



114 ADELAIDE ROAD,  
NEWTON, WELLINGTON

HERITAGE ASSESSMENT AND IMPACT STATEMENT

April 2021

Job Number: 1418



114 ADELAIDE ROAD

NEWTON, WELLINGTON

HERITAGE ASSESSMENT AND IMPACT STATEMENT

April 2021

Job Number: 1418

This document and its contents are copyright.

Any unauthorised employment or reproduction in full or part is forbidden

Prepared By:



83 Victoria Road, P.O. Box 32-318  
Devonport, Auckland, New Zealand  
admin@dpaarchitects.co.nz  
Ph. (09) 445 8544

## CONTENTS

<b>1 INTRODUCTION</b> .....	<b>4</b>
Subject and Purpose of Report.....	4
Legal Description .....	4
Historic Heritage Protection .....	4
Wellington District Plan .....	4
Heritage New Zealand Pouhere Taonga (HNZPT) .....	4
Commission and Authorship .....	4
Information Sources .....	4
Photographic Sources.....	4
<b>2 BRIEF HISTORY OF TRAMWAY HOTEL</b> .....	<b>5</b>
The First Tramway Hotel.....	5
The Replacement Hotel .....	5
Later History.....	6
<b>3 PHYSICAL DESCRIPTION OF THE PLACE</b> .....	<b>9</b>
Context.....	9
The Tramway Hotel.....	10
Planning and Layout .....	10
External Appearance.....	10
Materials and Construction .....	11
Architectural Style .....	12
Changes to the Place.....	12
<b>4 DESCRIPTION OF PROPOSED WORK</b> .....	<b>14</b>
Introduction.....	14
Restoration and Upgrading of Hotel.....	14
Proposed New Building.....	14
Form of New Building.....	15
<b>5 IMPACT OF PROPOSAL ON HERITAGE VALUES</b> .....	<b>16</b>
<b>6 PROVISIONS OF THE WELLINGTON DISTRICT PLAN</b> .....	<b>18</b>
Design Guide Adelaide Road/Mt Cook .....	19
Chapter 20 HERITAGE .....	19
Chapter 21 HERITAGE RULES .....	20
<b>7 SUMMARY AND CONCLUSION</b> .....	<b>23</b>

## 1 INTRODUCTION

### **Subject and Purpose of Report**

This Heritage Assessment and Impact Statement concerns a proposed development on a property located at 114 Adelaide Road, Newton Wellington. The site is currently occupied by a historic hotel, originally named as the Tramway Hotel. The building is classified as an earthquake prone building and is currently disused.

It is now proposed to retain the facades and to construct a new six level hotel building above the historic hotel. The ground floor of the building will be retained for hospitality functions and will also provide access to a basement parking area while further hotel suites will be located on the first floor.

### **Legal Description**

The legal description of the land on which the former Tramway Hotel is sited is Lot 1 DP 21496.

### **Historic Heritage Protection**

#### **Wellington District Plan**

The former Tramway Hotel located at 114 Adelaide Road was constructed in 1899 and is included in the Heritage List of Buildings in the Wellington District Plan. A resource consent will therefore be required prior to any work being undertaken on the building.

#### **Heritage New Zealand Pouhere Taonga (HNZPT)**

The Tramway Hotel at 114 Adelaide Road is not listed with Heritage New Zealand Pouhere Taonga. However, as the hotel was constructed in 1899, that is prior to the year 1900, it will be classified as an archaeological site. If demolition of the building in its entirety were to be occur, an Authority to Modify an archaeological site would be required.

### **Commission and Authorship**

The Heritage Assessment and Impact Statement was commissioned by IPG Corporation and written by Dave Pearson, Principal of DPA Architects of Devonport, Auckland.

### **Information Sources**

The principal source for historical information for this document was the Wellington City Council heritage inventory for the building. Reference was also made to a Heritage Assessment for the Tramway Hotel prepared by Ian Bowman, dated May 2016.

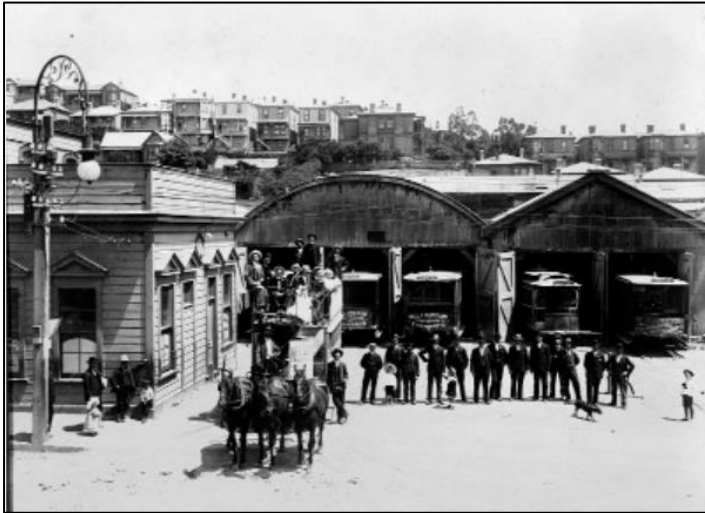
### **Photographic Sources**

Where known, the sources of the historical and contemporary photographs are indicated.

## 2 BRIEF HISTORY OF TRAMWAY HOTEL

### The First Tramway Hotel

The Tramway Hotel was constructed in 1899 on the same site as an earlier timber building of the same name that was destroyed by fire in 1898. The earlier building was named after the nearby tramway stables and workshop and was planned in 1877 to take advantage of a proposed steam tram service from the railway station to the south end of Adelaide Road.



*Earlier timber hotel (left of image) and tram shed.*

### The Replacement Hotel

The earlier hotel was insured and plans to build a masonry hotel on the same site were prepared by architect, James O'Dea. O'Dea began his career in New Zealand in 1882 and established himself in Wellington in 1888. He undertook a number of commissions for the Catholic Church, as well as designing a variety of dwellings and commercial buildings around the turn of the century. Many of his buildings, particularly around Cuba Street remain standing.

At the time, then plans were described in the *Evening Post* as indicating that the “handsome two story (sic) structure should make a great improvement to the appearance of the locality”.

Tenders were received with the lowest tender of £2,420 from J Hunter being accepted. It is likely that the bricks on the façade were originally exposed as an 1899 article in the *Evening Post* stated that the “front elevation will be neatly finished in pressed redbrick, picked out with cement”.



Mr. Charles Plimmer.

The owner of the completed building was Mr Charles Plimmer (1848-1930), the fourth son of Mr John Plimmer, known as the Father of Wellington. The first proprietors were John and Kate or Catherine Beauchamp.

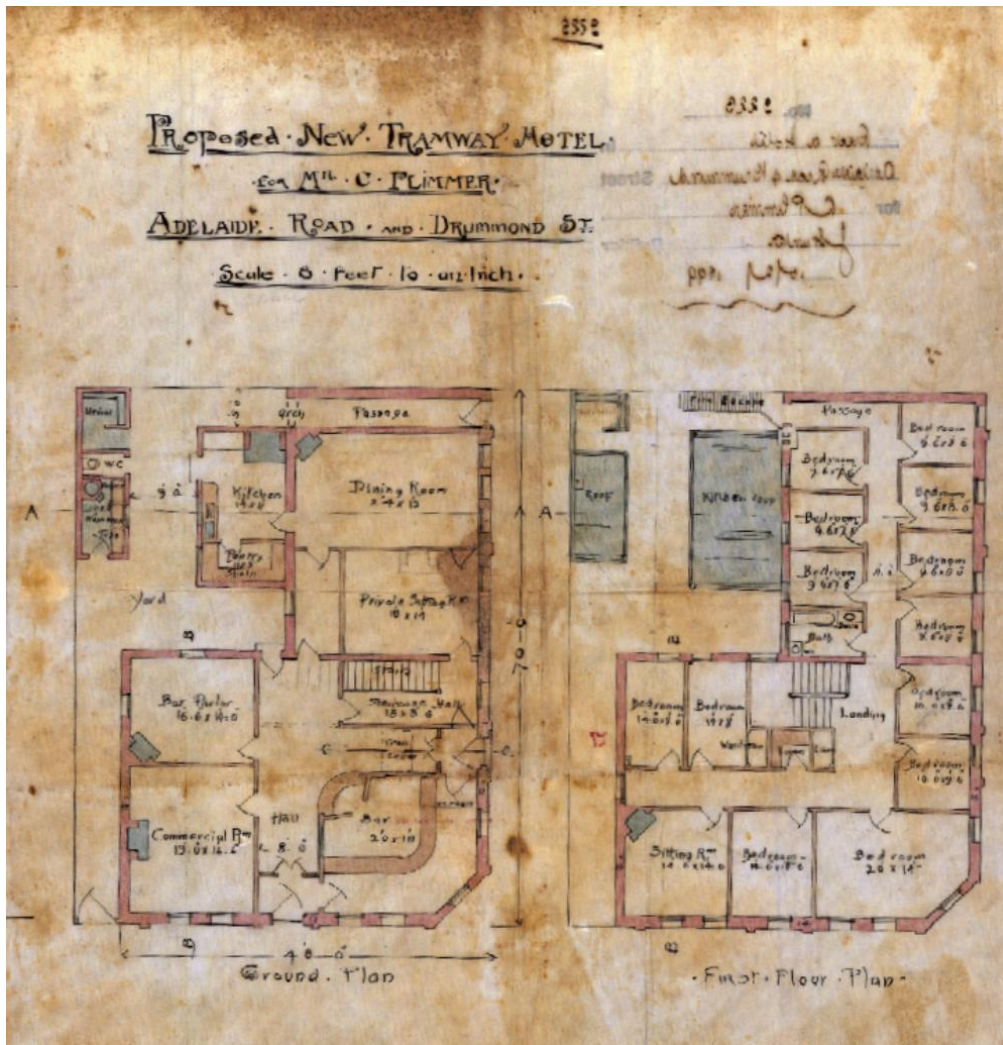
*Mr Charles Plimmer*

In 1907, Newton declared prohibition for the sale of liquor. The Tramway Hotel was just outside the Newton Licensing area and the ongoing prohibition of the sale of liquor in the neighbouring suburb probably led to the extension of the hotel bar in 1909. Other well-known publicans associated with the hotel were members of the McParland (or McPharland) family, first Frank and then his son, Charles, who held the license from 1929 until the early 1940s.

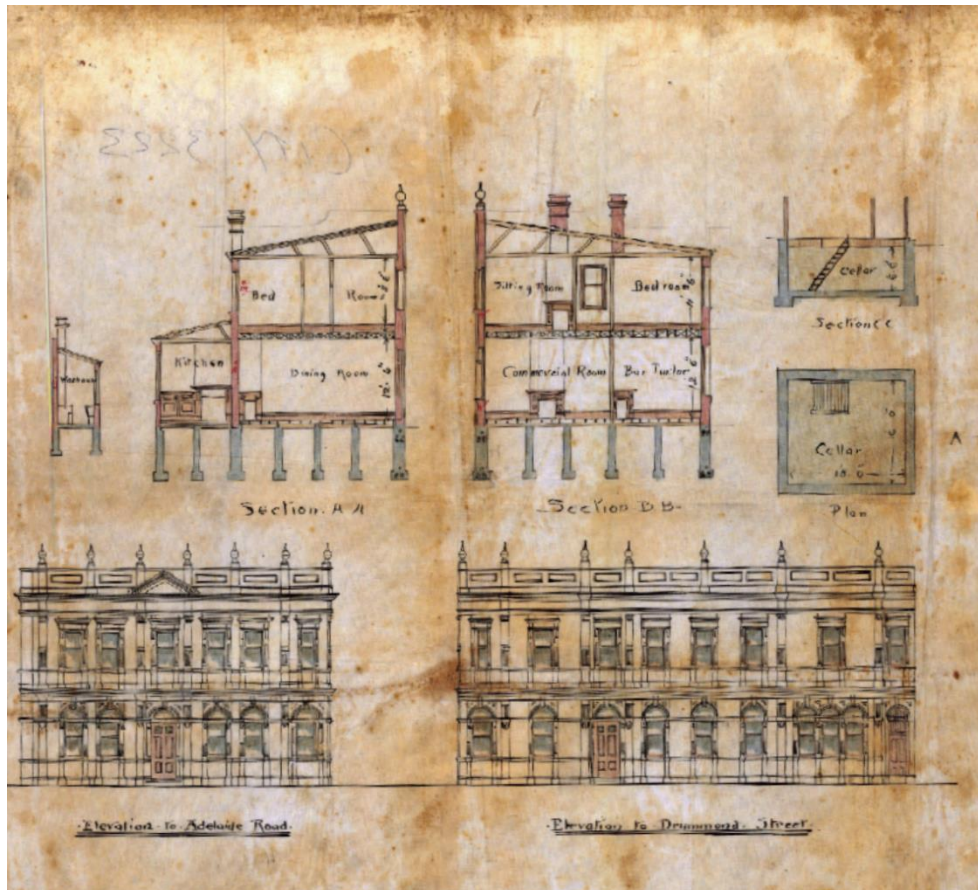
### **Later History**

In 1942, following the Wairarapa earthquakes of 24 June and 2 August, the original parapet which extended along the face of the two street facades to a height of around 2.4 metres above the level of the first floor ceiling framing was removed, along with a moulded cornice. In its place, a low level concrete parapet and bond beam were constructed. The roof structure behind the parapet was also modified with an internal gutter being constructed behind the new parapet.

In the 1960s, the hotel was altered again with the facades at ground floor level being covered with blue ceramic tiles, while the first floor was possibly rendered and then painted. The building was also extended in 1969 with the bar being enlarged with a new building being constructed to the west of the original building along Drummond Street. In the 1970s, the hotel was taken over by New Zealand Breweries.



Ground and first floor plans of the Tramway Hotel prepared by Architect, James O'Dea.



*Cross sections and elevations of the Tramway Hotel*

The hotel was later purchased by Brian le Gros, a Wellington figure known as the provider of adult entertainment, and the hotel was renamed the Adelaide Entertainment Centre. The building was refurbished in the 1990s with work including the removal of the blue ceramic tiles and plaster render from the facades to again reveal the red brickwork beneath.

In 2000, the extension to the west of the hotel in Drummond Street was demolished to make way for a group of new apartment buildings. The Wellington City Council in 2011 served a Section 124 notice denoting the old hotel as an earthquake prone building that would need to be strengthened or demolished.



### 3 PHYSICAL DESCRIPTION OF THE PLACE

#### Context

The site in question is located at 114 Adelaide Road, Wellington, on the corner of Adelaide Road and Drummond Street. Adelaide Road extends from Basin Reserve in the north through to Wakefield Street in the south. At the northern end, the road is characterised by non-descript late nineteenth century buildings which include warehouses, office buildings, petrol stations and accommodation buildings. The majority of buildings are one or two storeys in height although there is the occasional three storeyed building and even one of four storeys.

Further south towards Riddiford Street, a smattering of older houses are found which give way to a row of two storeyed commercial buildings where Riddiford Street branches off Adelaide Road. The majority of these structures are likely to date from the turn of the twentieth century. Further south, Adelaide Street becomes essentially a residential environment with a range of early and mid-twentieth century housing stock.

A group of contemporary apartment blocks have been erected adjacent to the hotel to the west along Drummond Street.



Adelaide Road looking north showing context. Note late 20th century office buildings. Tramway Hotel visible on left of photography (Google Maps).



Group of early commercial buildings at junction of Adelaide Road and Riddiford Street (Google Maps).

## **The Tramway Hotel**

### **Planning and Layout**

The original former Tramway Hotel occupies the larger part of the site on the corner of Adelaide Road and Drummond Street. It comprises two storeys with the original front entrance being approximately mid-way along the Adelaide Road elevation.

As originally designed, beyond the front entrance was a bar and a separate hallway which led through to a staircase to the upper floor. A bar, parlour and a commercial room also opened off the hallway. Towards the rear of the building was a private sitting room and a dining room. A kitchen and pantry opened off the dining room. At the southwestern corner of the site in an external yard was a small outbuilding containing male and female toilet facilities.

The upper level of the building contained a total of 13 bedrooms, a sitting room and a bathroom all opening off a landing at the head of the stairs and hallways running in north/south and east/west directions. At the rear of the building was an external fire escape.

### **External Appearance**

Viewed from the exterior, the hotel is of two storeys. The Adelaide Road elevation has a pair doors in a centrally located arch headed doorway at ground level. At each side of the doorway is a fluted pilaster which culminates in a fluted bracket at first floor level. Pairs of double hung windows, all with arched heads, are positioned on either side of the doorway. A moulded stringcourse extends the length of the elevation, level with the bases of the arched openings above the windows and doors. Moulded facings extend up both sides of each of the windows and doors culminating in a keystone at each head.

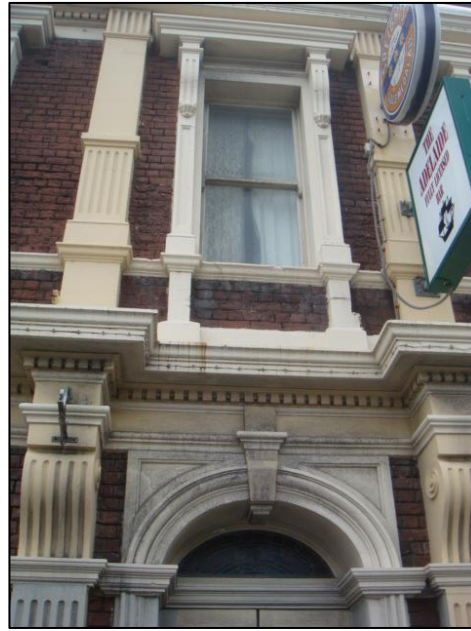
At both ends of the Adelaide Road elevation is a fluted pilaster that supports a second stringcourse or cornice with dentils below at first floor ceiling height. This cornice extends the full length of the Adelaide Road elevation, around the faceted corner and continuing the full length of the Drummond Street façade.

At each end of the Adelaide Road façade is a fluted pilaster which extends up to the upper level of the building to support a second cornice immediately below the parapet.

At the first floor level of the Adelaide Road façade is a central double hung window located immediately above the entrance door below. The window is abutted on each side by a moulded facing which cumulates in a bracket which supports a hood over the window. Beyond the central window on each side is a fluted pilaster which aligns with the pilasters on either side of the doorway below.

Beyond these pilasters are pairs of windows which align with the windows below and which have similar mouldings and brackets on either side of the central window and a similar hood above. At the top of the wall is a later lightweight timber framed parapet over a concrete upstand and bond beam which replaced an earlier solid masonry parapet. Originally, a plaster pinnacle or finial aligned with each pilaster on the wall below.

At the corner of Adelaide Road and Drummond Street, the building has been splayed or faceted. Originally, the angled corner had a window at each level with similar moulded facings, arched heads and hoods. Also present are similar stringcourses and cornices as seen on the Adelaide Road façade. At ground floor level, the original window has at some stage been replaced by a pair of doors.



*Façade details, Adelaide Road (IPG Corporation).*

Along Drummond Street, the first section of the building has a pair of windows at each level with similar detailing to those facing Adelaide Road. Pilasters are found at each side of the second window. Beyond this, at the upper level are three identical windows, again with similar detailing, mouldings and hoods. At ground floor level is a second entry door which opens into a passage at the side of the internal stairs. Although the original drawings show a door in this position, The entry was originally located one bay closer to Adelaide Road and has been repositioned. A pilaster has been formed to the west of the entrance but disrupts the rhythm of the facade as it does not extend to the upper floor as happens on the Adelaide Road elevation. The fanlight above the door appears to have been infilled with concrete blocks.

Beyond this section of the wall is another pilaster and beyond that, a singular window is positioned at first floor level, while below this is a group of three arch headed windows which originally provided daylight to the dining room. The final section of this elevation is a narrow bay with a pilaster at each side, a single window at first floor level and a door below which leads into a side passage. The Drummond Street elevation has similar a stringcourse and cornices as the Adelaide facade which extend the full length.

### **Materials and Construction**

The facades of the Tramway Hotel are constructed of brick masonry with the bricks being laid as a double external wythe using an English bond pattern where a course of stretchers alternate with a row of headers where the bricks are placed perpendicular to the line of the wall. The original drawings appear to show the walls without a cavity, suggesting there may be additional wythes to make up the total thickness of the walls.

The details in the building including cornices, stringcourses, pilasters, mouldings and hoods are likely to have all been roughly formed from bricks and then overlaid with plaster mixed on site and moulded in-situ. The external joinery throughout the building is made from timber.

## Architectural Style

The Tramway Hotel is a good example of a typical hotel that was constructed throughout New Zealand during the late Victorian/Edwardian era. The principal facades comprise a well-articulated composition in a commercial Italianate Classical style.

The Italianate Classical style arose from a renewed interest in Classical architecture in the nineteenth century and led to it being adopted for buildings such as offices and gentlemen's clubs. Of particular interest to architects of the period was the Italian Palazzo style based on palazzi or places built by wealthy Italian families during the Renaissance period. Characteristics of the Palazzo style included the use of classical orders, combined with a desire for symmetry, proportion and harmony. Architectural details included columns, pediments, arches and niches.

The Palazzo style was seen as being particularly desirable for commercial buildings such as banks where it conveyed an image of solidity and prosperity. The style was soon adapted for other buildings such as multi-storied offices and warehouses. Corner sites were also seen as desirable locations for Classical buildings, enabling them to be seen from two sides.



*Italian Palazzo style in Manchester, England (Wikipedia)*

Although the original parapet and cornice have since been removed from the Tramway Hotel, its external facades still retain a number of Classical details including the rendered plaster mouldings around the windows, arched heads and keystones and hoods above the windows, as well as horizontal string courses and other mouldings such as the vertical fluted pilasters.

## Changes to the Place

Externally, the Tramway Hotel appears to have undergone relatively few changes. Visually, the most significant change has been the removal of the original parapet and cornice from both street facades and its replacement with what is believed to be a concrete bond beam and low level parapet, overlaid with a light weight timber framing clad with fibre cement sheets. The original drawings show a small gablet at parapet level above the front entry door and, if this was originally in place, it is likely that it was removed at the same time as the parapet.

Various changes have been made to the entry doors. Although the front entrance to the building remains on Adelaide Road, what is shown on the elevation as a single door has been replaced by a pair of doors. Another change concerns the splayed corner which originally had windows at both levels. At some stage the window at ground floor level has been removed and a larger opening created to accommodate a new pair of doors.

The other original entry along Drummond Street also appears to have been relocated. Originally, it was located within the second opening from Adelaide Road but was repositioned

at some stage to the next opening towards the west and the original doorway was converted into a window.

The new doorway also involved the widening of the original opening with the result that the fluted pilaster to the west of the opening does not extend to the upper level as the other pilasters do. The new door is also recessed within the opening to enable the door to open outwards to comply with fire safety requirements without encroaching onto the footpath. At the western end of the Drummond Street elevation is a single door that opens into a passage. This door also seems to have been recessed and rehung to open outwards.

As noted previously, the sections of walls between the pilasters, plaster mouldings, cornices and other details appears to have originally been exposed brick. In the 1960s the bricks at the lower level were covered with blue tiles and those at the upper level rendered. The tiles and render have since been removed to expose the bricks, however, the bricks appear to have sustained some damage in the process.

The interior of the building has evidently been substantially altered over the years, particularly at ground floor level where a lot of the original walls have been removed.

## 4 DESCRIPTION OF PROPOSED WORK

*(Refer to architectural drawings by IPG Corporation dated XXX 2021)*

### Introduction

A project is now proposed which will see parts of the old hotel refurbished and become part of a development which will see them retained for the future. In essence, the street facades of the hotel will be retained while the other two external walls and the existing interiors will be demolished. A new multi-level hotel building will be constructed on the site extending above the existing facades but set back from them to reduce its impact.

### Restoration and Upgrading of Hotel

The exterior of the building, primarily comprising the facades are in relatively original form and this situation will be retained. Minor changes will be made, generally to restore the building to an earlier form. In particular, a new parapet, likely to comprise lightweight concrete panels with a replica moulded cornice, will be constructed at roof level to replace the existing lightweight timber framed parapet.

The interior of the building has previously been remodelled, probably on various occasions as the use of the building changed, primarily from its original use as a neighbourhood hotel with associated accommodation to the time when it became the "Adelaide Entertainment Centre". It is understood that little remains of the original fitout at ground floor level, although the first floor is more original.

As part of the proposed development, the ground floor will include part of a vehicle turning circle, a reception area, bar and restaurant, toilet facilities and bicycle storage with a mezzanine over and stairs and a lift to provide access to the levels above. The vehicle turning circle will extend into the new building where a vehicle lift will be incorporated to convey vehicles to the basement level which will be redeveloped for parking.

The upper floor of the hotel will be redeveloped to provide a total of four hotel suites with the lift and stairs extending to the upper levels, thus essentially retaining the building's original use of providing accommodation. Decks will be provided on the roof of the original hotel to serve the suites at this level. This level will also provide two additional hotel suites in the new extension.

### Proposed New Building

The section of the new building above the hotel will comprise five levels plus a penthouse level. The five levels will each contain three hotel suites, along with the stairs and lift. Two additional suites will be accommodated within the section of the new building to the left of the hotel to provide a total of five suites at each level.

The new building above the hotel will have generous setbacks of three metres from the two existing street facades to reduce its impact. The shallow balconies will assist in articulating the facades and reducing their mass.

A sixth level at the top of the building will contain four penthouse suites. This level will be set back a further two metres from the outer walls of the floors below. This will effectively reduce the height of the building as this level will only be visible from a distance.

### **Form of New Building**

The form of the new building above the hotel has been carefully considered to ensure it complements the historic building without dominating it. The hotel, as noted, was designed in the Classical style and comprises a series of door and window openings in a solid masonry wall. The windows are generally double hung vertical windows, meaning that they are twice as high as they are wide. The existing facades are highly decorative with stringcourses and cornices, fluted pilasters and moulded facings as are commonly found in a building of this style.

The new building also has solid facades punctuated by a series of openings which include vertical windows of similar proportions to those in the hotel below. Other windows in spaces such as kitchens, although smaller also have vertical proportions. Two of the apartments have shallow balconies with glazed balustrades to articulate and provide interest to the façades.

The five levels of the new building above the hotel will be sheathed with precast concrete panels that have been deliberately kept plain, without any decoration, so as not to draw attention from the hotel below. The panels will be painted in a colour to complement the exposed brickwork of the hotel.

Viewed from Adelaide Road, the section of the new building to the left of the hotel will extend out to the Adelaide Road boundary. This section of the new building will be glazed on two sides to differentiate it from the building above the hotel and to reduce its impact. At the lower levels of the new building, a generous "slot" will be provided between the new structure and the historic facade to enable a separation between the two structures to be maintained. At ground floor level, a short length of wall will return back from the façade while at first floor level a longer length of return wall will be provided to ensure that the hotel is still able to be discerned as a three dimensional object when it is approached from the south travelling along Adelaide Road.

The additional level containing four penthouse suites will have walls that are proposed to be entirely glazed. The north and west walls of this level will be set back a further two metres from the floors below. As a result, this level will not be seen from ground level, except possibly from a distance.

## 5 IMPACT OF PROPOSAL ON HERITAGE VALUES

The proposal includes the retention, structural upgrading, restoration and refurbishment of the north and east street facing facades of the Tramway Hotel including the reinstatement to an earlier form of the parapet which was removed after 1942. This work will have positive impact on the heritage values of the hotel and also make a positive contribution to the character of the Adelaide Road/Mt Cook area of Wellington.

The interior of the building will be demolished to make way for the proposed new construction. It is understood from photographs that little remains of the original form and layout of the hotel at ground floor level and what remains has been substantially vandalised. The upper level is understood to be more original but comprises a series of small rooms with little heritage character. The interior of the building is not protected under the Wellington District Plan and it is considered that the removal of the interior will have only a minor impact on its heritage values.

The proposal also involves the construction of a new building of six levels above and to the south of the existing hotel. The lower five levels above the hotel have been designed to reflect but not attempt to imitate or replicate the historic building. The walls will be formed from precast concrete panels, painted in a colour to be sympathetic to the brickwork found on the hotel. The windows in the new structure will be in the form of openings in a solid wall to reflect the building below and their proportions, rhythms and spacings will also reflect the windows in the hotel.

The new structure will also be set back a distance of three metres from the existing street facades to reduce its impact. This will ensure that the historic facades of the hotel come into view before the new building, particularly when travelling south along Adelaide Road.

The top level of the new structure will be further set back from the façades of the floors below. This will ensure that this level will remain essentially out of view when observed from below. This level will also be entirely glazed to further reduced its impact. The section of the new building to the south of the hotel will also be entirely glazed for the same reason and a generous "slot" will be provided between the two structures to enable the hotel to be viewed as a three dimensional object.

It is considered that the new structure will have no more than a minor impact on the hotel's heritage values. It is also considered that any negative impacts will be mitigated by the following factors:

- The protected facades of the hotel, a relatively rare Wellington example of a turn of the century hotel and one of the few heritage buildings in this section of Adelaide Street, will be preserved for the future.
- The facades of the hotel will be strengthened to enable them to resist future seismic events.
- Where practicable, the building will be restored to its earlier form as seen in the reconstruction of the parapet and cornice moulding.
- The hotel will essentially continue to be used for the purpose for which it was built and a viable use for the building will ensure that that it survives for the future.
- The new use of the building will activate this area of Adelaide Road and produce a vibrancy and vitality in the area.



- The proposed new has been carefully designed to harmonise with the existing building through a sensitive use of appropriate materials and proportions of openings in the facades.
- The scale and proportion of the new building has been carefully considered and setbacks provided to ensure that it does not dominate the historic hotel.

## 6 PROVISIONS OF THE WELLINGTON DISTRICT PLAN

### Heritage Inventory

The Wellington District Plan includes a Heritage Inventory which lists the values for which the Tramway Hotel is listed. These are summarised as follows:

<b>Cultural Value</b>	<ul style="list-style-type: none"> <li>The building is a rare surviving example of a typical late Victorian Hotel.</li> <li>The building occupies a corner site and its exterior detailing contrasts with the commercial and industrial buildings on Adelaide Road.</li> <li>The building has a long history as a hotel and has some historic value for its association with liquor licensing laws.</li> <li>The building retains much of its original exterior fabric</li> </ul>
<b>Aesthetic Value</b>	<p><b>Architectural</b></p> <ul style="list-style-type: none"> <li>The building is a good representative example of a late Victorian Hotel.</li> <li>Its principal facades form a well-articulated composition in a commercial Classical style.</li> <li>The building retains much of its original Classical detailing including external rendered mouldings around windows and doors, sash windows and panelled doors and rendered pilasters.</li> </ul> <p><b>Townscape</b></p> <ul style="list-style-type: none"> <li>The scale, form and visual interest of the building's exterior contrasts with commercial and industrial buildings in Adelaide Road.</li> <li>The building provides a transition between the commercial development in Adelaide Road and the period housing Drummond Street.</li> <li>The building occupies a prominent corner site.</li> </ul>
<b>Historic Value</b>	<p><b>Association</b></p> <ul style="list-style-type: none"> <li>The building has a long history as a local hotel and some historic value for its association with liquor licensing laws and the gentrification of Newton.</li> </ul> <p><b>Association</b></p> <ul style="list-style-type: none"> <li>The building has some historical value for its association with Charles Plimmer, a member of the early Wellington settler family and with the McParland's (McPharland's) a local family of bakers and publicans.</li> </ul>
<b>Archaeological Value</b>	<ul style="list-style-type: none"> <li>The site has archaeological value for the pre-1900 human activity on the site.</li> </ul>
<b>Educational Value</b>	<ul style="list-style-type: none"> <li>The building is a rare surviving example of a typical late Victorian hotel and the original plans, sections and elevations survive.</li> </ul>
<b>Social Value</b>	<p><b>Identity - Sense of Place – Continuity</b></p> <ul style="list-style-type: none"> <li>The building has remained (relatively) unchanged on the site for over 100 years and contributes to a sense of place and continuity for the changing townscape of Adelaide Road, Newton.</li> </ul> <p><b>Public Esteem</b></p> <ul style="list-style-type: none"> <li>The building was a local hostelry for Newton and Mt Cook until the 1970s although in later years it gained a reputation as a 'trouble spot'.</li> </ul>
<b>Level of Cultural Heritage Significance</b>	<p><b>Authentic</b></p> <ul style="list-style-type: none"> <li>The building is a good representative example of a late Victorian Hotel, two storied and located on a prominent corner site. Although altered externally by removal of plaster and parapet features, it otherwise retains an authenticity of form, allowing hotel design of the time to be understood, particularly as the original drawings survive.</li> </ul>
	<p><b>Rare</b></p> <ul style="list-style-type: none"> <li>The building is a rare surviving example of a late Victorian Hotel.</li> </ul>
	<p><b>Representative</b></p> <ul style="list-style-type: none"> <li>The building is a good representative example of a late Victorian Hotel</li> </ul>

<b>Local/ Regional/ National/ International</b>	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>• Association with Plimmer and McParland families.</li> </ul> <p><b>Local/Regional</b></p> <ul style="list-style-type: none"> <li>• Surviving example of a late Victorian Hotel</li> </ul>
-------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### **Design Guide Adelaide Road/Mt Cook**

The Wellington District Plan includes a series of Centre Design Guides. Appendix 5 comprises a Design Guide for the Adelaide Road Mt Cook area. The Design Guide notes that the area has a diverse range of building types and sizes and that it has been identified as an 'area of change' where significant development is anticipated. Defining features of the area include:

#### **Opportunity for Change**

The development on most sites is relatively low compared with what is permitted and the openness of many sites fronting Adelaide Road offer significant development potential and opportunity for change. Well serviced and accessible, this area has been identified as suitable for change and is planned to accommodate significant intensification.

#### **Few and widely dispersed heritage buildings**

Identifiable heritage buildings in the area are widely dispersed but singles out the Tramway Hotel on the corner of Adelaide Road and Drummond Street, in particular, as being the most prominent. It notes the concentration of narrow-fronted heritage buildings close to John Street, extending to the shops in Riddiford Street providing a streetscape with a distinctive, fine-grained character.

#### **Comment:**

The Design Guide for Adelaide Road/Mt Cook describes the area's character and the building types including heritage buildings that are found in the area. It notes that it is an 'area of change' where significant development is anticipated and where intensification is planned.

The Guide, however, offers little in the way clear direction as to what forms future development could take.

## **Chapter 20 HERITAGE**

### **20.1 Introduction**

The protection of historic heritage from inappropriate subdivision, use and development and the use of those places plays a core role in promoting the sustainable management of Wellington's natural and physical resources.

### **20.2 Heritage Objectives and Policies**

#### **20.2.1.2**

To discourage demolition, partial demolition and relocation of listed buildings and objects, while:

Acknowledging that the demolition of some parts of buildings and objects may be appropriate to provide for modifications that will result in no more than insufficient loss of heritage values.

**20.2.1.3**

Promote the conservation and sustainable use of listed buildings and object while ensuring that any modification avoids, remedies or mitigates, effects on heritage values of the listed buildings or objects and, where relevant:

Ensures that modifications to the main elevations are minimised or if possible are unaltered.

Any modifications respect the scale of the building or object: and  
Any modifications maintain the relationship of the building or object with its setting.

**Chapter 21 HERITAGE RULES**

The provisions within this chapter relate to listed heritage buildings and objects throughout all parts of the city.

**21A.1 Permitted Activities**

*Permitted activities include Internal additions and alterations to listed heritage buildings except where:*

- *the interiors have been listed in whole or where individual items have been listed.*
- *structural strengthening or new floor levels are visible from the exterior of the building.*

**21A.2 Discretionary Activities (Restricted)**

*Restricted Discretionary Activities include any modification to a heritage building which is not a permitted activity or the demolition or relocation of any listed heritage building. A project may be non-notified if:*

- *the work does not extend the existing building footprint by more than 10% or add and additional storey or storeys beyond the existing building envelope.*

**Assessment Criteria**

*In determining whether to grant consent, and what conditions, if any, to impose, Council will have regard to but will not be restricted to the following criteria.*

In the following section, the Assessment Criteria is described, followed by a response.

21A.2.1.3	<i>The extent to which the work significantly detracts from the values for which the building or object was listed.</i>
	The values for which the hotel is listed arise primarily from the Adelaide Road and Drummond Street façades. The two facades will remain essentially unchanged with the only modifications being to return the roof level parapet to a form that more closely resembles the original. This is considered to be a positive aspect of the proposal.
21A.2.1.4	<i>The extent to which proposals meet the provisions of any relevant Design Guide Addressing additions or alterations to building of heritage significance.</i>
	As noted, the Adelaide Road/Mt Cook Design Guide offers little definite directions regarding new developments, other than noting that significant development and intensification are anticipated.

21A.2.1.5	<p><i>The nature, form and extent of the proposed work and the extent to which the work:</i></p> <ul style="list-style-type: none"> <li>retains the main determinants of the style and character of the building or object in respect of buildings, particularly the street elevation. The Council seeks to ensure that the modifications to street elevations are kept to a minimum and, if possible, not altered at all. If necessary, preference shall be given to altering rear or secondary elevations.</li> <li>Respect the scale of the original building or object. The Council seeks to ensure that new work is not visually dominant, particularly where roof additions are proposed.</li> <li>Is sympathetic in form., proportions, materials, colours and the and patina of materials of the existing building or object.</li> <li>Avoids the loss of historic fabric and the destruction of significant materials and craftsmanship.</li> <li>Maintains the relationship of the building or object with its setting.</li> <li>Respect the historic or other values for which the building is listed.</li> </ul>
	<p>The street elevations of the Tramway Hotel will remain unchanged, other than work being undertaken to reinstate the form of the original parapet and cornice moulding. The proposal involves roof additions to the building. Particular care has been taken to ensure that the addition is not visually dominant by setting it back from the line of the facades.</p> <p>The new building is considered to be sympathetic in form, materials and colours to the existing building.</p> <p>The proposal will avoid the loss of protected historic fabric and the destruction of significant materials and craftsmanship.</p> <p>The proposal will maintain the relationship of the building with its setting.</p> <p>The proposal will respect the values for which the building is listed.</p>
21A.2.1.6	<p><i>Whether the restoration of former architectural design elements maintains a high standard of authenticity. The Council will require evidence of the design of missing elements.</i></p>
	<p>It is intended to restore the parapet previously removed after an earthquake in 1942. Detailed designs of the parapet will be submitted at an appropriate time.</p>
21A.2.1.7	<p><i>Whether the removal of existing unsympathetic additions to a building or object can be achieved without altering the significance of the building or object.</i></p>
	<p>The present lightweight timber framed parapet is considered to be an intrusive element which will be removed. This will have a positive impact on the building's heritage values.</p>
21A.2.1.8	<p><i>The extent to which the work is necessary to ensure structural stability, accessibility and means of escape from fire and the impact of the work on the heritage values of the building. The Council will seek to ensure that in any case every reasonable alternative solution has been considered to minimise the effect on heritage values.</i></p>
	<p>The proposed work is fundamentally necessary to ensure that the building remains structurally stable. The structural work will be confined to the interior of the building and will have no impact on the exterior facades of the heritage building.</p>
21A.2.1.9	<p><i>Whether in respect of work involving listed interiors, the original plan form of the building, the primary spaces and their sequential layout and any significant architectural features and significant finishes are respected or conserved.</i></p>
	<p>Not applicable – the interiors of the former hotel are not listed.</p>
21A.2.1.10	<p><i>The extent to which the work is necessary to enable the continued use of the building.</i></p>
	<p>The building is currently listed as being earthquake prone and currently has a section 124 notice requiring it to be demolished or strengthened. The work is essential if the building is to survive and continue to be used.</p>
21A.2.1.11	<p><i>Whether professional heritage or conservation advice has been obtained from NZHPT or other professionally recognised expert in heritage conservation.</i></p>
	<p>It is intended to seek advice from NZHPT (now HNZPT). DPA Architects, recognised as heritage architects throughout New Zealand have been engaged to provide professional heritage advice on the project.</p>

21A.2.1.12	<i>Whether work is in accordance with a conservation plan prepared for the building or object and peer reviewed by the Council.</i>
	Once resource consent for the project has been obtained, a conservation plan may be prepared to guide the detailed work on the building.
21A.2.1.13	<i>Whether the site is likely to have significant archaeological values and whether the effects on those values by the proposal can be adequately avoided, remedied or mitigated.</i>
	The present hotel was constructed in 1899 and replaced an earlier hotel constructed in 1877 but destroyed by fire. Although any evidence of the earlier building is likely to have been obliterated when the present building was constructed, the present building was constructed prior to 1900, making it also an archaeological site. Advice will be sought from HNZPT as to whether an archaeological assessment and potentially an Authority to Modify an Archaeological Site will be required.
21A.2.1.14	<i>Whether there is any change in circumstances that has resulted in a reduction of the building's heritage significance since the building was identified in the plan.</i>
	Although there appears to have been internal damage, the interior is not protected. There is no other known circumstance which may have affected the building's heritage values.
21A.2.1.15	<i>The extent to which the building has been damaged by fire or other human generated disaster or any natural disaster.</i>
	The building is not known to have been damaged by human generated or natural disaster.
21A.2.1.16	<i>Whether it is necessary to save the building from damage or destruction arising from ground subsidence, flooding or other natural disaster.</i>
	As noted, the building is considered to be earthquake prone and work is necessary to save the building from earthquake forces which may also result in ground subsidence.
21A.2.1.17	<i>Where relocation is proposed to enhance the development potential of land whether this should override the heritage value of retaining the building or object in its original location.</i>
	Not applicable – there is no intention of relocating the building.
21A.2.1.18	<i>Whether the relocated building or object will remain in the immediate vicinity or neighbourhood.</i>
	Not applicable – there is no intention of relocating the building.
21A.2.1.19	<i>Whether the proposed site for the relocated building or object is appropriate and will assist in mitigating the loss of heritage values arising from its relocation.</i>
	Not applicable – there is no intention of relocating the building.
21A.2.1.20	<i>Whether a heritage building or object is to be relocated to its original location or site and the appropriateness of the original location or site to accommodate the building or object.</i>
	Not applicable – there is no intention of relocating the building.
21A.2.1.21	<i>Whether adaptive reuse of a listed building or object will enable the owners, occupiers or users of it to make reasonable and economic use of it.</i>
	The building will essentially be reused for its original purposes although some adaptive reuse will be required. This is necessary to ensure that the project achieves an economic reuse of the building.
21A.2.1.22	<i>The public interest in enhancing the heritage qualities of the City and in promoting a high quality safe urban environment.</i>
	The project has been designed to ensure there will be a high quality, safe urban environment by structurally upgrading and refurbishing what is currently an earthquake prone and deteriorating valued historic building and providing a safe, restored building for the benefit of future generations.

## 7 SUMMARY AND CONCLUSION

The Tramway Hotel is one of relatively few remaining examples of historic corner hotels designed in the Classical Revival style. It also stands alone as the sole surviving historic building in this section of Adelaide Road. Although the southern end of Adelaide Road includes a collection of notable residential and commercial heritage buildings, the area surrounding the hotel is characterised by undistinguished and unremarkable mid-twentieth century warehouses and other commercial buildings.

By contrast, the Tramway Hotel stands out as a beacon and a focal point within an area not known for its vibrancy. For these reasons, it is considered essential that the hotel be retained and continues to survive for the future.

After an eventful life, the hotel now lies empty, neglected and vandalised. Its future is in doubt with the Wellington City Council having issued a section 124 Notice denoting the hotel as being an earthquake prone building which must either be strengthened or demolished. There is currently an application in place for a resource consent to demolish the building.

The current proposal has a number of significant benefits. It preserves the most significant parts of the building, being the two street facades and strengthens them to enable them to resist future seismic events. The facades will also be returned to an earlier form with the reconstruction of the parapets. The original use of the building as a hotel will also be retained and its refurbishment will revitalise and reactivate this particular area of Adelaide Road. It will also remain prominent as a building on a street corner, particularly when travelling south along Adelaide Road.

The remainder of the building is not protected and will be demolished. This includes the remaining exterior facades which are without heritage value and the compromised interiors.

It is accepted that the proposal may not fully comply with the requirements of the Wellington District Plan, particularly with regard to new structures above heritage buildings. However, strengthening and restoring a historic building requires a significant financial input. To ensure a building such as the Tramway Hotel survives for the future, it is often necessary to construct a substantial addition to the building to ensure economic viability.

As the Tramway Hotel occupies the majority of its site, the only option is to increase the height of the proposed addition. Particular care has been taken to ensure that the new building does not dominate the historic hotel through the use of colour, use of materials and stepping it back from the historic facades.

In summary, it is considered that the impact of the proposed development on the heritage values of the hotel will be minor. Any negative impacts of the development will be mitigated by positive aspects of the proposal including retention of the most significant parts of the building, retaining its traditional use and activating this section of Adelaide Road.

The present application provides the best chance that the hotel has of surviving for the benefit of present generations and those to come. If resource consent cannot be obtained for the current proposal, the only other option is likely to be demolition which will mean that all traces of the 120 year old Tramway Hotel building will be lost forever. Wellington would be the poorer should that be allowed to occur.