered to build a shelter if Wadestown residents made a contribution of £30

²³ WADESTOWN TRAMS. *Evening Post*, 3 June 1911, Page 11

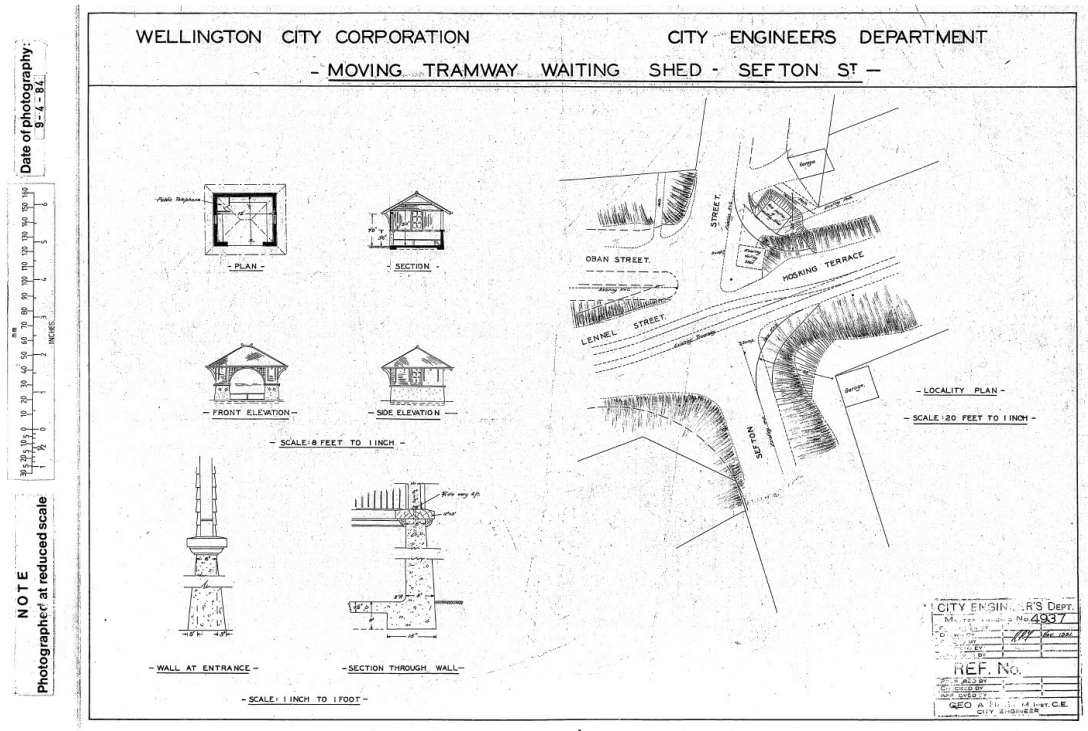
²⁴ WADESTOWN TRAMS *Evening Post*, 30 November 1916, Page 7; WADESTOWN TRAMS *Evening Post*, 25 September 1916, Page 8

²⁵ WADESTOWN'S NEEDS (a shelter-shed wanted) *Evening Post*, 5 May 1917, Page 6

²⁶ LOCAL AND GENERAL *Evening Post*, 1 June 1917, Page 6

towards construction costs.²⁷ It is assumed that the Highland Park tram shelter was built at around this time.

The shelter was relocated in 1931, presumably when the section of Hosking Terrace (now known as Lennel Road) between Sefton and Barnard Streets was widened to allow for double tram tracks.²⁸ It seems likely that the concrete ‘plinth’ was rebuilt at this time. This section of the tramway was closed to cars and pedestrians until the tram service was replaced with buses in 1949.²⁹ It is now the main transport route from the city to Wadestown for all vehicles.



1931 – Plan to relocate the tram shelter presumably to allow for tram-way widening of Hosking Terrace (now Lennel Street)³⁰

Modifications

c. 1918

Constructed

1931

Relocated. New concrete slab and plinth below window sill level

²⁷ LOCAL AND GENERAL *Dominion*, 6 March 1918, Page 4

²⁸ 'Moving tramway shelter shed, Sefton Street' plan to widen the road and relocate the tram shelter - WCC Archives ref 00107:1:383 (1931)

²⁹ 'History of Trams in Wellington' Wellington Tramway Museum website accessed March 2013 <http://www.wellingtontrams.org.nz/history.html>

³⁰ 'Moving tramway shelter shed, Sefton Street' plan to widen the road and relocated the tram shelter - WCC Archives ref 00107:1:383

2.0 Physical description

2.1 Architecture

This group of five small tram shelters were constructed during the period when trams were the quintessential method of travel in Wellington. The shelters range in known construction date from 1904 to the 1940s and these dates coincide with the construction of the electric tram network to the start of the electric trolley bus era. The shelters share some characteristics. They were all designed as simple rectangular shelters with an open door or archway to the street. All have a pitched roof, now covered in corrugated mild steel, and all have some timber elements, typically timber roof structure, timber decorative elements including eaves brackets, and t&g panelling.



The Cambridge Terrace bus shelter (date unknown)³¹

This shelter is a simple rectangular enclosure with a t&g timber wall to the east (rear). The partial walls to the north and south appear to have been later additions, and are bolted to the timber cross-bracing. The shelter has a simple pitched roof with gable ends and there is some decorative fretwork to the arched openings. The barge boards also have an interesting decorative notched detail. This shelter is likely to have been relocated relatively recently and the concrete footing and timber cross bracing to the north and south appear to be modern elements.

³¹Image (2012) ref WCC ref 14 Nov 2012 034



Miramar Avenue tram shelter (2010) east elevation.³²



The Miramar Avenue tram shelter (1908) (note that the building shown to the left of the photograph has been painted in light green is the 1997 toilet block addition).

³² (2010) Image: WCC ref 231110 008

The Miramar Avenue tram shelter is a simple rectangular building originally constructed with gable ends. There is a 1997 toilet block extension to the south that replicates some of the materials and details of the older shelter to the north. The shelter was designed with a series of timber posts and beams in-filled with tg&v panelling. There is a large (two bay opening) to the east, and a single bay opening to the west, and there is an inset with seating to the north end of the building. The timber panelling has an interesting heart and droplet motif cut into the central boards.



Oriental Bay terminus tram shelter (1904)³³

The Oriental Bay terminus tram shelter is the remaining example of a group of eight buildings that were commissioned to this design. It is a small rectangular building with a hipped modern corrugated mild steel roof. The south, east & western walls are constructed in rusticated timber weatherboards. The front (west) elevation features four turned timber posts that frame three unequal openings. The smaller east and west openings were once in-filled with timber weatherboards to dado height with trellis above. This has since been removed.

³³ (2012) WCC ref Site Images 045



Oriental Parade Central Bus Shelter (c.1939 – 1945)³⁴

The Oriental Parade central bus shelter is a small rectangular shelter built on a brick plinth to dado height. The front and side walls are glazed in timber frames above dado, and the rear wall is full-height brickwork. The roof has a shallow pitch and is hipped.



The Highland Park, Wadestown, tram shelter c.1918. Image: Google Map (2009)

³⁴ (2011) WCC ref DSCO6885

The Highland Park, Wadestown tram shelter is a small rectangular building built on a concrete plinth. The timberwork above dado level is likely to date from c.1918 and the concrete plinth from 1931 when the shelter was moved. The steeply pitched corrugated mild steel roof has wide eaves that are supported on curved eaves brackets. The archway to the door opening is framed in stylised timber fretwork.

3.0 Sources

Burgess, Dave. 'The worst bus shelters in Wellington' *Dompost* 20/12/2010

'Cambridge and Kent Terraces, Wellington.' Original photographic prints and postcards from file print collection, Box 6. Ref: PAColl-5932-26. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22752471>

Cox, Lianne. 'Miramar Tram Shelter, Miramar, Wellington: Conservation Plan' unpublished conservation plan prepared by Studio Pacific Architects for the Wellington City Council (2012)

Email from John Visser to Alexander Teague, 23 November 2003

'Man standing at a bus stop during a storm, Mahina Bay, Eastbourne.' Negatives of the *Evening Post* newspaper. Ref: 1/4-022744-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23029236>

'History of trams in Wellington' The Wellington Tramway Museum website accessed March 2013 <http://www.wellingtontrams.org.nz/history.html>

Morrell, Vivienne. 'Registration Report for a Historic Place: Tram Shelter (former), Wellington (Register No. 1343)' unpublished registration report by the NZHPT (2012)

'Moving tramway shelter shed, Sefton Street' plan to widen the road and relocated the tram shelter - WCC Archives ref 00107:1:383 (1931)

'Oriental Bay'. *Evening post* (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper. Ref: PAColl-5482-014. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22831153>

'Oriental Bay Tea Kiosk, Oriental Parade, Wellington.' Bennie, M (Mr), fl 1983: Photographs of Wellington businesses and homes. Ref: 1/2-139951-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22794745>

Oriental Parade, Wellington. Smith, Sydney Charles, 1888-1972 :Photographs of New Zealand. Ref: 1/2-045430-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22565631>

Thomson, Rebecca. 'Big bill for smashed bus shelters' *The Wellingtonian* 22/07/2010;

The Architecture Centre website accessed 03/04/2013
<http://architecture.org.nz/wp-content/uploads/2010/05/ac-nrc-153592-bus-shelters.pdf>

'Trams in Wellington: a history' Wellington City Library website accessed March 2013 <http://www.wcl.govt.nz/heritage/trams.html>

'WCC Proposed Shelter Shed for Tramway Passengers' WCC Archives ref: 2008/27:2:2440

Wellington City Archives ref 000158:2:109

Papers Past

FIRST TROLLEY BUS ROUTE *Evening Post*, 13 September 1945, Page 6.

"Johnnie Martin's Fountain," which was yesterday broken up and carted away ... [truncated] *Evening Post*, 9 November 1938, Page 9

LOCAL AND GENERAL. *Dominion*, 7 June 1909, Page 4

LOCAL AND GENERAL *Evening Post*, 1 June 1917, Page 6

LOCAL AND GENERAL *Dominion*, 6 March 1918, Page 4

THE MARTIN FOUNTAIN. *Evening Post*, 14 June 1876, Page 2

TO BE REPLACED *Evening Post*, 13 December 1938, Page 14

WADESTOWN'S NEEDS (a shelter-shed wanted) *Evening Post*, 5 May 1917, Page 6

WADESTOWN TRAMS. *Evening Post*, 3 June 1911, Page 11

WADESTOWN TRAMS *Evening Post*, 30 November 1916, Page 7;

WADESTOWN TRAMS *Evening Post*, 25 September 1916, Page 8

4.0 Criteria for assessing cultural heritage significance

Cultural heritage values

Aesthetic Value:

Architectural: *Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?*

This group of small (generally) timber framed former tram shelters/bus shelters each have architectural / aesthetic value for their carefully proportioned exteriors, the quality of their construction materials, and the use of ornamentation and decorative elements that were used to enrich these otherwise utilitarian buildings. The shelters were designed to enclose and protect tram passengers from the sometimes inclement Wellington weather, and most continue to serve this function well.

Townscape: *Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?*

The shelters were designed as a response to the local climate and use local vernacular elements including timber ornamentation. They have strong townscape value for their contribution to the character and sense of place of Wellington.

Group: *Is the item part of a group of buildings, structures, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?*

The five shelters that include the Cambridge Terrace Bus Shelter, the Miramar Avenue Tram Shelter, the Oriental Bay Terminus Tram Shelter, the Oriental Parade Central Bus Shelter, and the Highland Park Tram Shelter have strong group value as a set of shelters that were built in the years when electric trams were the main form of mass transportation in Wellington. The shelters range in age from 1904 (the beginning of the electric tram era), to the early 1940s (when trolley buses began to replace trams).

Historic Value:

Association: *Is the item associated with an important person, group, or organisation?*

Association: *Is the item associated with an important historic event, theme, pattern, phase, or activity?*

The group of five shelters have representative historic value for their association with the era when electric trams were the main form of public transport in Wellington.

Scientific Value:

Archaeological: *Does the item have archaeological value for its ability to provide scientific information about past human activity?*

Cambridge Terrace Bus Shelter, the Oriental Bay Terminus Tram Shelter and the Oriental Parade Central Bus Shelter are all within NZAA R27/270, although the Cambridge Terrace Bus Shelter was recently relocated to this site.

Educational: *Does the item have educational value for what it can demonstrate about aspects of the past?*

Technological: Does the item have technological value for its innovative or important construction methods or use of materials?

Social Value:

Public esteem: Is the item held in high public esteem?

Symbolic, commemorative, traditional, spiritual: Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?

Identity/Sense of place/Continuity:

Is the item a focus of community, regional, or national identity?

Does the item contribute to sense of place or continuity?

The shelters were designed as a response to the local climate and use local vernacular elements including timber ornamentation. They have strong townscape value for their contribution to the character and sense of place of Wellington.

Sentiment/Connection: Is the item a focus of community sentiment and connection?

Level of cultural heritage significance

Rare: Is the item rare, unique, unusual, seminal, influential, or outstanding?

This group of shelters are a remnant of the traditional style timber shelters that are currently under threat of replacement.

Representative: Is the item a good example of the class it represents?

This group of five shelters are a representative sample of former tram shelters from 1904 – the early 1940s.

Authentic: Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?

Local/Regional/National/International

Is the item important for any of the above characteristics at a local, regional, national, or international level?

5.0 Appendix

Research checklist (desktop)

Source	Y/N	Comments
1995 Heritage Inventory	Y	
2001 Non-Residential heritage Inventory	None	
WCC Records – building file		
WCC Records – grant files (earthquake strengthening, enhancement of heritage values)		
Research notes from 2001 Non-Residential heritage Inventory	None	
Plan change?		
Heritage Area Report	None	
Heritage Area Spreadsheet	None	
Heritage items folder (electronic)	Y	
HPT website	Y	
HPT files	Y	
Conservation Plan	Y	Miramar Tram Shelter Oriental Bay Tram Shelter
Searched Heritage Library (CAB 2)		

Background research