

## Additional Waitemata Harbour Crossing



## Historic Heritage Assessment





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## 1. Introduction

The Additional Waitemata Harbour Crossing (AWHC) Project (the Project) progresses the outcomes of previous studies undertaken which have examined the nature and form of an additional transport crossing of Auckland's Waitemata Harbour. These studies have been undertaken in recognition of the contribution of an additional crossing to improving the accessibility and resilience of Auckland's transport network in a manner that will facilitate the predicted future growth of the Auckland Region. A number of options have been considered.

This report has been prepared to provide an assessment of the relative merits of the two short listed options (a bridge option and a tunnel option) in terms of their potential effects on archaeological and other heritage sites, and identifies areas of consenting risk. It assesses the effects of the options on the existing archaeological and built heritage environment and the significance of those effects. Where it is considered that there will be potential adverse effects on archaeological or other heritage values, recommendations are made relating to mitigation and any statutory requirements are identified. Ultimately, this and other studies will assist in determining whether an additional harbour crossing should be "under the water" (tunnel), "over the water" (bridge) or a combination of both.

### 1.1 Previous Archaeological Studies

In 2010 NZTA and KiwiRail submitted a number of Notices of Requirement (NoR) to seek designations within both Auckland City and North Shore City District Plans for the protection of land to allow the construction of both a driven twin tunnel road crossing and a driven twin tunnel rail crossing. The documentation included an Assessment of Environmental Effects and a number of Specialist Technical Reports. These included an assessment of effects on archaeology and built heritage (Clough & Judge 2009). Clough & Associates had also previously carried out an assessment of effects on historic heritage for the Victoria Park Tunnel (VPT) project (Clough & Mace 2005/2009), covering a similar area to the southern sector of the study area. Those studies have formed the basis of this report.

### 1.2 Methodology

A literature search, a review of heritage databases and site inspections were undertaken to identify potential and recorded archaeological sites and heritage structures in the project area:

- The New Zealand Archaeological Association's (NZAA) site record file and Auckland Regional Council's Cultural Heritage Inventory (ARC CHI) were searched for information on archaeological and other heritage sites recorded in the study area (Figure 2.1).



- The Auckland City District Plan, North Shore District Plan, Auckland Regional Plan: Coastal and NZHPT Register of Historic Places were searched for information on scheduled and registered sites or buildings.
- Historical research had previously been carried out by Clough & Associates for other projects within the southern sector (Clough & Mace 2005/2009; Low & Clough 2006). This material was reviewed and additional research was undertaken where required.
- Information from previous archaeological investigations in the area, including those currently being undertaken in connection with the Victoria Park Tunnel (VPT) project, was reviewed.
- As archaeological sites beneath modern buildings and streets in urban areas can rarely be identified prior to being exposed in the course of redevelopment work, the approach to archaeological assessment was to identify historically recorded activities, and assess the potential for archaeological evidence to have survived later modifications.
- One relatively unmodified area within the northern sector around Exmouth Road was visited in August 2009 and subsurface testing with a probe and spade was carried out to determine whether buried archaeological deposits could be identified.
- The background research, observations made during the site visits and a review of the proposed bridge and tunnel options provided the basis for an assessment of effects on historic heritage values, including an assessment of the potential for archaeological remains in the affected areas.

It should be noted that archaeological survey techniques (based on visual inspection and minor sub-surface testing) cannot necessarily identify all sub-surface archaeological features, or detect wahi tapu and other sites of traditional significance to Maori, especially where these have no physical remains.



## 2. Existing Environment

The study area for the project extends from the State Highway (SH) 1 Esmonde Road interchange on the North Shore to the locality of the Cook Street/ Wellington Street interchanges on SH 1, and the SH 16 links in Auckland City (i.e. the Central Motorway Junction (CMJ)). The indicative extent of this study area is shown in Figure 2.1.

For the purpose of this Project the study area is divided into a Northern Sector, Central Sector and Southern Sector as follows:

**Northern Sector:** located on the North Shore, extending from the SH1 / Esmonde Road interchange in the north to Stokes Point / Northcote Point in the south;

**Central Sector:** encompasses the Waitemata Harbour, extending from the end of Northcote Point, on the North Shore to the coastal edge of Auckland City between Point Erin and Wynyard Quarter; and

**Southern Sector:** encompasses the areas above Mean High Water Springs (MHWS) extending from Westhaven Drive and Wynyard Quarter in the north to the locality of the CMJ in Auckland City.



Figure 2.1: Study area, showing sectors



## 2.1.1 Northern Sector

### 2.1.1.1 Historical Background

Early Maori settlement on the North Shore was focussed upon the coastal areas for access to the abundant marine resources, and on the land around Lake Pupuke and North Head, where volcanic soils could be found suitable for growing root crops.

On the Northcote Peninsula at Stokes Point Reserve, an important pa (Te Onewa Pa, NZAA site R11/54) was located, in a strategic position overlooking the Waitemata Harbour. Traditional histories record occupation of the pa going back several centuries, during which time it was attacked and captured on at least two occasions. It is historically associated with Ngai Tai, Ngati Paoa, Ngati Whatua, Te Kawerau and Ngapuhi. In the 19<sup>th</sup> century it was abandoned during the Ngapuhi incursions in the 1820s–30s, and reoccupied after the wars, c.1837–41, by Ngai Tai under their chief Hetaraka Takapuna. Te Kawerau chief Maruroa died at the settlement in 1840. Maori continued to live at the 'Awataha Native Reserve' (near Akoranga Drive and the present Awataha Marae) into the 20<sup>th</sup> century. (Harlow 2009: 13–18).

A number of Maori place names have been recorded in the study area, some of which are shown on Figure 2.2, and the meanings of these names have been recorded in Simmons 1987. They include, from south to north:

- Totaraha-tahi (Northcote Point), meaning 'one totara tree', presumably once the location of a large totara.
- Te Onewa (Northcote Point), meaning 'name of a dark grey stone'.
- Waikowhai, meaning 'waters of the kowhai tree' and referring to a tidal creek immediately to the north of Sulphur Beach, Shoal Bay.
- Awa-tuna, meaning 'eel river', and referring to a creek at Northcote which flows through the southern volcanic basin Te Kopua-o-matakerepo (Onepoto Reserve).
- Te Kopua-o-matakerepo, meaning 'the basin of Matakerepo', referring to the southernmost of the two volcanic basins west of Shoal Bay (Onepoto Reserve).
- Te Rere-reti-o-Ke, meaning 'the sledge sliding of Ke', and referring to a slope on the side of the northern lagoon (Tuff Crater Reserve) west of Shoal Bay where formerly the game of 'reti' was played.
- Te Kopua-o-matakamokamo, meaning 'the basin of Matakamokamo', the northernmost of the two volcanic basins west of Shoal Bay.
- Awataha, meaning 'the river flowing at the side' and referring to a place at Shoal Bay on the northern headland of the basin Te Kopua-o-matakamokamo.
- Rau-pungata, meaning 'dried up foliage' and referring to a hillside at Awataha where the foliage of the puriri became dried up during one dry season.



- Te Puna-wai-a-Tene, meaning 'Tene's spring of water' and referring to a spring at Awataha.
- Nga Huru-a-Taiki, meaning 'the hairs of Taiki' and referring to a tapu tree on the cliff at Awataha.
- Te Urupa, meaning 'the burial ground', located at the headwaters of Shoal Bay.
- Wai-paoraora, meaning 'dried up or shallow water' and referring to the upper reaches of Shoal Bay, because the spring tides did not cover them.
- Oneone-roa means 'long sands' and refers to Shoal Bay and Sulphur Beach generally.

Ownership of the Northcote Peninsula was transferred to the Crown in 1841 as part of the Mahurangi Purchase, which stretched from Stokes Point to Te Arai near Leigh (Turton 1877), and was soon subdivided. Stokes Point was named after Captain J.L. Stokes of the Survey Ship *Acheron* in 1848, having previously (1840-1848) being named Rough Point, after Harbour Master Captain David Rough (Harlow 2009: 16).

During the 1950s, the Auckland Harbour Bridge (AHB) was constructed, opening in 1959, and the land and mudflats around what is now Heath Reserve and the lagoon to the north were significantly modified in preparation for the construction of the Northern Motorway. Figure 2.3 shows the study area prior to the construction of the motorway and AHB, and Figure 2.4 to Figure 2.6 show the works in progress (taken from the Heath Reserve).



Figure 2.3: Stokes Point and the Northcote Peninsula prior to bridge and motorway construction, 24 May 1954 (source: Whites Aviation Collection, Alexander Turnbull Library, WA-35781)



Figure 2.4: 'Earthworks at Exmouth Road' (La Vie c.1950s). Taken from Heaths Farm (Heath Reserve), looking across to the landfill earthworks (Image ID N0116047, North Shore Libraries Image Collection)



Figure 2.5:  
'Construction of  
Motorway' (La Vie  
1958). Earthworks  
across Heath Farm  
(now Heath  
Reserve), 3 October  
1958 (Image ID  
NO116041, North  
Shore Libraries  
Image Collection)



Figure 2.6.:  
'Earthworks at City  
of Cork Beach' (La  
Vie c.1950s).  
Earthworks along  
the City of Cork  
Beach during  
construction of the  
motorway between  
Northcote and  
Takapuna (Image  
ID NO116046,  
North Shore  
Libraries Image  
Collection)



### 2.1.1.2 The Area Today

Few traces of earlier Maori occupation have survived in the study area, which has been extensively modified and reclaimed. However, a number of archaeological sites have previously been recorded within or near the study area (Figure 2.7 to Figure 2.9, Table 2.1, and refer Appendix A for site record forms).

The recorded sites within the study area include Te Onewa Pa (R11/54) at Te Onewa Pa Stokes Point Reserve. This has been heavily modified by construction of the northern end of the AHB, and the known surviving remains consist of a heavily modified defensive ditch and eroding remnant shell midden (Harlow 2009). However, it has considerable historical and cultural significance, even if its archaeological significance is limited. It is scheduled in the North Shore District Plan (no. 54, Map 30).

The other sites within the study area are midden sites R11/1799 on Northcote Peninsula and R11/2365 just south of the Onepoto Domain, and a well and early homestead site R11/1798 on the Northcote Peninsula.

R11/1799 was recorded in 1987, and was located on the western side of Sulphur Beach Road; it can longer be found and is assumed to have been destroyed. It is currently scheduled on the North Shore District Plan as no. 1799, Map 30.

R11/2365 is located at 13-15 Sylvan Avenue immediately behind the western boundary of 15 Sylvan Avenue with the road reserve. It was exposed during excavations for a retaining wall.

The homestead site R11/1798 is located at 34 Princes Street, Northcote. It was recorded in 1987 and consisted of a well, the site of an old homestead (now demolished) and an associated rubbish dumping area on the neighbouring property (no. 36). The well is now thought to be the only surviving feature of the site.

Other sites recorded nearby, but outside the study area, consist of two midden sites (R11/912 and R11/967) recorded by Connor in 1979 on the northern side of the Onepoto Basin, and three midden and midden/possible terrace sites (R11/2120-2122) recorded by Prince & Clough in 2001 on the southern side of the tuff crater, north of Heath Reserve. The remaining site is a midden (R11/1797) located at Hall Street, Northcote.

All of the recorded sites are located on the western side of the Northern Motorway (including R11/1799, located in error on the eastern side on Figure 2.7).

A number of other heritage sites have also been recorded in the ARC CHI (Figure 2.8, Table 2.1). Most of these are maritime sites such as hulks, wharves and jetties, shipwrecks, shipyards, sulphur works, and a careening area which have been destroyed or whose condition is unknown (numbers 103, 221,466, 468, 470, 475, 625, 706, and 967). However, they also include the Northcote Point seawall (no. 16826), the Onewa Road Bridge (no. 240), a slipway and posts in the intertidal zone (no. 15124), and a house at 7 Princes Street in Northcote, which are still present.



The only part of the AWHC study area close proposed works that appeared not to have been extensively modified or reclaimed was in the Exmouth Road area at the eastern, coastal end of Heath Reserve and the eastern end of a headland that forms the southern boundary of the reserve (Figure 2.10). This area was therefore surveyed and a number of small test pits dug to assess the nature of subsurface deposits.

The reserve itself comprises predominantly low lying estuarine flats <1m a.s.l. The area is in short grass with patches of native bush and trees. The steep northern banks of the headland form the southern end of the reserve.

The field survey concentrated on the areas of proposed works along the eastern coastal strip of Heath Reserve adjacent to the existing Northern Motorway and on the steep east facing scarps of the headland. However, no archaeological remains were identified.

The low lying land which is now Heath Reserve has been substantially modified in the past, particularly through earthworks associated with the formation of the existing motorway in the 1950s (refer Figure 2.4 to Figure 2.6). More recent activities associated with the development of the Reserve – including the installation of the pedestrian bridge, installation of lighting, digging of open drainage channels and planting of trees – have further modified the area (Figure 2.11, Figure 2.12).

The steep east facing scarp of the headland that runs along the southern boundary of the Heath Reserve is currently covered in thick scrub and large areas of dense bamboo, restricting visibility in most areas (Figure 2.13). Some scattered cockle shell was, however, noted in an exposed section of the scarp at the southern end at E2667207 N6486680 (Figure 2.14). No intact deposits or culturally modified soils were identified at the top of the exposed scarp. However, the private property on top of the ridge (27 Heath Ave, Lot 12 DP40320) was not accessible during the survey, and it is possible that the cockle scattered down the scarp derives from an intact site within the private property above.



Figure 2.7: Recorded archaeological sites in/near the Northern Sector (note that locations shown are only accurate to within c.100m). Source: NZAA ArchSite





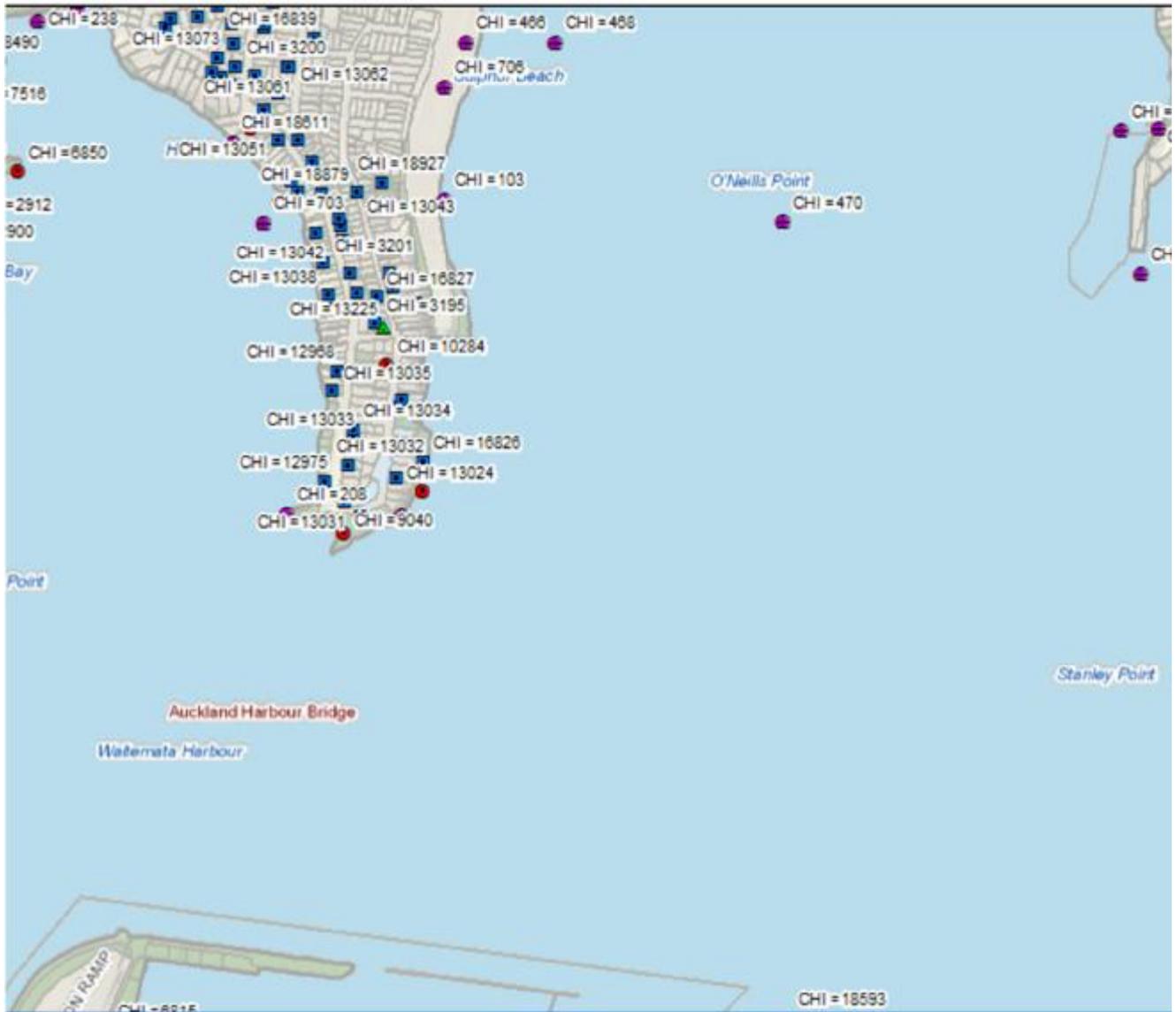


Figure 2.9: Heritage sites recorded on the ARC CHI (red dots = archaeological sites; purple = maritime sites; blue = buildings; green = botanical)

Table 2.1: Recorded archaeological sites in the Northern Sector (refer Figure 2.7. Source: NZAA ArchSite and ARC CHI

NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Easting NZTM	Northing NZTM	Current Status
R11/54 CHI 9040	DP 54, Map 30	PA	1755860	5922899	Modified
R11/1798 CHI 10284		WELL/HOMESTEAD	1756059	5923300	Only well survives
R11/1799 CHI 10285	DP 1799, Map 30	MIDDEN	1756060	5923000	Destroyed
R11/2365 CHI 17058		MIDDEN	1756156	5924650	Damaged
CHI 103		MARITIME (Shipyard)	1756108	5923650	Destroyed
CHI 221		MARITIME (Wharf)	1756805	5924951	Destroyed
CHI 240		MARITIME (Onewa Rd Bridge)	1756106	5924550	Good
CHI 466		MARITIME (Sulphur Works/Jetty)	1756157	5924000	Buried by motorway
CHI 468		MARITIME (Shipwreck)	1756357	5924000	Dismantled/ broken up
CHI 470		MARITIME (Hulks)	1756858	5923601	Removed
CHI 475		MARITIME (Careening area)	1756157	5924400	Not known
CHI 625		MARITIME (Shipwreck)	1756855	5925001	Not known
CHI 706		MARITIME (Shipyard)	1756108	5923900	Probably destroyed
CHI 967		MARITIME (Hulk)	1757369	5925731	Not known
CHI 13024		BUILDING (7 Princes Street Northcote)	1756004	5923030	House
CHI 15124		MARITIME (Slipway/posts)	1757279	5925593	Good
CHI 16826		SEAWALL (Northcote Point)	1756065	5923067	Not stated

Figure 2.10: Aerial showing general area around Exmouth Road, with Heath Reserve area (arrow) relatively unmodified (source: QuickMap and NZAA ArchSite)



Figure 2.11: Looking north along the eastern edge of Heath Reserve



Figure 2.12: Looking south towards ridge



Figure 2.13: Vegetation cover over the eastern scarp of the ridge restricted visibility in most areas



Figure 2.14:  
Scattered cockle  
visible eroding down  
the steep east facing  
scarp



### 2.1.2 Central Sector

The coastal section is below MHWS in areas which would not contain any archaeological remains. A possible exception to this might be shipwreck sites, but none are known to be located within the project area in this sector.

The Auckland Harbour Bridge itself, however, is considered to have heritage significance. Although it is not currently scheduled for protection or registered as a Historic Place, the AHB does have important heritage values and has been awarded a heritage plaque by the Institution of Professional Engineers New Zealand (IPENZ). The bridge was designed by Freeman, Fox & Partners (UK) and built by the Cleveland Bridge Company and Dorman Long between 1955 and 1959. It is still the largest bridge with the largest span (1097m) in New Zealand, and is longer than the Sydney Harbour Bridge. Originally designed with five lanes and two footpaths, it was reduced to four lanes to keep costs down. However, a rapid increase in traffic meant that it soon had to be widened, and 'clip-on' extensions which increased the number of traffic lanes to eight were added in 1968-1969. The extensions were of orthotropic box structure, prefabricated in Japan, and built onto the original bridge foundations (they are popularly known as the 'Nippon clip-ons'). At the time the extensions were at the forefront of technology, but fatigue cracks were discovered in the 1980s, requiring the development of special techniques to remove and replace elements while the bridge was still in use. (IPENZ n.d.).

In addition to being one of Auckland's largest and most significant engineering projects, the AHB has played a key role in Auckland's social history. Much of the recent suburban development on the North Shore was made possible by the construction of the bridge, which provided North Shore residents with much easier access to and from Auckland's CBD, and made commuting (previously reliant on ferry transport) more feasible for ever

increasing numbers of people. The AHB has also been the focus of protests and celebrations, and has significant symbolic and landmark value as an instantly recognisable and defining feature of the city. (NZHPT 6 September 2010).

### 2.1.3 Southern Sector

The study area in the CBD contains a number of recorded archaeological sites, four scheduled Maori heritage sites, several heritage buildings, and other heritage items recorded in the ARC CHI (Figure 2.15, Figure 2.16, Table 2.2, and refer Appendix A for site record forms). The scheduled heritage buildings are discussed below and comprise the former Refuse Destructor complex (Victoria Park Markets) (refer Section 2.1.3.2); the Birdcage Tavern (also recorded as an archaeological site) (refer Section 2.1.3.4); the Campbell Free Kindergarten (refer Section 2.1.3.5), and the Auckland Gas Company Administration Buildings (refer Section 2.1.3.6).

Prior to European settlement, Freemans Bay contained remains of earlier Maori settlement, with pa sites occupying the headlands at either end of the bay. Site R11/79 was the former pa on what was the western headland overlooking Freemans Bay prior to reclamation. Maori heritage areas have been identified in the vicinity of the former headland pa and the original foreshore where shellfish were formerly gathered, and the Victoria Park/Beaumont Street/Fanshawe Street area is scheduled as a Maori Heritage Site on the Auckland City District Plan (Wai Kokota and Te To, items 270 A and B). However, there are no known physical remains of Maori occupation, and the location of the pa site has been heavily modified by reclamations, roading and the construction of the Assembly of God Church. Te To means 'the dragging up' (of canoes) and Wai Kokota 'Cockle water', or the place where cockles could be harvested (Simmons 1987) (refer also Figure 2.20).

Another former headland pa within the study area, R11/78 at Point Erin, has also been largely destroyed but there may be remnants between Sarsfield Street and Point Erin Pool. Two scheduled Maori heritage sites are located at Point Erin. One is One-Marū, meaning 'sheltered sands', originally called Te Onemaruohuatau, or 'the sheltered beach of Huatau' (Simmons 1987) (schedule no. B07-44). The other is Te Koraenga Oka, meaning 'the headland' (Te Koraenga) and 'sharp cliff (Oka) (Simmons 1987) (schedule no. A07-04).

Further to the east, at St Marys Bay Road reserve, is another scheduled Maori heritage site Ko Takerehaea, meaning 'the split canoe hull', referring to an incident when a canoe had been hauled up on the beach by slaves, who had let it fall sideways, and were clubbed to death (Simmons 1987).

R11/1478 was the site of the Auckland Gas Company Gasometers, established c.1886, on the corner of Franklin Road, Victoria Street West and College Hill (refer Figure 2.22 below), but the site has been investigated and destroyed.

Site R11/2499 is the site of the Birdcage Tavern, which is currently being investigated and destroyed as part of the VPT project, although the building itself has been moved and will be preserved (refer Section 2.1.3.4).

Apart from R11/2499, of the recorded sites, only the Victoria Park reclamation area (R11/2374) has any known archaeological remains (refer Section 2.1.3.1). However, there is potential in other areas for unrecorded buried archaeological remains (refer Section 2.1.3.2).

Four additional heritage items are recorded on the ARC CHI within the study area outside the Wynyard Quarter (which is discussed below, Section 2.1.3.7): CHI 198 and CHI 211, the sites of hulks (abandoned or wrecked boats) near the harbour approaches, now destroyed or in unknown condition; CHI 433, the Shelly Beach Baths, destroyed by the construction of the AHB approaches; and CHI 580, a wharf at St Marys Bay, also destroyed or buried by motorway construction.

Other items of heritage significance are the trees in Victoria Park – the London Planes have been scheduled by ACC under Category A (no. 257) and the Swamp Cypress under Category B (no. 256).



Figure 2.15: Recorded archaeological sites in the Southern Sector (note that locations shown are only accurate to within c.100m). Source: NZAA ArchSite





Table 2.2: Recorded archaeological and other heritage sites in the Southern Sector, excluding the Wynyard Quarter (refer Figure 2.15 and Figure 2.16). Source: NZAA ArchSite and ARC CHI

NZAA Site No. (R11)/ CHI No.	DP Schedule/ NZHPT Register No.	Description	Easting NZTM	Northing NZTM	Current Status
R11/78 CHI 6815		PA	1755362	5921798	Largely destroyed
R11/79 CHI 6816		PA	1756164	5920900	Destroyed
R11/1478 CHI 11289		GASOMETERS	1756265	5920500	Destroyed
R11/2374		RECLAMATION (Victoria Park)	1756425	5920716	Modified
R11/2499 CHI 2488		HOTEL SITE (Site of Birdcage Tavern)	1756315	5920462	To be destroyed as part of VPT project
CHI 198		MARITIME (Hulk)	1756063	5921100	Demolished
CHI 211		MARITIME (Hulks)	1756064	5921000	Not known
CHI 433		MARITIME (Shelly Beach Baths)	1755362	5921698	Destroyed, or buried under motorway
CHI 580		MARITIME (St Marys Bay Wharf)	1755713	5921199	Destroyed/buried under motorway
CHI 2488	DP B07-37 (B)	BUILDING (Birdcage Tavern)	1756285	5920480	Relocated
CHI 2756, 2757 & 12606	DP 178 & 358 (A), 355 & 356 (B) NZHPT 7664 (I)	BUILDINGS (Victoria Park Markets/ Destructor)	1756415	5920501	Complex of several original buildings including Destructor and chimney
CHI 12607	DP 179 (B) NZHPT 7537 (I)	BUILDING (Campbell Free Kindergarten)	1756334	5920570	Disused building
CHI 12695	DP 270 A & B	MAORI HERITAGE AREA (Wai Kokota, Te To, Victoria Park and surrounds)	1756394	5920681	No known physical remains
CHI 12700	DP B07-68 (B)	BUILDINGS (Auckland Gas Co. Administration)	1756154	5920720	Commercial & residential buildings
CHI 12767	DP B07-44	MAORI HERITAGE AREA (One-Maru, Point Erin base of cliff)	1755373	5921518	No known physical remains
CHI 12768	DP A07-04	MAORI HERITAGE	1755202	5921648	No known physical

NZAA Site No. (R11)/ CHI No.	DP Schedule/ NZHPT Register No.	Description	Easting NZTM	Northing NZTM	Current Status
		AREA (Te Koraenga Oka, Point Erin Park)			remains
CHI 12769	DP B07-41	MAORI HERITAGE AREA (Ko Takerehaea, St Marys Bay Road reserve)	1755653	5921149	No known physical remains
CHI 12684 & 12685	DP 256 & 257	HERITAGE TREES (Victoria Park)	1756564	5920551	Several large trees

Table 2.3: Recorded heritage sites in the Wynyard Quarter, from ARC CHI (refer Figure 2.16)

CHI No.	DP Schedule/ NZHPT Register No.	Description	Easting NZTM	Northing NZTM	Current Status
CHI 401		MARITIME (Hulk)	1756762	5921701	Stripped and buried
CHI 404		MARITIME (Hulk)	1756662	5921601	Not known
CHI 536		MARITIME (Breakwater)	1756735	5921590	Not known
CHI 537		MARITIME (Seawall/ slipway/ reclamation)	1756321	5921177	Not known
CHI 541		MARITIME (Wharf)	1756774	5921579	Poor
CHI 12549		BUILDING (136 Beaumont Street)	1756344	5921131	Commercial building
CHI 18593		MARITIME (Dredge driving wheels)	1756872	5921822	On waterfront, with plaque
CHI 18599		BUILDING (129-135 Beaumont Street)	1756382	5921063	Commercial building
CHI 18600		BUILDING (121-127 Beaumont Street)	1756424	5920986	Commercial building
CHI 18601		BUILDING (139 Pakenham Street)	1756583	5921078	Commercial building
CHI 18602		BUILDING (117 Pakenham Street)	1756627	5921069	Commercial building
CHI 18603		BUILDING (120-126 Halsey Street)	1756663	5921054	Commercial building
CHI 18604		BUILDING (120-126 Halsey Street)	1756689	5921078	Commercial building
CHI 18605		BUILDING (8-14 Madden Street)	1756635	5921195	Commercial building
CHI 18606		BUILDING (22 Jellicoe Street)	1756636	5921323	Commercial building

CHI No.	DP Schedule/ NZHPT Register No.	Description	Easting NZTM	Northing NZTM	Current Status
CHI 18607		BUILDING (1-17 Jellicoe Street)	1756700	5921346	Commercial building
CHI 18608		BUILDING (65-75 Jellicoe Street)	1756439	5921466	Industrial building
CHI 18609		BUILDING (38 Hamer Street)	1756569	5921571	Industrial building
CHI 18610		INDUSTRIAL (Oil tanks, 92-150 Brigham Street)	1756740	5921652	Cluster of oil tanks

### 2.1.3.1 Victoria Park Historic Reclamation (Site R11/2374)

#### Historical Background

The original shoreline prior to reclamation in this area lay between Drake Street and Victoria Street West. Maori referred to this portion of what was then the foreshore as Wai Kokota, or a place where cockles could be harvested. Today's Victoria Park lies within what was Freemans Bay until the entire area was reclaimed, largely during the last 15 years of the 19th century. Figure 2.17 shows the sequence of reclamation in this area, and Figure 2.18 lists the numbered reclamations by date.

In 1873 the first area of reclamation was under way (area 3 in Figure 2.17) and development of foreshore facilities would soon follow. In July 1873 the *New Zealand Herald* reported that:

*The work of reclaiming Freeman's Bay is going on with considerable activity. Quite a long frontage to the sea has been gained, and the wharves will have deep water for the most part.*

In 1885 further reclamation of Freemans Bay began. The area between Drake Street and Patterson Street (later renamed Victoria Street West) was filled in 1886 and by 1901 the land which would soon become Victoria Park was reclaimed. By this stage the bay had been obliterated and in the early 20th century a section of land would be formed north of Victoria Park, further divorcing the original Freemans Bay area from the sea.

#### The Site Today

Victoria Park is an area of 19<sup>th</sup> century reclamation and therefore an archaeological site. Only the pre-1900 reclamations are considered to be archaeological sites within the meaning of the Historic Places Act 1993 (HPA).

The VPT project has recently cut through part of the historic reclamation area and has confirmed its archaeological potential. The works have been monitored by Clough & Associates and have revealed:

- stone blocks forming part of the former sea walls marked on an 1873 plan (Figure 2.19)

- large in situ timbers forming a wharf or jetty pre-dating the reclamations
- material deposited or lost on the original seabed, preserved beneath the reclamation deposits, including items such as leather shoes and a hessian sack filled with bark, perhaps dropped in the process of being transported for use in a local tannery
- stratigraphic and artifactual evidence from the reclamation deposits themselves.

### 2.1.3.2 Victoria Park Markets (Former Refuse Destructor Complex)

#### Historical Background<sup>1</sup>

The block of land bounded by Victoria Street West, Drake Street and Union Street is the location of the Victoria Park Markets, incorporating Auckland's former Refuse Destructor. Part of the site sits on land reclaimed from the sea in the 1880s (Figure 2.18, Figure 2.17). The earliest recorded use of the land by European settlers, shown in an 1873 reclamation proposal plan and in DP 45668, dated 1875 (Figure 2.19, Figure 2.20), occurred during the early 1860s when a military blockhouse was established on the site as part of a ring of blockhouses and stockades designed to protect the City of Auckland from attack by Maori (Rudd 2003). Stone walls are shown on both plans on either side of the blockhouse. No sketches or paintings of the blockhouse were located, however.

With the cessation of perceived threats of attack by Maori, the blockhouse ceased to function as such prior to April 1865, when the Assistant Quarter Master General, Captain J.H.R. Harrison, publicly tendered the 'Hiring on Lease' of four Auckland Blockhouses including the Freemans Bay post (*New Zealand Herald* 7 April, 1865). However, no record of a lease agreement could be located. The Mayor, Councillors and Citizens of Auckland were granted ownership of the land on 31 March 1875 (CT NA10/199). Lennard (1986:211) notes that in 1877 the blockhouse 'was sold by the City Council for £40 and demolished. Its bricks were said to have been in perfect order and used in other constructions at the time'.

Sometime prior to 1880 (when leases were granted) the remainder of the existing block was reclaimed from the sea and the completed block was bounded to the north by the newly established Patterson Street (now Victoria Street West). The reclaimed land, owned by the Auckland Harbour Board, was leased by the Auckland City Council, which divided the block into 14 separate allotments with the first public leases undertaken during 1880. The Auckland City Council obtained legal ownership of the reclaimed land in November 1961.

Although the first lease agreements were dated 1880, Wisers Street Directory did not record any residences or businesses on this block until 1883-1884. A map compiled in 1882 (Figure 2.21) shows buildings on part of the block, but most of the block was still undeveloped. Four years later a 'bird's eye view' (Figure 2.22) shows several more buildings, all allotments by now containing at least one building. On the central lots (Lots 9 and 10) is a large building with tall chimneys on the site of what became the Destructor (built in 1905). Further research is required to establish exactly what this building was, but it may have belonged to Michael Cook & Son glass manufacturers, recorded in street directories in approximately this location from 1885 onwards.

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<sup>1</sup> For further details on the Victoria Park Market site and Destructor, including street directory information, refer Low & Clough 2006, and the NZHPT Register entry at [www.historic.org.nz](http://www.historic.org.nz).

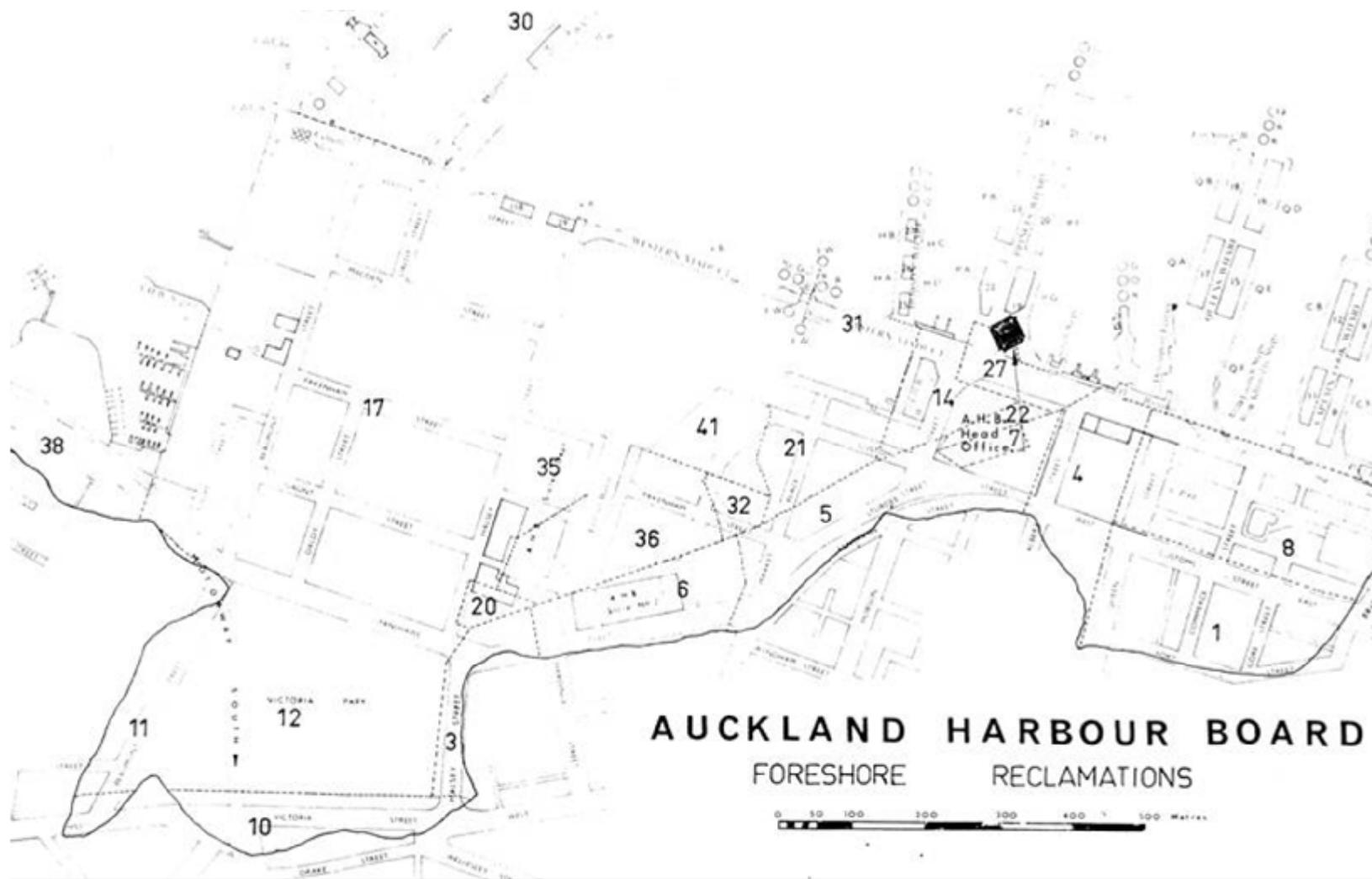


Figure 2.17: Location of the early shoreline, with areas of reclamation numbered (Auckland Harbour Board)

5	1876-77	ALBERT ST. TO NELSON ST.	4.55	"
6	1875-77	NELSON ST. TO HARDINGE ST.	2.13	"
7	1878-79	AUCKLAND GRAYING DOCK.	0.41	"
8	1879-86	RAILWAY STATION	7.59	"
9	1886	NZ FROZEN MEAT CO.	2.73	"
10	"	FREEMANS BAY : DRAKE ST. TO PATTESON ST.	2.53	"
11	1885-88	" : AUCKLAND GAS CO. (BEAUMONT ST.)	1.21	"
12	1886-1901	" : VICTORIA PARK ETC.	9.41	"
13	1901-10	MECHANICS BAY FROM RAILWAY EMBANKMENT TO OLD KINGS DRIVE	6.79	"
14	1902-08	HOBSON ST INCLUDING SOLID PART OF HOBSON ST WHARF.	1.52	"
15	1904	ST GEORGES BAY (SECTION)	0.91	"
16	1909-10	NORTHERN WHARF AND APPROACH THERETO	1.42	"
17	1905-17	FREEMANS BAY NORTH OF VICTORIA PARK.	28.03	"
18	1911-12	ST GEORGES BAY FROM ST GEORGES BAY RD.	0.82	"
19	1912-15	MECHANICS BAY FROM THE OLD TO THE NEW KINGS DRIVE.	13.05	"
20	1913-14	FANSHAWE ST.	0.41	"
21	1913-14	HOBSON ST (MARKET AREA)	1.72	"
22	1915	AUCKLAND GRAYING DOCK SITE.	0.41	"
23	1915-1916	ST GEORGES BAY FROM CAMPBELLS PT.	9.71	"
24	1916-19	RECLAMATION EAST OF ELECTIC POWER STATION.	3.14	"
25	1919-23	EASTERN RECLAMATION No 1	6.98	"
26	1924-26	" " No 2 (CAMPBELLS PT)	5.77	"
27	1923-25	PRINCES WHARF APPROACH	0.91	"
28	1928-30	EASTERN RECLAMATION (MECHANICS BAY)	1.11	"
29	1929	" VEHICULAR LANDING	0.23	"
30	1929-30	WESTERN RECLAMATION	9.41	"
31	1929-31	EASTERN VIADUCT.	0.23	"
32	1936-37	VIADUCT BASIN RECLAMATION.	0.51	"
33	1937-	WESTHAVEN	4.07	"

Figure 2.18: Auckland Harbour Board list of reclamations (refer Figure 2.17 for numbered sections)

Wises 1883-4 street directory records several businesses at Billington’s Buildings at the eastern end of the block. These enterprises included a butcher, chemist and druggist, grocer, carpenter, saddler, and confectioner. By 1885-1886 only two businesses (Henry and James Binsted, Butchers and John Billington & Son, Grocers) appeared to occupy the Billington Buildings. A glass manufacturing plant, Michael Cook & Son and Alfred Hemingway, Draper, were the only other businesses recorded on this block for these years. The following years saw increasing numbers of businesses and residences within this block of land. However, while businesses at the eastern end remained relatively static, within the central and western areas there appears to have been a high business tenancy turnover. The variety of trades recorded over the years is extensive. These included grocers, fruiterers, hairdressers, chemists, an ironmonger, a range maker, a coal merchant, a glass manufactory, a plumber, tailors and dressmakers, bootmakers, carters, coach trimmers, butchers, bakers, a milliner, fishmongers, a luncheon room, an oyster saloon, confectioners, a picture framer, a Parisian dye works, a general dealer, a furniture dealer, and a circulating library. There were also residences scattered throughout the block, although without corroborating evidence such as sketches, photographs, or detailed survey plans it is difficult to ascertain any specific placement of a residence or business. It was not until 1907 that street numbers were printed in the street directories.

The number of businesses and residences rapidly declined in 1906 (probably beginning in 1905) with the construction of the City Council Refuse Destructor (Figure 2.23, Figure 2.24). ‘Beginning as a courtyard enclosed by timber buildings housing blacksmiths, carpenters’ shops and stables, the brick complex was completed in 1915’ (Palmer 2002:55). These businesses were probably established after 1910 or associated with the Destructor complex, as they do not appear in street directories prior to this date. Palmer (2002:55) further states, ‘Steam from furnaces generated some of Auckland’s first electricity. The boilers provided hot showers for the homeless, supervised by Sewing Machine Joe, who offered clothing repairs “while you wash”’.

By 1910 the Destructor was consuming 10,000 tons of rubbish per year. Depot buildings facing the Victoria Street frontage were added in 1918.

The Victoria Park Markets Today

The Victoria Park Markets incorporate the former Refuse Destructor Chimney and associated buildings (Figure 2.25). The Destructor building and chimney are listed by ACC as category A heritage buildings in the District Plan (## 178 and 358). The other buildings (excluding the carpark) are also considered to be significant and are listed as category B heritage buildings (## 355, 356 and 357). The Destructor complex has also been registered as a Category I Historic Place by the NZHPT (#7664). The registration identifies the notable features of the complex as the Destructor building and chimney, the weighbridge building, the power generator building, the stables building (including the ramp), the depot buildings and the bluestone cobbling. The buildings are currently in variable condition, and the western wall has been patched and repaired many times (Figure 2.26)

Archaeologically, the Victoria Park Markets have the potential to contain buried remains relating to the various small businesses occupying the Victoria Park Market site in the 19th century. It is also possible that remains relating to the earlier stone walls beside the 1860s blockhouse shown on plans dated to the 1870s in and adjacent to the Victoria Park Market would also have survived (stone blocks apparently relating to the wall were exposed in the VPT excavations). Reclamation deposits would also be encountered in the northern part of the Markets.

Figure 2.19. 'Plan of Proposed Reclamation Freemans Bay' Dec 4th 1873 (Auckland Public Library (APL) Special Collections NZ Maps 4818), showing blockhouse and stone seawalls





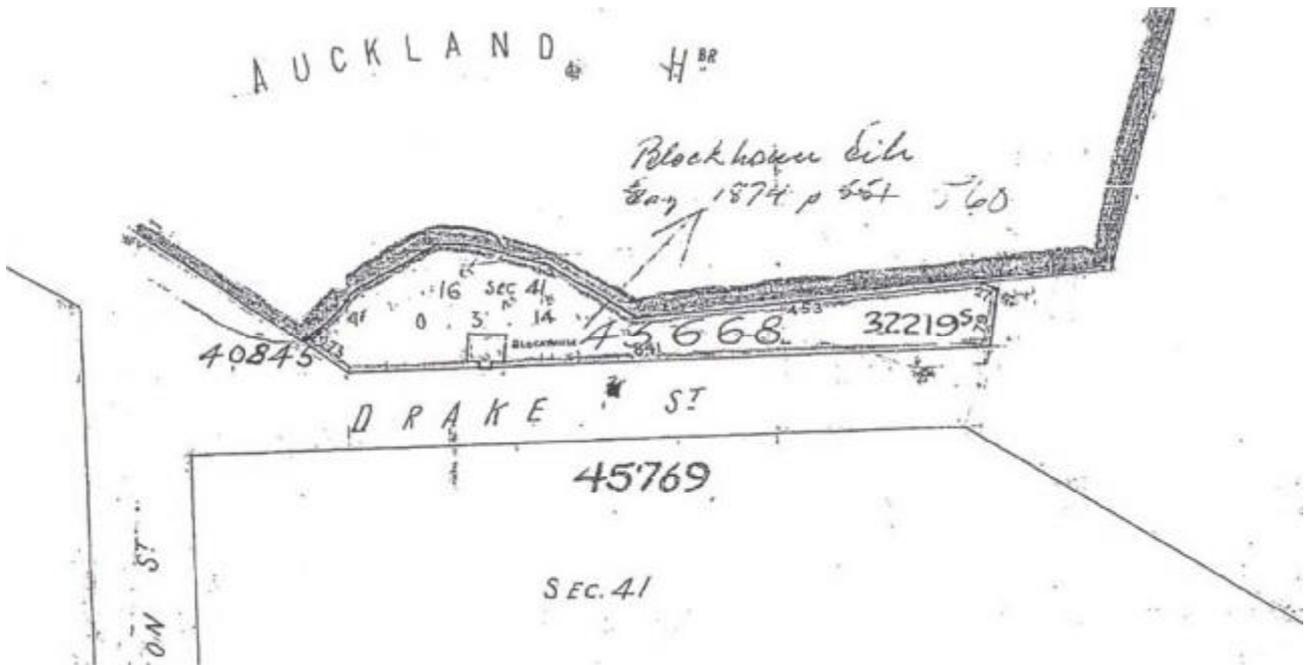


Figure 2.20: Location of Freemans Bay Blockhouse (Part of 1875 Survey Plan SO1237, LINZ Auckland)

Figure 2.21: Detail from 1882 city plan by Hickson (APL NZ Maps 60), with original shoreline approximately superimposed. Patterson Street later became Victoria Street West



Figure 2.22: 1886 'Bird's Eye View' city map by G.T. Stevens (APL NZ maps 374). Note Gasometer site (arrowed)



Figure 2.23: The rubbish and refuse destructor nearing completion, Freemans Bay (taken from the *NZ Graphic*, June 17, 1905, p34] Auckland Public Library Negative # A14442)



Figure 2.24: Victoria Park Markets from Union Street showing Destructor buildings and chimney (2007)



Figure 2.25: The Victoria Park Markets today, with heritage buildings identified



Figure 2.26: The western wall of Victoria Park Markets, showing patching and repairs

### 2.1.3.3 Areas South of Victoria Park Markets

#### Historical Background

Figure 2.27 and Figure 2.28 show various buildings along Union and Cook Streets in 1866 (prior to reclamation) and 1886 (when reclamation had proceeded as far as Patterson Street – now Victoria Street West). Only one building is shown fronting Union Street between Drake Street and Sale Street in 1866. This building seems to have disappeared by 1886, but a few buildings are shown clustered together on the street frontage close to Sale Street. The corner lot at the junction of Sale and Cook Streets was held as reserve and not developed. Along the northern end of the Cook Street frontage (within the designation) a few buildings are shown. None of these have survived to the present day, and the area has been considerably altered by roading and 20th century development. No further research was carried out into the history of these properties as it was considered unlikely that any 19th century remains have survived within the areas affected by the alignment.

The Orakei Main Sewer in the Weld Street/Drake Street area was constructed in the early 20<sup>th</sup> century. In 1903 an effort to halt pollution of the foreshore area saw the Auckland Harbour Board receive proposals from R.L. Mestayer and G.M. Taylor (*New Zealand Herald*, 26 March 1914). It was proposed to separate waste water and raw sewerage and to remove raw sewerage deposition away from the harbour at the base of Queen Street. Mestayer's (1905) proposal included a system of septic tanks with an outfall at Coxs Creek whilst Taylor's plan proposed to remove sewerage further downstream of Auckland (1906). It was Taylor's proposal that was to eventuate, with works beginning almost immediately and being completed in 1914. It was reported that the roof of the storage tanks (now Kelly Tarlton's) would provide an esplanade for Auckland and was strong enough to support a double track tramway or steamroller. Almost seven miles of concrete and brick lined tunnels were constructed from Okahu Bay to beyond Meola Creek with the outfall for the sewerage located directly on the seafloor with the tunnel rising no more than 1 foot in 3000 (*New Zealand Herald*, 26 March 1914).

The Area Today

Later development has almost certainly removed all traces of the 19<sup>th</sup> century buildings once present along the frontages of Cook and Union Street along the alignment. Later development has included road widening and a number of modern buildings of concrete block construction which have been benched in between Drake and Sale Streets, probably removing all traces of earlier remains (Figure 2.29 to Figure 2.31). If any archaeological remains have survived they would be deeper features, such as well bases. The north-western end of Cook Street is occupied by parking areas and modern buildings (Figure 2.32, Figure 2.33), with a few older buildings on the northern side further down the street (Figure 2.34). The latter appear to have been benched in slightly, and if any pre-1900 archaeological remains have survived in this area they are likely to be at the rear of these buildings.

The Orakei Main Sewer runs along runs along Weld Street and Drake Street, looping north at the eastern end of Weld Street through the original site of the Birdcage Tavern. However, this is an early 20<sup>th</sup> century infrastructure element, and is not an archaeological site within the meaning of the Historic Places Act 1993.



Figure 2.27: 1866 Vercoe & Harding map, showing buildings along Cook and Union Streets. Drake Street has not yet been formed and the 1860s blockhouse is still in place (APL NZ Maps 2591)



Figure 2.28: 1886 'Bird's Eye View' city map by G.T. Stevens (APL NZ maps 374) showing buildings along Cook and Union Streets

Figure 2.29: General view of buildings affected by the alignment, looking south along Union Street (2007)



Figure 2.30: View of buildings between Drake and Sale Streets, looking north (2007)



Figure 2.31:  
Modern concrete  
block buildings  
benched into slope  
of Cook Street  
between Drake and  
Sale Streets (2007)



Figure 2.32:  
Building on corner  
of Cook and Sale  
Street, with parking  
area in front





Figure 2.33:  
Western end of  
Cook Street,  
looking east



Figure 2.34:  
Looking east down  
Cook Street,  
showing older  
buildings on  
northern side and  
apartments  
opposite



#### 2.1.3.4 The Birdcage Tavern

##### Historical Background

The Birdcage Tavern is located to the west of the Victoria Park Markets, on the opposite side of Union Street (Figure 2.35). It was originally known as the Rob Roy Hotel. An earlier Rob Roy Hotel, built in 1865, was located closer to Victoria Street West, and was operated to begin with by James Rosie. Patrons could come to the hotel by road or water as the property was close to the original Freemans Bay shoreline. In 1881 the licensee was teetotaler William Regan, who would operate the business for the rest of the 19th century (APL 1986; Matthews & Matthews 2003).

1885 saw great changes for the Rob Roy Hotel. In September it was sold to Samuel Jagger who made plans for a new Rob Roy Hotel in a new location – a prominent corner site fronting Franklin Road and Drake Street (LINZ, Auckland, R18/488). The following month tenders were called by the architects, Edward Mahoney & Sons (*New Zealand Herald*, 2.10.1885:4 and 10.10.1885:5). On 10 October 1885 the *New Zealand Herald* gave details of the new hotel which would soon grace the site.

*It will be three storeys in height, including basement, and constructed of brick, the basement storey of blue stone, with concrete foundations. The basement will be 7 feet 6 inches in clear, ground floor 14 feet, and first floor 12 feet 6 inches. It is intended to carry the present culvert right under the hotel and through the allotment, so as to have a perfect drainage system. The basement storey comprises kitchen, pantry scullery, store-rooms, beer and coal cellars and servant's dining-rooms. On the ground floor will be a bar (on street corner), three sitting-rooms, serving room – latter has lift from basement. A commodious staircase gives access to the first floor. There will be a large sitting-room on the corner with oriel window, and nine bedrooms, bath-room, linen closet, & c. The bar will be handsomely fitted up, and all the rooms on the ground floor have dados. The facade is to be in Italian style, pressed red brick with white stone facings, and the whole of ornamental design. It will be surmounted with a parapet with entablature.*

By the end of January 1886 the hotel had nearly been completed by the contractors Cleghorn & Rosser (*Auckland Evening Star*, 27.1.1886). The Birdcage Tavern continued to serve the people of Auckland through the late 19th and 20th centuries, and into the 21st. In 1969 the east wing was extended and the name of the hotel was later changed to 'The Birdcage' (NZHPT files).

The site of the Birdcage Tavern has been recorded as site R11/2499 in the NZAA site recording scheme (refer Appendix A).

##### The Building Today

The Birdcage Tavern is listed in the Auckland City District Plan in the schedule of heritage objects, features and places (#B07-37). It has been given a B rating in the District Plan, which includes the building and surrounds. The Birdcage Tavern is not currently registered by the Historic Places Trust (for technical reasons), but will be reassessed and probably re-registered in the future.

An authority to modify the site of the Birdcage Tavern was granted as part of the VPT Project. As part of that project the Birdcage Tavern was moved approximately 30–50m up Franklin Road (without its basement) on 31 August/1 September 2010 (Figure 2.36), and the intention is to move it back to the vicinity of the original site after construction. The proposed location is slightly further forward from the current position. The building would also be rotated so that its façade aligns with the intersection of Franklin Road and Victoria Street West.

The basement and the surrounding site of the Birdcage Tavern are in the process of being removed as part of the VPT project, and site R11/2499 will have no further archaeological value.

Figure 2.35: The Birdcage Tavern (from the north) (2005)



Figure 2.36: The Birdcage Tavern following the move to its temporary location (photo 7 September 2010)



#### 2.1.3.5 Campbell Free Kindergarten

##### Historical Background <sup>2</sup>

The Kindergarten is located within Victoria Park, on the southern side opposite Union Street (Figure 2.37 to Figure 2.39). In October 1908 the Auckland Kindergarten Association was formed to provide free kindergarten services to the children of Auckland. The formation of the association was largely the result of efforts by Martha Washington Myers, wife of Leo Myers.

The association sought a site close to the slums of Freemans Bay where there was a large population of workers' children. A 10m by 30m site in Victoria Park was subsequently vested in the association by the Auckland Harbour Board.

In January 1910 an approach was made to John Logan Campbell for assistance with the project. He was so impressed with the Auckland Kindergarten Association's project that he had plans for a kindergarten prepared to suit the site. He and his wife agreed to fund the erection of the building on condition that the Auckland Kindergarten Association would keep it open as a free kindergarten.

Charles Le Neve Arnold designed the structure and had the materials for the furniture imported from San Francisco. On 19 October the building was complete and the keys were ceremonially handed over to L.J. Bagnell, Mayor of Auckland.

<sup>2</sup> (The information above is taken from New Zealand Historic Places Trust (NZHPT) file BDG 556: 1-2, and can be accessed at [www.historic.org.nz](http://www.historic.org.nz)).

The following year the children at the kindergarten were happily growing plants in the window boxes and enjoying the care the Association provided. A mothers' club met fortnightly at the kindergarten and heard Plunket nurses speak about the care of children.

In 1938 a sun porch was added to the building and in 1945 the site was enlarged to provide more space in the playground. Further renovations followed in 1951.

In the late 1950s the Kindergarten Association moved the service to a new site and the kindergarten building was handed over to the ACC. Since coming under council control it was used as the clubrooms for the Grafton Cricket Club and as a practice room for a pipe band.

### The Building Today

The ACC has listed the building in category B (# 179) and this includes a 5m buffer around the building (fence and gates are included). It has also been registered by the Historic Places Trust as a Category I Historic Place (NZHPT Register No. 7537).

The building is at present unused and has been allowed to fall into a state of disrepair. As part of the VPT project, the Campbell Free Kindergarten will be stabilized and made weatherproof, and electrical and communications equipment for the project will be located within part of the building.

Figure 2.37: Campbell Free Kindergarten (from north) (2005)



Figure 2.38: Campbell Free Kindergarten (from south) (2005)



Figure 2.39: Campbell Free Kindergarten undergoing weatherproofing and stabilisation works (September 2010). Looking northwest





### 2.1.3.6 Beaumont Street Gas Company Buildings

#### Historical Background

The Auckland Gas Company was formed in 1862 and was the first joint stock company in New Zealand and the first private services provider in Auckland. With expansion in the company's business, the Gas Company looked for a new site in the 1870s. In 1878 land at Freeman's Bay was purchased and initially used for storage space for gas. The company engineer, Chenery Suggate, drew up plans for new buildings on the site and supervised the excavation of the east-facing hill on the Freeman's Bay site in 1898 and 1899. The spoil was used in the Freeman's Bay reclamation works and, with the excavations complete, the site measured around 14 acres. The buildings fronting Beaumont Street were constructed in three stages. In 1902 the two storey offices of the company were built and around 1903 the workshops were erected. In 1924 a single storey addition was built to house the boilermaker and blacksmiths. The coal store and retort house were erected between 1901 and 1903 but these were demolished in 1990. (Matthews & Matthews 2000).

In the late 1960s the cleaner cheaper natural gas from the Kapuni gas fields was piped to Auckland and the gas company became a supplier rather than a generator of gas. Many of the buildings on the Beaumont Street site associated with production of gas were demolished or converted to other uses during the 1970s.

#### The Buildings Today

The main administration and workshop building remain, along with part of the purifier house. Some smaller structures have also survived. They have recently been refurbished and adapted to commercial and residential uses and the original exterior of the buildings has been retained, with most of the alterations carried out to the building being internal. ACC has listed the buildings in Category B (no. B07-68).

Figure 2.40:  
Refurbished Beaumont  
Street Gasworks  
offices



#### 2.1.3.7 The Wynyard Quarter

The Wynyard Quarter was reclaimed in the 20<sup>th</sup> century and does not contain any archaeological sites (Figure 2.15). However, a number of other heritage items have been recorded in the ARC CHI (Figure 2.16, Table 2.3). The majority are commercial or industrial buildings considered to have heritage character (nos. 12549, 18599-18609). The oil tanks (no. 18610) are also listed as a heritage site adding character to the quarter. The remainder are maritime sites, one of which is still present but in poor condition (no. 541, a wharf) and another consists of dredge driving wheels on the waterfront (18593), but the rest have either been destroyed or their current condition is not known: nos. 401 and 404 (hulks); no. 536 (breakwater) and no. 537 (seawall/slipway/reclamation).

### 3. Short List Options Description

#### 3.1 Tunnel Option

The short listed tunnel option is an all tunnel option for road and rail. The alignment generally accords with the 2010 Notice of Requirement (NoR) Concept Design. The road tunnels connect to the existing motorway network in the vicinity of Onewa Road interchange in the north and the Central Motorway Junction (CMJ) in the south. The rail tunnels connect to Akoranga Busway Station in the north and Gaunt Street (underground station) in the south. See drawings within Volume 2 of the FASR for plans of the alignment.





### 3.1.1 Northern Sector

The tunnel option requires reclamation through Shoal Bay to accommodate road and rail. The road mainline is at grade through the northern sector, descending into a trench and cut and cover tunnel before entering a bored tunnel in the vicinity of Northcote Point. Rail will be elevated on a bridge structure from Esmonde Road to the vicinity of the City of Cork beach, where it descends into a trench and cut and cover tunnel sections before entering a bored tunnel in the vicinity of Onewa Road interchange.

The road mainline accesses the North Shore via interchanges at Onewa and Esmonde.

### 3.1.2 Central Sector

The tunnel option consists of two bored tunnels for road (three lanes in each tunnel) and two bored tunnels for rail (one track in each tunnel) through the central sector. The outside diameter (OD) of the road tunnels is 15.5m and rail tunnels have an OD of 6.9m. Road and rail tunnels will be some 50m below sea level across the harbour.

The existing Auckland Harbour Bridge (AHB) will be retained and used for general traffic, pedestrians, cyclists and bus public transport.

### 3.1.3 Southern Sector

The bored road tunnels emerge in Victoria Park and continue south in cut and cover tunnel and trench to the CMJ. Rail tunnels continue as a bored tunnel through Wynyard Quarter and are 30m below ground level at Gaunt Street station.

The south connections are to SH16/ Ports and the motorway south of Cook Street. Cook Street off-ramp from AHB is a three lane cut and cover tunnel over the top of the road mainline bored tunnels. Cook Street on-ramp to AHB is a two lane cut and cover tunnel beneath the road mainline trenches and joins Victoria Park Tunnel (VPT).

Cook Street ramps provide for bus public transport.

Associated works include the rerouting of the Orakei Main Sewer, which currently crosses the original site of the Birdcage Tavern into Drake Street. This will have to be diverted south towards the CMJ from Weld Street, looping back beneath Cook Street to rejoin Drake Street via Adelaide Street. A stormwater main will also be required that would be trenched through the access road to the south of the Beaumont Street Gas Company buildings, and then drilled through to St Marys Bay.

## 3.2 Bridge Option

The short listed bridge option is a road bridge west of the NoR alignment and rail tunnels generally on the NoR alignment. The road bridge is three lanes each way and connects to the existing motorway network in the vicinity of Onewa Road Interchange in the north and the CMJ in the south. Two rail tunnels are bored (one track



in each tunnel) and connect to Akoranga Busway Station in the north and Gaunt Street (underground station) in the south. Refer drawings within Volume 2 of the FASR for plans of the alignment.

### 3.2.1 Northern Sector

The bridge option requires reclamation through Shoal Bay to accommodate road and rail. The road mainline is at grade through northern sector. Rail will be elevated on a bridge structure from Esmonde Road to the vicinity of the City of Cork beach, where it descends into a trench and cut and cover tunnel sections before entering a bored tunnel in the vicinity of Onewa Road interchange.

The road mainline accesses the North Shore via interchanges at Onewa and Esmonde.

### 3.2.2 Central Sector

The bridge spans 2.8km in length with a maximum vertical gradient 5%. 41m of clearance will be maintained over the navigation channel within the harbour and a clearance of 30m will be provided over the Westhaven Marina entrance. The rail tunnels have an OD of 6.9m and will be some 50m below sea level across the harbour.

The existing Auckland Harbour Bridge (AHB) will be retained and used for general traffic, pedestrians, cyclists and bus public transport.

### 3.2.3 Southern Sector

The bridge south approach is located in the vicinity of Z-Pier. The south bound connection to CMJ will be a new cut and cover tunnel east of Victoria Park Tunnel. Rail tunnels continue as a bored tunnel through Wynyard Quarter and are 30m below ground level at Gaunt Street station.

The south connections are to SH16/ Ports and the motorway south of Cook Street. Fanshawe Street off and on-ramps will pass under the bridge at grade. Cook Street off-ramp from AHB is at grade under the bridge and enters a cut and cover tunnel to Cook Street. Cook Street on-ramp to AHB is a cut and cover tunnel. Wellington Street is a north bound on-ramp to the mainline tunnel.

Cook Street ramps provide for bus public transport.

Associated works include the rerouting of the Orakei Main Sewer, which currently crosses the original site of the Birdcage Tavern into Drake Street. This will have to be diverted south towards the CMJ from Weld Street, looping back beneath Cook Street to rejoin Drake Street via Centre Street. A stormwater main will also be required that would be trenched through the access road to the south of the Beaumont Street Gas Company buildings, and then drilled through to St Marys Bay.



## 4. Option Assessment

### 4.1 Tunnel

The known heritage effects of the tunnel option are discussed below and summarised in Table 4.1.

#### 4.1.1 Northern Sector

The road and rail tunnels and tie-in works would be located either on reclamation, or within areas that have already been heavily modified by previous roading works, or within the coastal marine area. There would be no effects on any known archaeological or heritage remains in this sector. The four recorded archaeological sites in this sector are located outside the areas affected, as are the private properties above Heath Reserve identified during field inspection as potentially containing midden. While several maritime heritage sites have been recorded in the ARC CHI in the area of works, these are predominantly sites such as former shipyards, shipwrecks, wharves and jetties, and a sulphur works which have either been destroyed by the existing motorway or have no known surviving remains. However, one CHI site comprising a slipway and posts in the intertidal area near Akoranga Drive/Esmonde Road might be affected.

#### 4.1.2 Central Sector

There will be no effects on any known archaeological remains within the central sector – all works are within the coastal marine area where no sites would be expected, no shipwrecks have been recorded and where most of the tunnel would be bored at depths of 50m below sea level. The AHB, which has acknowledged heritage values, would be physically unaffected, and there would be no adverse visual effects from the tunnel option.

#### 4.1.3 Southern Sector

This is the only sector where there would be any effects on known archaeological and built heritage.

##### 4.1.3.1 Victoria Park

This option requires bored and cut and cover tunnel sections through Victoria Park, an area of historic reclamation recorded as R11/2374. The archaeological potential of this area has been well established during the VPT project (refer Section 2.1.3.1), and the tunnel is likely to cut through any early structures along the foreshore, seawalls, material deposited or lost on the original seabed, as well as the reclamation deposits themselves.

The cut and cover section of the tunnel will also affect the Campbell Free Kindergarten, located adjacent to and east of the existing viaduct. The building has been registered as a Category I Historic Place by the NZHPT and is scheduled under Category B in the District Plan.

The Victoria Street West road alignment will be moved slightly northwards, encroaching into Victoria Park and also into the surrounds of the Campbell Free Kindergarten. This, as well as the construction of the cut and cover tunnel, has the potential to affect scheduled heritage trees within the park (nos. 256 and 257). Effects on these are not part of this assessment, but they are noted as a significant heritage feature with the potential to be affected.

The Victoria Park/Beaumont Street/Fanshawe Street area is also a scheduled Maori heritage site (no. 270A and B). Determining the effects of the options on Maori cultural values requires consultation with the appropriate iwi groups and is not part of this assessment.

#### 4.1.3.2 Victoria Park Market and Surrounds

This option will also affect the western c.20m of the Victoria Park Markets, and would affect part of the Western Depot building, the Weighbridge Office, and the western brick wall of the historic Refuse Destructor complex. These are significant elements of the historic complex, which has been registered as a Category I Historic Place by the NZHPT, while the Western Depot building and Weighbridge are scheduled under Category B on the District Plan. Vibration effects on the other buildings, and in particular the chimney, are also a risk, with construction works in close proximity.

Within the Markets there is also the potential to expose archaeological remains relating to the reclamation, and an earlier seawall that runs through the southern part of the block, as well as features and deposits relating to 19<sup>th</sup> century commercial activities that preceded the Destructor complex. Reclamation deposits and structures are also possible under Union Street to the west and Victoria Street West to the north of the Markets.

#### 4.1.3.3 The Birdcage Tavern

The Birdcage Tavern, a scheduled Category B building, was in the path of the VPT, and has already been temporarily removed from its original site to a location c.30-50m up Franklin Road. Current plans are to reinstate it close to its original location when the VPT works are complete, over the cut and cover section of the VPT close to the portal. However, if returned to this location it would be affected by construction vibrations during the AWHC project, and would also be directly adjacent to the AWHC tunnel portal and its barrier wall. It is unlikely to be feasible to move the building a second time following reinstatement and restoration at the conclusion of the VPT project, as it would impose too much additional stress on the building, and a location close to a portal with a high barrier concealing one frontage would be inappropriate in terms of the heritage value of the building. Consideration should be given instead to retaining it in its temporary location and creating an open space around it reminiscent of its original corner site.

#### 4.1.3.4 The Beaumont Street Gas Company Buildings

The Auckland Gas Company buildings in Beaumont Street, scheduled in the District Plan under Category B (no. B07-68), will not be directly affected because the tunnel is located to the east of these buildings. However, deep open trenching for the stormwater main will be required in the access road immediately to the south of the buildings, putting the buildings at risk from vibration effects (this would require further assessment).

#### 4.1.3.5 Other areas

Between Point Erin and the Wynyard Quarter along Westhaven Drive road widening and trenching associated with this option runs through areas that have been reclaimed and heavily modified, and there would be no effects on any known archaeological remains. Archaeological remains relating to a former pa at Point Erin (R11/78) have not been confirmed, and would not be expected to be present within the areas of road reserve affected. There are also four maritime heritage sites recorded in the ARC CHI (hulks, a wharf and the former Shelly Beach Baths), but these have either been destroyed, are buried under the existing motorway, or have no known remains and do not meet the criteria of archaeological sites. Three scheduled Maori heritage sites, however, fall within this area, and, as for Victoria Park, effects on Maori cultural values must be determined through consultation with the appropriate iwi groups.

In the Wynyard Quarter there are no pre-1900 archaeological sites, but a number of character buildings and maritime sites have been recorded in the ARC CHI. None of these would be directly affected by the rail tunnel, which runs some 30m below ground, although vibration effects on buildings would have to be assessed.

The areas south of the Victoria Park Markets, along Union and Cook Streets, have been heavily modified by road construction and modern buildings, and subsurface archaeological remains are unlikely to be present, except perhaps to the rear of some of the older buildings on the northern side of Cook Street, which are not within the area of works. The buildings between Drake Street and Sale Street, and on the Sale Street/Cook Street corner, that would be affected by the project do not have any heritage value.

Part of the Orakei Main Sewer will be removed in the area of the eastern part of Weld Street, the original site of the Birdcage Taven and Union Street. This is an early 20<sup>th</sup> century feature and although it is of interest from a heritage perspective it is not an archaeological site as defined by the Historic Places Act 1993.

## 4.2 Bridge

The known heritage effects of the bridge option are discussed below and summarised in Table 4.1.

### 4.2.1 Northern Sector

As in the tunnel option, the road, bridge, rail tunnel and tie in works would be located either on reclamation, or within areas that have already been heavily modified by previous roading works, or are in the coastal marine area. There would be no effects on any known archaeological or built heritage remains in this sector. The four recorded archaeological sites in this sector are located outside the areas affected, as are the private properties above Heath Reserve identified during field inspection as potentially containing midden. While several maritime heritage sites have been recorded in the ARC CHI in the area of works, these are predominantly sites such as former shipyards, shipwrecks, wharves and jetties, and a sulphur works which have either been destroyed by the existing motorway or have no known surviving remains. However, one CHI site comprising a slipway and posts in the intertidal area near Akoranga Drive/Esmonde Road might be affected.

#### 4.2.2 Central Sector

As in the tunnel option, there will be no effects on any known archaeological remains within the central sector – all works are within the sea where no sites would be expected and no shipwrecks have been recorded. The AHB, which has acknowledged heritage values, would be physically unaffected. However, the construction of a second bridge almost parallel to and not far removed from the AHB would obscure views of the AHB and detract from its heritage landmark value. The visual impacts on the bridge are being assessed separately.

#### 4.2.3 Southern Sector

The heritage effects of the bridge option are essentially the same as those of the tunnel option (refer Section 4.1.3), as regards impacts on the Victoria Park reclamation area, the Campbell Free Kindergarten, the former Destructor complex (Victoria Park Markets), the Birdcage Tavern and other areas. Reinstatement of the Birdcage Tavern to near its original location would not be appropriate in terms of the proximity of the AWHB portal and high portal barrier.

### 4.3 Summary of Heritage Effects

Table 4.1: Known effects of tunnel and bridge options on heritage items within the study area

NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Current Status	Tunnel Effects	Bridge Effects
Northern Sector					
R11/54 CHI 9040	DP 54, Map 30	PA	Modified	None	None
R11/1798 CHI 10284		WELL/HOMESTEAD	Only well survives	None	None
R11/1799 CHI 10285	DP 1799, Map 30	MIDDEN	Destroyed	None	None
R11/2365 CHI 17058		MIDDEN	Damaged	None	None
CHI 103		MARITIME (Shipyards)	Destroyed	None	None
CHI 221		MARITIME (Wharf)	Destroyed	None	None
CHI 240		MARITIME (Onewa Rd Bridge)	Good	None	None
CHI 466		MARITIME (Sulphur Works/Jetty)	Buried by motorway	None	None

NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Current Status	Tunnel Effects	Bridge Effects
CHI 468		MARITIME (Shipwreck)	Dismantled/ broken up	None	None
CHI 470		MARITIME (Hulks)	Removed	None	None
CHI 475		MARITIME (Careening area)	Not known	None	None
CHI 625		MARITIME (Shipwreck)	Not known	None	None
CHI 706		MARITIME (Shipyards)	Probably destroyed	None	None
CHI 967		MARITIME (Hulk)	Not known	None	None
CHI 13024		BUILDING (7 Princes Street Northcote)	House	None	None
CHI 15124		MARITIME (Slipway/posts)	Good	Possible	Possible
CHI 16826		SEAWALL (Northcote Point)	Not stated	None	None
Central Sector					
		AUCKLAND HARBOUR BRIDGE	Structure	None	Visual effects
Southern Sector					
R11/78 CHI 6815		PA	Largely destroyed	None	None
R11/79 CHI 6816		PA	Destroyed	None	None
R11/1478 CHI 11289		GASOMETERS	Destroyed	None	None
R11/2374		RECLAMATION (Victoria Park)	Modified	Modification	Modification
R11/2499 CHI 2488		HOTEL SITE (Site of Birdcage Tavern)	To be destroyed as part of VPT project	None	None
CHI 198		MARITIME (Hulk)	Demolished	None	None
CHI 211		MARITIME (Hulks)	Not known	None	None
CHI 433		MARITIME (Shelly Beach Baths)	Destroyed, or buried under motorway	None	None



NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Current Status	Tunnel Effects	Bridge Effects
CHI 580		MARITIME (St Marys Bay Wharf)	Destroyed/buried under motorway	None	None
CHI 2488	DP B07-37 (B)	BUILDING (Birdcage Tavern)	Relocated	Damage from vibrations & close proximity to portal if returned to near original site.	Damage from vibrations & close proximity to portal if returned to near original site
CHI 2756, 2757 & 12606	DP 178 & 358 (A), 355 & 356 (B) NZHPT 7664 (I)	BUILDINGS (Victoria Park Markets/ Destructor)	Complex of several original buildings including Destructor and chimney	Demolition of part W Depot building, Weighbridge building and west wall. Vibration effects likely on Destructor building and chimney	Demolition of part W Depot building, Weighbridge building and west wall. Vibration effects likely on Destructor building and chimney
CHI 12607	DP 179 (B) NZHPT 7537 (I)	BUILDING (Campbell Free Kindergarten)	Disused building	In path of tunnel	In path of tunnel
CHI 12695	DP 270 A & B	MAORI HERITAGE AREA (Wai Kokota, Te To, Victoria Park and surrounds)	No known physical remains	Works within area	Works within area
CHI 12700	DP B07-68 (B)	BUILDINGS (Auckland Gas Co. Administration)	Commercial & residential buildings	Possible vibration effects from stormwater main trench	Possible vibration effects from stormwater main trench
CHI 12767	DP B07-44	MAORI HERITAGE AREA (One-Maru, Point Erin base of cliff)	No known physical remains	Works within area	Works within area
CHI 12768	DP A07-04	MAORI HERITAGE AREA (Te Koraenga Oka, Point Erin Park)	No known physical remains	Works within area	Works within area
CHI 12769	DP B07-41	MAORI HERITAGE	No known	Works within	Works within





NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Current Status	Tunnel Effects	Bridge Effects
		AREA (Ko Takerehaea, St Marys Bay Road reserve)	physical remains	area	area
CHI 12684 & 12685	DP 256 & 257	HERITAGE TREES (Victoria Park)	Several large trees	To be assessed	To be assessed
Wynyard Quarter					
CHI 401		MARITIME (Hulk)	Stripped and buried	None	None
CHI 404		MARITIME (Hulk)	Not known	None	None
CHI 536		MARITIME (Breakwater)	Not known	None	None
CHI 537		MARITIME (Seawall/ slipway/ reclamation)	Not known	None	None
CHI 541		MARITIME (Wharf)	Poor	None	None
CHI 12549		BUILDING (136 Beaumont Street)	Commercial building	None	None
CHI 18593		MARITIME (Dredge driving wheels)	On waterfront, with plaque	None	None
CHI 18599		BUILDING (129-135 Beaumont Street)	Commercial building	None	None
CHI 18600		BUILDING (121-127 Beaumont Street)	Commercial building	None	None
CHI 18601		BUILDING (139 Pakenham Street)	Commercial building	None	None
CHI 18602		BUILDING (117 Pakenham Street)	Commercial building	None	None
CHI 18603		BUILDING (120-126 Halsey Street)	Commercial building	None	None
CHI 18604		BUILDING (120-126 Halsey Street)	Commercial building	None	None
CHI 18605		BUILDING (8-14 Madden Street)	Commercial building	None	None
CHI 18606		BUILDING (22 Jellicoe Street)	Commercial building	None	None
CHI 18607		BUILDING (1-17 Jellicoe Street)	Commercial building	None	None
CHI 18608		BUILDING (65-75 Jellicoe Street)	Industrial building	None	None

NZAA Site No. (R11)/ ARC CHI No.	DP Schedule/ NZHPT Register No.	Description	Current Status	Tunnel Effects	Bridge Effects
CHI 18609		BUILDING (38 Hamer Street)	Industrial building	None	None
CHI 18610		INDUSTRIAL (Oil tanks, 92-150 Brigham Street)	Cluster of oil tanks	None	None

## 4.4 Discussion / Comparison

### 4.4.1 Maori Cultural Values

This is a comparative assessment of the effects of the two options on archaeological and built heritage values and does not include an assessment of effects on Maori cultural values. Such assessments should only be made by the tangata whenua. Maori cultural concerns may encompass a wider range of values than those associated with archaeological sites.

The historical association of the general area with tangata whenua is evident from the recorded traditional histories and the known Maori place names in both the northern and southern sectors, and is recognised by the scheduled Maori heritage sites in the southern sector.

### 4.4.2 Comparison of Options

There are no significant differences between the tunnel and the bridge options in terms of physical effects on archaeological or built heritage sites.

Neither option will have any known effects on recorded heritage sites in the northern sector, with the possible exception of a minor heritage item recorded in the CHI comprising a slipway and posts in the intertidal area.

Both options will affect the historic reclamation site in Victoria Park (R11/2374) and possible unrecorded subsurface deposits in the Victoria Street West/northern Union Street and Victoria Park Markets area.

Both options will have significant adverse effects on built heritage, as they would require the removal of the scheduled Campbell Free Kindergarten and part of the scheduled Western Depot building, Weighbridge office and west wall of the former Destructor complex (Victoria Park Markets), and would risk affecting the Destructor chimney and Destructor building through construction vibrations. Both options would also have construction vibration effects on the scheduled Birdcage Tavern if it was returned to near its original site, over the cut and cover section of the VPT near the southern portal, requiring its removal for a second time while works are under way. Both options also require a tunnel portal and high portal barrier immediately adjacent to the original site of the Birdcage Tavern, so that the planned return of the building to this location would no longer be appropriate from a heritage perspective.

Both options are likely to have similar effects on scheduled heritage trees within Victoria Park and will require further assessment by an appropriate specialist.

The main difference between the two options is that construction of a second harbour bridge close to the original Auckland Harbour Bridge would detract from its heritage landmark value, while the tunnel option would not.

### 4.4.3 Mitigation of Effects

#### 4.4.3.1 Effects on Archaeology

Effects on archaeological features and deposits related to the historic reclamation of Freemans Bay (site R11/2374 and any unrecorded subsurface features or deposits beneath Victoria Street West and the northern part of Union Street), or on archaeological deposits related to 19<sup>th</sup> century occupation within the Victoria Park Markets, can be appropriately mitigated under the provisions of the Historic Places Act 1993 (HPA) (refer Section 4.4.5, below). The archaeological remains should be recorded during excavation of the cut and cover tunnel and trench sections, which would add to our knowledge of early Auckland and occupation along what was originally its foreshore in the Freemans Bay area. The information being gained from the VPT project (refer Section 2.1.3.1) has demonstrated the potential of this area to provide significant information relating to Auckland's history.

While not an archaeological site within the meaning of the HPA, the Orakei Main Sewer is a feature of heritage interest and should be archaeologically recorded during its removal.

#### 4.4.3.2 Effects on the Campbell Free Kindergarten

The Kindergarten is a historically important building, being one of the first free Kindergartens, possibly the first to occupy a purpose built building, and a rare surviving example of its kind. Its construction was funded by 'the father of Auckland', John Logan Campbell and the associations with Campbell, Martha Washington Myers, the Auckland Kindergarten Association and the Auckland Harbour Board all add to its historical significance. It was designed by an architect of some note, Charles Le Neve Arnold. The building is one of the few buildings on the park and although it is tucked under the motorway flyover, it remains a highly visible building and is a near neighbour of several other contemporary buildings: the former Destructor complex (Victoria Park Markets) and the Gas Co. Administration buildings, as well as the earlier Birdcage Tavern (Rob Roy Hotel).

Its heritage significance has been recognised by the NZHPT, which has registered it as a Category 1 Historic Place under the HPA (item 7537), and by ACC, which has scheduled it under Category B on the District Plan (item 179). A conservation plan for the building has been prepared by Salmond Reed Architects (2009).

The building is in a disused and neglected condition, but is currently being stabilised and weatherproofed as part of the VPT project. As it would be directly affected by construction of an AWHC, it is recommended that the building is preserved by moving it to another location within the park. This is likely to be considered an acceptable mitigation proposal, as a similar solution was applied to the Birdcage Tavern in the VPT project. It

would not be possible to return the building to its original location within the park, however, but its historical association with the park can be preserved by keeping it within the park boundaries.

Removal of the viaduct over Victoria Park will be a positive effect of the AWHC project, as at present it significantly overshadows the Campbell Free Kindergarten and adversely affects views and public appreciation of the building.

#### 4.4.3.3 Effects on the Birdcage Tavern

The heritage significance of the Birdcage Tavern relates to its architectural and aesthetic values and its historical role as a community focal point in 19th century Freemans Bay. The building has a high group value in being part of a collection of 19th century pubs around Auckland. Its association with the architectural firm E. Mahoney & Sons is very significant, as this firm played a major role in the development of Auckland. Its heritage significance has been recognised by ACC, which has scheduled it under Category B on the District Plan (item B07-37). A conservation plan for the building was prepared by Matthews & Matthews Architects (2003).

As part of the VPT project, the building was moved from its original location (on 31 August/1 September 2010) to a temporary site further up Franklin Road, with the intention that it would be returned to a location close to its original site, above the cut and cover section of the VPT, when works are complete. The project has been a major feat of engineering and the heritage aspects of the removal have been overseen by Salmond Reed Architects. It is essential that the building is protected from any adverse effects of the AWHC project, and one solution proposed has been to move the building again during construction of an AWHC. Further advice from the VPT project engineers and conservation architects would be required to assess the feasibility of moving it a second time following reinstatement and restoration at the conclusion of the VPT project. However, it seems probable that this would impose too much additional stress to the building, and ideally should not be attempted.

Moreover, returning the building to near its original location would no longer be appropriate from a heritage perspective, as it would be located immediately adjacent to a tunnel portal and high barrier wall, detracting considerably from views of and from the building and removing any possibility of creating appropriate surrounds for it. The best solution now seems to be to retain it permanently on its 'temporary' site, at greater distance from the portal, and to create an appropriate open space around it reminiscent of its original corner site.

Again, provided that this proposal for the Birdcage Tavern is adopted and appropriate surrounds created, the removal of the viaduct over Victoria Park will be a positive effect of the project, allowing unobscured views of the heritage building. If, however, the building cannot be successfully protected and positioned this would be a significant consenting risk.

#### 4.4.3.4 Effects on the Victoria Park Markets (Destructor Complex)

The Municipal Destructor and Depot is historically significant for the role it played in the provision of municipal services to Auckland, and was one of only three destructor buildings constructed in New Zealand. It is an excellent example of early 20<sup>th</sup> century industrial architecture, and has considerable aesthetic and landmark value. Its heritage significance has been recognised by the NZHPT, which has registered the whole complex as



a Category I Historic Place (item 7664), and by ACC, which has scheduled the Destructor building and chimney under Category A (items 178 and 358) and the rest of the buildings under Category B (items 355-357).

Construction of an AWHC would require encroachment of c. 20m into the Victoria Park Markets. This will require removal of the western part of the Western Depot building, the Weighbridge office and the western wall, and works would come within c.15m of the Destructor building and c.20m of the chimney, both of which are likely to be at risk from construction vibrations. These are significant adverse effects that will be difficult to mitigate adequately, which would be a significant consenting risk.

However, the alignment in this area is a cut and cover tunnel, and it would be possible to retain the current extent of the Markets post construction. The western end of the Western Depot building (which was refurbished in 1990), could be reconstructed over the tunnel, as could the west wall and weighbridge office. This would require careful planning and design by a conservation architect in the context of a conservation plan prepared for the complex.

A preferable option from a heritage perspective would be to pile beneath the buildings rather than removing them. The feasibility of this, however, would need to be assessed by an engineer.

Vibration effects on otherwise unaffected parts of the complex, especially the Destructor building and chimney, must also be assessed by engineers, and provision made for any necessary stabilisation works in consultation with the conservation architect.

#### 4.4.3.5 Effects on the Beaumont Street Gas Company Buildings

Vibration and any other effects from deep trenching for the stormwater main immediately adjacent to the buildings must also be assessed and provision made for any necessary stabilisation.

#### 4.4.4 Resource Management Act 1991

Section 6 of the RMA 1991 recognises as matters of national importance: *'the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga'* (S6(e)); and *'the protection of historic heritage from inappropriate subdivision, use, and development'* (S6(f)).

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when *'managing the use, development and protection of natural and physical resources'*.

Historic heritage is defined as *'those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological'*.

Historic heritage includes: *'(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Maori, including wahi tapu; (iv) surroundings associated with the natural and physical resources'*. (S2).

Both options would have significant adverse effects (including potential adverse effects through construction vibrations) on built heritage items scheduled on the District Plan:



- Birdcage Tavern (item B07-37)
- Campbell Free Kindergarten (item 179)
- City Destructor Complex (Victoria Park Markets) (items 178 and 355 – 358)

Appropriate mitigation of effects on heritage buildings, including but not limited to the measures proposed above, will be required. More detailed assessment by engineers and a conservation architect, and consultation with ACC and NZHPT will be pre-requisites.

Four scheduled Maori heritage sites are also located within the study area. Assessment of effects on Maori cultural values under Section 6(e) should be determined through appropriate consultation and the preparation of a cultural values assessment:

- Victoria Park/Beaumont Street/Fanshawe Street (Wai Kokota, Te To) (item 270 A & B)
- Point Erin, at cliff base (One-Marua) (item B07-44)
- Point Erin Park (Te Koraenga Oka) (item A07-04)
- St Marys Bay Road (Ko Takerehaea) (item B07-41)

There will also be adverse effects on archaeological remains relating to historic reclamations and 19<sup>th</sup> century occupation along the original shoreline of Freemans Bay. These will be significant in view of the size of the area affected and the restricted opportunities for recording due to the construction methods used, but they can be appropriately mitigated through the provisions of the HPA.

Heritage trees within Victoria Park (items 256 and 257) also have the potential to be affected. Effects on these are not part of this assessment, but require further consideration by an appropriate specialist.

#### 4.4.5 Historic Places Act 1993

In addition to any requirements under the RMA, the HPA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by the NZHPT.

An archaeological site is defined by the HPA Section 2 as: *'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 though investigation by archaeological methods to provide evidence relating to the history of New Zealand.'*

Authorities to modify archaeological sites can be applied for either under Section 11 of the HPA, in respect to a particular site or sites, or under Section 12 of the HPA, for all sites that may be present within a specified area. Applications made under Section 12 require approval by the Maori Heritage Council of the NZHPT. An application to undertake an archaeological investigation can also be made under Section 18 of the HPA. The



tangata whenua must be consulted regarding applications to modify, destroy or investigate archaeological sites which have Maori cultural associations.

An archaeological authority will be required for works within Victoria Park (site R11/2374), and for any works likely to expose unrecorded subsurface pre-1900 archaeological remains within the Victoria Park Markets, or in adjacent areas. Mitigation required by the NZHPT is likely to include monitoring and detailed archaeological recording of any archaeological remains exposed.

Part 2 of the HPA also provides for the registration of historic places, historic areas, wahi tapu, and wahi tapu areas. Two registered historic places will be adversely affected by the AWHC project:

- The Campbell Free Kindergarten (Category I, item 7537)
- Auckland Municipal Destructor and Depot (Victoria Park Markets) (Category I, item 7664)

Consultation with the NZHPT should be undertaken regarding effects on these buildings and on the Birdcage Tavern; the effects of the project on heritage generally; and appropriate mitigation of effects.

## 5. Conclusion

There is no difference between the tunnel and the bridge options in terms of physical effects on archaeological sites and built heritage. In both cases the adverse effects would be significant. In the southern sector, adverse effects have been identified relating to the Campbell Free Kindergarten, the Destructor complex in Victoria Park Markets, the Birdcage Tavern and archaeological features and deposits relating to historic reclamation in Freemans Bay. There is also potential for effects on so far unrecorded archaeology within Victoria Park Markets and the surrounding areas. However, both options would involve the removal of the viaduct, which currently obscures views of and between heritage buildings, and this would have positive effects.

In the northern and central sector neither option will have any known physical effects on recorded heritage sites, with the possible exception of a minor heritage item recorded in the CHI comprising a slipway and posts in the intertidal area.

The only difference between the two options lies the effects on the heritage landmark values of the Auckland Harbour Bridge. The bridge option would detract from these values while the tunnel option would not.

Adverse effects on the historic Destructor complex (Victoria Park Markets) and on the Birdcage Tavern are identified as areas of consenting risk if protection issues cannot be satisfactorily resolved.

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Stevens, George Tracy. 1886. *View of Auckland as from a point 1000 feet above and 100 feet to the rear of the Public Hospital*. Lithograph. Auckland Public Library (Special Collections) NZ Maps 4641.  
Vercoe, J. and E.W. Harding. 1866. *Map of the City of Auckland, September 1866*. Auckland Public Library (Special Collections) NZ Maps 18.



# APPENDIX A

Site Record Forms

<b>CHI Places Number</b>	103	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	BUILDING SITE (HISTORIC)   INDUSTRIAL   SHIPYARD SITE
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	JACK TAYLOR
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666550	<b>NZMG Northing</b>	6485350
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756108	<b>NZTM Northing</b>	5923650
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Beach Road   Sulphur Beach   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
Demolished or destroyed. Probably under motorway.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Boat building yard. Built barges mostly. Timber was brought across from town on barges (paddle boats were used to run up to Barry's Point Road). Map location estimated.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	5 Aug 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   SHIPYARD   BOAT   ACZ   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>	<b>Latitude E</b>		

	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1746 pp.90,106	

<b>CHI Places Number</b>	198	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	HULK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	HUON BELL
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666500	<b>NZMG Northing</b>	6482800
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756063	<b>NZTM Northing</b>	5921100
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Westhaven   Waitemata Harbour   Auckland			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
Demolished. Little risk of future damage.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Hulk. HUON BELL and WENDELL finished up as skeletons which were buried beneath the fill. Exact Location Unknown located somewhere between Shipbuilder's Slip and Harbour bridge approaches. Near Hood's factory			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	26 Jul 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   HULK   SCOW   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1418 p.46	

<b>CHI Places Number</b>	211	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	HULK   HULK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	LADY OF THE LAKE   KITTY FRASER
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666500	<b>NZMG Northing</b>	6482700
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756064	<b>NZTM Northing</b>	5921000
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Under Harbour Bridge Approaches   St. Mary's Bay   Auckland   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
Unknown			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Hulks. The KITTY FRASER was built at Omaha in 1911 by Davey Darroch for the McCallum Brothers. She was broken up in about 1960 and her remains are under the fill of the harbour bridge approaches. The LADY OF THE LAKE was built in 1876 at Mahurangi by R. Dunning. She was converted to a barge and her register closed in 1920. Ashby thinks she was broken up and buried in St. Marys Bay, just past where Fanshawe Street meets the Auckland Harbour Bridge approach. Map location estimated			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	Book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	26 Jul 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   SHIPWRECK   WRECK   HULK   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	



	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1418 pp.36,150,151   SE 4608	

<b>CHI Places Number</b>	221	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Wharf Site
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Heaths Point Landing   Shoal Bay Wharf   Tank Farm
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667250	<b>NZMG Northing</b>	6486650
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756805	<b>NZTM Northing</b>	5924951
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Tank Farm   Heaths Point   Shoal Bay   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
Destroyed by motorway construction.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Wharf - built by Provincial Government in 1856. Paddy Heath won a tender in March 1857 from the Provincial Council to build a wooden jetty at Heaths Point. Shows on 1863 plan SE 63 marked "Ferry to Auckland". Located midway between Stokes and Barrys Point. Map location estimated.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		Book   Not visited, reported only	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	03/05/1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	ACZ   CMA   FERRY   Golden Bay Cement   Heaths Point Landing   HISTORIC   JETTY   LANDING   LBD   Shoal Bay Wharf   Tank Farm   WHARF		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
<b>Type of site</b>		<b>Present condition and future danger of destruction</b>	

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1250 p.17   SE 63   SE 1124 p.93   SE 1241 pp.6,12	

<b>CHI Places Number</b>	240	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	05/07/1993
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Historic Structure   Bridge
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Onewa Road Bridge
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666550	<b>NZMG Northing</b>	6486250
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756106	<b>NZTM Northing</b>	5924550
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Onewa Road   Onepoto Stream   Waikowhai   Waiurutoa   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
Good condition - proposed to be reused for a walkway.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Abandoned wooden road bridge abutments. Visible only from the road.			
<b>Additional Notes:</b>			
<b>4. Owner</b>	North Shore City	<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		book	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Anon	<b>Date recorded</b>	04/05/1993   05/07/1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	ABUTMENTS   ACZ   BRIDGE   HISTORIC   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1385	

<b>CHI Places Number</b>	401	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	HULK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	CHELMSFORD
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667200	<b>NZMG Northing</b>	6483400
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756762	<b>NZTM Northing</b>	5921701
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Western Reclamation   Auckland City   Waitemata Harbour   map location estimated.			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, from documents.			
<b>2. State of site and possible future damage:</b>			
Stripped and buried.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<p>Hulk - steamer of 122 tons register built by James Halstead at Lavender Bay, Sydney in 1886. Used by Northern Steam Ship Co from 1899 on East Coast and Whangarei services. Stripped hull was buried in the Western Reclamation beside the KANIERI near the western tide deflector at Auckland on 22-Jun-1928.   Vessel Name: CHELMSFORD  Vessel ID: 1089398  Official No: 89398  Vessel Type: Steamer  Tonnage: 122 gross  Owner: Northern Steam Ship Company Limited  Entered Fleet: 1889  Left Fleet: 1928  Built: 1886  Builder: Jas. Halstead, North Shore, Sydney  Engine: Steam</p>			
<b>Additional Notes:</b>			
Additional information by Robert Brassey (no date). Chronology: 1886 initially owned by builders 1886 sold to H.F. Windsor of Auckland 1889 bought by Northern Company and used on her Whangarei to East Coast services 1887-88 aground twice at Opotiki 1928 dismantled at Auckland and sunk at Western Reclamation after being laid up for many years			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		Not visited, reported only   Locations not verified   book   Auckland Star 23 June 1928:11[1]   <a href="http://www.nzmaritimeindex.org.nz/ixvessel.asp?ID=80000230&amp;name=&amp;gsn=1089398&amp;owner=&amp;num=&amp;typ=&amp;tid=0&amp;tix=0&amp;pix=0&amp;SourceID=&amp;refid=&amp;hit=4">http://www.nzmaritimeindex.org.nz/ixvessel.asp?ID=80000230&amp;name=&amp;gsn=1089398&amp;owner=&amp;num=&amp;typ=&amp;tid=0&amp;tix=0&amp;pix=0&amp;SourceID=&amp;refid=&amp;hit=4</a>	

<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	18 May 1993   23 Jun 2007
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	ARC Heritage Programmes Group		
<b>7. Keywords</b>	HISTORIC   HULK   WRECK   LBD   SHIPWRECK		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1444 p.176	

<b>CHI Places Number</b>	404	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	HULK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	KANIERE   KANIERI
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667100	<b>NZMG Northing</b>	6483300
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756662	<b>NZTM Northing</b>	5921601
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Western Reclamation   Auckland   Waitemata Harbour   Map location estimated			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, from documents			
<b>2. State of site and possible future damage:</b>			
Sunk, buried, unknown.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Hulk. Steamer of 23 tons, built 1886 at Dumbarton for the Union Steamship Co of N.Z. Bought by Northern Steamship Co in 1893. In service until 1922. Finally dismantled in Oct-1922 and sunk and buried in Western Reclamation (near the western tide deflector), Auckland in March 1927. The CHELMSFORD was subsequently also buried beside the KANIERI. Map location estimated			
<b>Additional Notes:</b>			
Refer to SE 1444 p.181; SE 190 P.84; SE 1729 p.6; SE 4111; Auckland Star 23 June 1928:11[1].			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	Not visited, reported only   Locations not verified   book   Auckland Star 23 June 1928:11[1]		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	18 May 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	ARC Heritage Programmes Group		
<b>7. Keywords</b>	HISTORIC   HULK   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>



	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1444   SE 190   SE 1729   SE 4111	

<b>CHI Places Number</b>	433	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Recreational   Swimming Pool
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Shelly Beach Baths   Point Erin Pool   Pt Erin Pool
<b>Grid references</b>			
<b>NZMG Easting:</b>	2665800	<b>NZMG Northing</b>	6483400
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1755362	<b>NZTM Northing</b>	5921698
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Shelly Beach   Point Erin   Pt Erin   Ponsonby   Auckland   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, from document			
<b>2. State of site and possible future damage:</b>			
Buried under motorway construction or destroyed.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Saltwater swimming pool. Located at the foot of Point Erin.			
<b>Additional Notes:</b>			
Additional information by Natasha Barrett (15/06/2010). Authority granted for the installation of pipelines crossing Auckland Harbour Bridge and possibly affecting pa site R11/78 (CHI Places No 6815). Monitoring and recording of the excavations were carried out throughout May 2010. No archaeological materials were identified despite the known pre-historic occupation of the pa site. A reduced excavation methodology limited the potential for archaeological discovery. The stratigraphy observed within the excavations was largely modified, as a result of the Pt Erin Swimming Pool complex (CHI Places No 433). See CHI Bib No 8800.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Natasha Barrett	<b>Date recorded</b>	11/08/1993   15/06/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	ACZ   BATHS   HISTORIC   LBD   Point Erin Pool   Pool   Pools   Pt Erin Pool   Shelly Beach Baths   Swimming Pool   Swimming Pools		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			

<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 4608	

<b>CHI Places Number</b>	466	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	INDUSTRIAL   SULPHUR WORKS   JETTY
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Pond   Tunny
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666600	<b>NZMG Northing</b>	6485700
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756157	<b>NZTM Northing</b>	5924000
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Sulphur Beach   Northcote   North Shore   Waitemata Harbour   map location estimated.			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, from document			
<b>2. State of site and possible future damage:</b>			
Site buried by motorway development.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Sulphur works opened in 1878 belonging to Messrs Pond and Tunny. It received much press coverage in advance and at its opening in June 1878 (See N.Z. Herald 19,20-Jun-1878). The crude sulphur came from Motuhora Island (Whale Island) but the amount of sulphur on the island was apparently miscalculated and the works were never a success. Eventually the foundations of the building collapsed. There was a small wharf which went out from Sulphur Beach where they used to load the lighters for the sulphur works. It was built well before the Northcote Wharf.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	25 Aug 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   SULPHUR   FACTORY   ACZ   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1746 pp.45,90   SE 1050 p.14 ?painting	

<b>CHI Places Number</b>	468	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	SHIPWRECK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	HIKURANGI
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666800	<b>NZMG Northing</b>	6485700
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756357	<b>NZTM Northing</b>	5924000
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Stafford Road   Big Shoal Bay   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents.			
<b>2. State of site and possible future damage:</b>			
Dismantled/broken up.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located on reef at end of Stafford Road, map location estimated. The HIKURANGI, a big ketch or schooner, was wrecked on a sand bank in a heavy gale in Shoal Bay and abandoned. She lay there for several years. She was cut up into slabs during the depression by relief workers. These were planted in the mud and filled in to make an embankment so that one could walk along the beach at high tide. Word got around that nobody wanted her and within two weeks she was cut up with saws and axes and gone. She was a Whangarei Collier.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	25 Aug 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   CMA   ACZ   SHIPWRECK   WRECK   LBD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1746 pp.8,90,137	

<b>CHI Places Number</b>	470	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	ANCHORAGE   HULKS
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	ROTTEN ROW   NIAGRA   AORANGI   REWA   EURE
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667300	<b>NZMG Northing</b>	6485300
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756858	<b>NZTM Northing</b>	5923601
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Shoal Bay   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
Hulks removed, possibly some sank.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located off Northcote, in the harbour in line with Northcote Point. Location where hulks were anchored. Many coal hulks were anchored in Shoal Bay. They were old sailing ships which had their fittings removed and were used to stockpile coal from which steamships would refuel. Many belonged to the Northern Steamship company. The EURE is said to have been in the Napoleonic Wars - she was built with a steel frame and wooden hull, and the wood was pegged together not bolted. Some of the ships were sold to Japan for scrap prior to World War II.			
<b>Additional Notes:</b>			
(Additional information by Sally Burgess Nov 2000): The REWA (CHI 14) was moved from Rotten Row in 1930 to be breached as a breakwater at Moturekareka Island.   Additional information by Robert Brassey 28 May 2009: EURE was broken up at Sulphur Beach in 1939-42 (see Kidd & Elliott article). According to this reference the vessel was built in 1886 and had oak frames so the information quoted in the original record in relation to this vessel is inaccurate.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Robert Brassey	<b>Date recorded</b>	25 Aug 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   ACZ   CMA   ANCHORAGE   HULKS   SHIPPING   HULK		



<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1746 pp.25,28,106,107,133	

<b>CHI Places Number</b>	475	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	CAREENING AREA
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Careening Cove
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666600	<b>NZMG Northing</b>	6486100
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756157	<b>NZTM Northing</b>	5924400
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Onepoto Stream   Sulphur Beach   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents			
<b>2. State of site and possible future damage:</b>			
?			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located near Sulphur Beach, map location estimated. When the drainage was put in along the water front (where the motorway is now) a lot of old bottles were found... they had been thrown overboard by ships that went in just under the bridge by the river (the one by Sylvan Ave and Onewa Road)... the reason they went in there was to clean the ships. All the growth on the hull of the ship later dropped off because of contact with the freshwater.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		book   Not visited, reported only	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	25 Aug 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   ?ACZ   ?CMA   ?LBD   SHIPPING   CAREENING		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1746 p.24	

<b>CHI Places Number</b>	536	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	STRUCTURE   BREAKWATER SITE
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Western tide deflector   Western breakwater
<b>Grid references</b>			
<b>NZMG Easting:</b>		<b>NZMG Northing</b>	
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756735	<b>NZTM Northing</b>	5921590
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Western reclamation   Waitemata Harbour   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from document.			
<b>2. State of site and possible future damage:</b>			
Unknown. Appears to have been incorporated into reclaimed area, probably under Brigham Street.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Site of former western tide deflector, completed in 1915			
<b>Additional Notes:</b>			

Additional information by Robert Brassey, 16 June 2008: In 1904, the Auckland Harbour Board adopted a scheme of harbour works designed by W.H. Hamer, who was the Board engineer from 1903 - 25. It entailed complete revision of berthing accommodation, and reclamations west of Queen Street and westwards to Point Campbell. Although not adopted in its entirety, the scheme marked the beginnings of planned development. Work began immediately on implementation, financed by a £1.5 million loan. The use of timber for harbour structures had resulted in an expensive programme of maintenance and renewal, so the Board resolved to adopt a policy of using permanent materials - plain or reinforced concrete - to resolve the problem.

2. At Freemans Bay, concrete retaining walls were constructed to reclaim an area of about 70 acres, originally known as the Freemans Bay reclamation. The walls were completed by 1910. By 1921, the Western Breakwater and the first portion of the Western Wharf, a new reinforced concrete wharf for coal and oil which extended from the end of the Freemans Bay reclamation, had been completed. The wharf was to have 1000 ft of berthage, with a water depth of 25 ft (SE 7307). Soon after it was brought into use the outer end of the wharf collapsed due to a faulty design. The wharf was rebuilt and extended and the first bulk oil discharge was made in Sep-1926.

3. Despite the Depression, the Western Reclamation (as the reclaimed areas are collectively now known) and the extension of the Western Wharf were completed in 1931.

#### Chronology:

1920

Wynyard Wharf, originally named Western Wharf – Construction begins in June when first piles are driven. Good road access is available to the whole area of which about 54% is now leased. (NZH 10/6/1920:4; AHB, Annual Report, Engineer's Report and addendum, Jan., 1921)

1924

A portion of the wharf collapsed on the afternoon of 28 October. The ship Trelissick was moved further along the wharf. But, that portion also collapsed the following day. (ASB May 1961-, P.209; See also AHB, Annual Report, Engineer's Report, Jan., 1925)

1925

Plans for the reconstruction of the collapsed 240ft. of the Western Wharf and extension for an additional 345ft. are prepared. Allocation of berthage for bulk oil steamers makes the extension necessary.

(AHB, Annual Report, Engineer's Report, Jan., 1926)

British Imperial Oil Co. (NZ) Ltd and the Vacuum Oil Co. Propy. Ltd approach the Harbour Board with proposals to lease large areas for the erection of bulk oil tanks and additional warehouses. Both companies are subsequently accommodated on areas in proximity to Western Wharf and granted licences to carry pipelines under the wharf.

(AHB, Annual Report, Superintendent's Report, May, 1926)

1926

1 July

The first stone of the Western Reclamation is deposited. By 30 September 18,282 cubic yards have been tipped in the banks. Poore Street and a small area of Fanshawe Street west of Beaumont Street are kerbed, metalled and sealed.

(AHB, Annual Report, Engineer's Report, Sept., 1926)

1927

September

The new extended Western Wharf is occupied by two oil vessels and a collier.

(AHB, Annual Report, Engineer's Report, Jan., 1928)

1928

6 January

Pumping of spoil into the Western Reclamation area commences and by September nearly 35% of the total required has been pumped ashore.

(AHB, Annual Report, Engineer's Report, Sept., 1928)

The tender of the Texas Coy. (Australasia) Ltd for a 50 year lease of a block of eight sections of Freeman's Bay Reclamation was accepted. The company expresses an intention to take up a larger block on the Western reclamation when it is available. Several other sections on the Freeman's bay Reclamation were leased. Only eight sections remain unleased.

(AHB, Annual Report, Superintendent's Report, March, 1929)

1929

The Texas Coy. (Australasia) Ltd install a bulk oil pipeline under Western Wharf.

Reclamation- Pumping of sand, shell, clay and mud continues. A contract is let for stone for building up the half-tide reclamation banks to finished level. The concrete wall on top of the

Western Breakwater is brought up to its full height.  
(AHB, Annual Report, Engineer's Report, October, 1929)

1930

The 23 acres is filled to finished level. Subdivision plans are prepared and approved by the City Council. Preliminary work on road formation and drainage commences.  
(AHB, Annual Report, Engineer's Report, November, 1930)

1932

The concrete copewater on top of the Western Breakwater forming the retaining wall to the Eastern Side of the reclamation is completed.

There are now six separate installations for bulk oil discharge at Western Wharf.

Two areas, comprising allotments 49-76 are leased by Oil Companies and tanks are being erected on one of these areas.

(AHB, Annual Report, Engineer's Report, December, 1932)

A survey plan dated 29/5/1936 indicates three large tanks covering allots. 49 and 51, 53 and 55, 54 and 56. There are no other tanks on the entire (Western Reclamation) site at this stage although there are some iron and brick buildings.

(LINZ DP 27338).

Aerial photographs from 1940 and 1958 (Collection, ACC Mapping and Design) clearly show these three tanks as well as others built later. A fourth tank is later added to the group .

1932-1933

Railway sidings are constructed on the North Wall of Freeman's Bay Reclamation

(AHB, Annual Report, Engineer's Report, December, 1932; November, 1933)

1933-1934

Construction of Hamer Street on the Western reclamation commences and is completed by the end of September. Work starts on Brigham Street. Both are Relief work contracts employing unemployed waterside workers. The two streets are tarred and sanded by August 1934.

(AHB, Annual Report, Engineer's Report, November, 1933; 1934)

1935

A hopper is constructed at the back of Western Wharf for the reception of bulk gypsum.

(AHB, Annual Report, Engineer's Report, December, 1935)

1941

January

The Texas Coy, (Australasia) Ltd. announces it has changed its name to Caltex Ltd.

(NZH 20/1/1941:5)

1949

Roading at the northern end of Hamer and Brigham Streets is changed to accommodate the adjustment of various Oil Company leaseholds. Also, a portion of Dalby Street is closed to permit re-arrangement of Oil Company leases .

An area of 9 acres 2 roads and 3 perches is reclaimed at the eastern end of Pakenham Street.

These changes can be seen in the 1958 aerial.

(AHB, Annual Report, Engineer's Report, May, 1950; 1958 Aerial photograph, Collection, ACC Mapping and Design)

<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Robert Brassey	<b>Date recorded</b>	28 Oct 1993   16 Jun 2008
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	

<b>Address</b>	ARC Heritage Programmes Group		
<b>7. Keywords</b>	HISTORIC   CMA   ACZ   BREAKWATER		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1584 p.81	

<b>CHI Places Number</b>	537	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Slipway   Seawall   Reclamation
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Freemans Bay Reclamation   Freemans Bay Reclamation   Western reclamation   Freemans Bay Slipway
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666650	<b>NZMG Northing</b>	6482900
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756321	<b>NZTM Northing</b>	5921177
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Orams Marine Village   Western Reclamation   Freemans Bay   Waitemata Harbour   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from document.			
<b>2. State of site and possible future damage:</b>			
Unknown - difficult to inspect by land as this is a working area with restricted access			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Concrete retaining walls enclosing the Freemans Bay reclamation and associated slipway/s. The walls were completed by 1910. The new waterfront created on the western side of the Freemans Bay incorporated a series of landing steps suitable for launches to be built on, and a new slipway for vessels under 600 tons was started in 1913 and finished in 1915.			
<b>Additional Notes:</b>			



| Additional information by Robert Brassey, 12 June 2008: In 1904, the Auckland Harbour Board adopted a scheme of Harbour works designed by W.H. Hamer, who was the Board engineer from 1903 - 25. It entailed complete revision of berthing accommodation, and reclamations west of Queen Street and westwards to Point Campbell. Although not adopted in its entirety, the scheme marked the beginnings of planned development. Work began immediately on implementation, financed by a £1.5 million loan. The use of timber for harbour structures had resulted in an expensive programme of maintenance and renewal, so the Board resolved to adopt a policy of using permanent materials - plain or reinforced concrete - to resolve the problem. | At Freemans Bay, concrete retaining walls were constructed to reclaim an area of about 70 acres, originally known as the Freemans Bay reclamation. The walls were completed by 1910. By 1922, work had been substantially completed on the Western Breakwater and on the Western Wharf, a new wharf for coal and oil which extended from the end of the Freemans Bay reclamation. Despite the Depression, the Western Reclamation (as the reclaimed areas are collectively now known) and the extension of the Western Wharf were completed in 1931.

Chronology:  
**EARLY RECLAMATIONS OF FREEMANS BAY**  
1873-74 Freemans Bay – Hardinge Street to Patteson Street (No.3 on Auckland Harbour Board Reclamations 1859-1926 plan, in Barr, 1926)  
1886 Freemans Bay – Drake Street to Patteson Street (No.10 on Auckland Harbour Board Reclamations 1859-1926 plan, in Barr, 1926)  
1885-1888 Freemans Bay – Auckland Gas Co. (Beaumont Street) (No.11 on Auckland Harbour Board Reclamations 1859-1926 plan, in Barr, 1926)  
1886-1901 Freemans Bay (Victoria Park). The main bay is filled using the earth cut back from Point Acheron (No.12 On Auckland Harbour Board Reclamations 1859-1926 plan, in Barr, 1926; Heritage Walks, the Engineering Heritage of Auckland)  
1905-1917 Freemans Bay – North of Victoria Park. This rectangular section of the Western reclamation is bounded by Halsey Street, Fanshawe Street, Jellicoe Street and the western edge of the reclamation comprising an approximate area of 69 ¼ acres.  
Western part - filled with sandstone from Gas Co's cliff; the remaining portion by means of the suction dredger. (No.17 on Auckland Harbour Board Reclamations 1859-1926 plan, in Barr, 1926; Barr, 1926:151)  
**TANK FARM**  
1906 The Eastern Retaining wall at Freemans Bay is under construction. (AHB, Annual Report, Engineer's Report, Jan., 1907)  
1907 Works in connection with the North Wall of the proposed reclamation at Freemans bay are well under way. (AHB, Annual Report, Engineer's Report Jan., 1908)  
1908 The solid concrete Eastern Wall which forms the eastern boundary of the reclamation is completed in October. By the end of the year, about one third of the Northern Wall has been completed. The Western Embankment, consisting of sandstone rock and earth excavated from the cliff forming part of the Gas Company's property, is underway. The reclamation is to be enclosed by these three walls. (AHB, Annual Report, Engineer's Report Jan., 1909)  
1909 Reinforced work at the northern wall is nearly completed. (AHB, Annual Report, Engineer's Report, March, 1910)  
1910 Considerable progress is made in the filling of the area. The western slope is graded to form yards for shipwrights and boatbuilders and is surveyed and laid out in allotments. Lots 1-10 are put up for auction in November. A road is made from Beaumont Street to these and building by tenants commences. (AHB, Annual Report, Engineer's Report March, 1911)  
1911 On the inner areas of new land, first leased, large stores and timber mills are being erected. (AHB, Annual Report, Engineer's Report, Jan., 1912)  
1913 More allotments are taken up. Only 11 acres remain to be partially completed. The City Council commences the formation of Fanshawe Street and the kerbing, draining and metalling of Beaumont Street. (AHB, Annual Report, Engineer's Report, Jan., 1914)  
1914 The area of allotments north of the new Fanshawe Street is ready for leasing on 6 February. The street is officially used for the first time on 21 September. (AHB, Annual Report, Engineer's Report, Jan., 1915)  
1915 The Fanshawe Street workshops are closed and moved to other works in September. (AHB, Annual Report, Engineer's Report, Jan., 1916)  
1916 The reclamation is almost completed. (AHB, Annual Report, Engineer's Report, Jan., 1917).

| Additional information by Natasha Barrett (02/07/2010). Work has started on upgrading the historic Auckland waterfront slipway (which dates back to 1915) used in the refit and maintenance of superyachts. Upgrade work (totalling \$1.2 million) to the slipway in Orams Marine Village (owned by AMO) is being carried out by Total Marine Services Ltd. The upgrade will allow new longer style superyachts of up to 600 tonnes to be handled. This work is taking place alongside the planned Wynyard Quarter development.

<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	

<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		Book/s   Not visited, reported only   Aerial photographs   Archival photographs SE 1584 p.86   SE 1389 p.64 photograph (1912); p. 54 shows area prior to works   APL photograph 1-W1525 (25 Sept 1912 shows reclamation works underway and 8 old steam boilers presumably destined for the fill   APL photograph 4-4658 (1931) shows the waterfront along the western side of the reclamation   APL photograph 4-4002 (1931) shows the waterfront along Halsey St along the western side of the reclamation   APL map NZ maps 3926 compiled 1947-53 shows the location of jetties, slipway and oil tanks ca 1950   SE7307 includes plan showing reclamation and slipways	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Robert Brassey   Natasha Barrett	<b>Date recorded</b>	28/10/1993   12/06/ 2008   02/07/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	Auckland Regional Council Heritage Programmes Group		
<b>7. Keywords</b>	ACZ   CMA   CONCRETE   Freemans Bay Reclamation   Freemans Bay Slipway   HISTORIC   LBD   RECLAMATION   SEAWALL   SLIPWAY   Superyachts   Western reclamation		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1584   SE 1389   SE 7307	

<b>CHI Places Number</b>	541	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Wharf
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Western Wharf   Wynyard Wharf   Wynyard Quarter
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667050	<b>NZMG Northing</b>	6483200
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756774	<b>NZTM Northing</b>	5921579
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Western Wharf   Wynyard Wharf   Wynyard Quarter   Western reclamation   Auckland Harbour   Waitemata Harbour   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents.			
<b>2. State of site and possible future damage:</b>			
Although not verified by site inspection/investigation, it would appear the existing wharf is the structure built in the 1920s. Timber piles of the larger shed remain, between the wharf and the reclamation, in poor condition.			
Additional information by Natasha Barrett (22/02/2010). Colliers International in collaboration with Sea+City Projects (ARH), are planning to creat a marine industry precinct in the Wynyard Quarter.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Reinforced concrete wharf. The wharf originally had two sheds built on it. The smaller of the two had gone by ca 1950, the larger has since been demolished. Timber piles of the larger shed remain, between the wharf and the reclamation.			
<b>Additional Notes:</b>			

[Additional information by Robert Brassey, 12 June 2008: In 1904, the Auckland Harbour Board adopted a scheme of Harbour works designed by W.H. Hamer, who was the Board engineer from 1903 - 25. It entailed complete revision of berthing accommodation, and reclamations west of Queen Street and westwards to Point Campbell. Although not adopted in its entirety, the scheme marked the beginnings of planned development. Work began immediately on implementation, financed by a £1.5 million loan. The use of timber for harbour structures had resulted in an expensive programme of maintenance and renewal, so the Board resolved to adopt a policy of using permanent materials - plain or reinforced concrete - to resolve the problem. <br /><br /> At Freemans Bay, concrete retaining walls were constructed to reclaim a rectangular area of 69 1/4 acres, originally known as the Freemans Bay reclamation, north of Victoria Park. Work began in 1905 and the walls were completed by 1910. The reclamation was completed in 1917. Construction began in June 1920 on the Western Wharf, a new reinforced concrete wharf for coal and oil which extended from the end of the Freemans Bay reclamation. The wharf was to have 1000 ft of berthage, with a water depth of 25 ft (SE 7307). By 1921, the western breakwater and the first portion of the Western Wharf had been completed. On the afternoon of 28 October 1924, soon after it was brought into use, the outer end of the wharf collapsed due to a faulty design. A further portion collapsed the following day. The wharf was rebuilt and extended and the first bulk oil discharge was made in Sep-1926. <br /><br /> Despite the Depression, the Western Reclamation (as the reclaimed areas are collectively now known) and the extension of the Western Wharf were completed in 1931. Wynyard Wharf is a specialist, deep water facility for bulk liquid products. It has a direct pipeline from the berth to the tanks. It has a berth length of 486 metres and an operating area of 1 hectare. It is used for chemicals, mineral, vegetable oils, fish, general cargo, bulk sand, petroleum-based products. There is no public access <br /><br /> Record 559 (maritime site 895) was a duplicate for this structure and has now been deleted. <br /><br /> Chronology:<br /><br /> 1920: Wynyard Wharf, originally named Western Wharf – Construction begins in June when first piles are driven. Good road access is available to the whole area of which about 54% is now leased. (NZH 10/6/1920:4; AHB, Annual Report, Engineer's Report and addendum, Jan., 1921) <br /><br /> 1924: A portion of the wharf collapsed on the afternoon of 28 October. The ship Trelissick was moved further along the wharf. But, that portion also collapsed the following day. (ASB May 1961-, P.209; See also AHB, Annual Report, Engineer's Report, Jan., 1925) <br /><br /> 1925: Plans for the reconstruction of the collapsed 240ft. of the Western Wharf and extension for an additional 345ft. are prepared. Allocation of berthage for bulk oil steamers makes the extension necessary. <br /><br /> (AHB, Annual Report, Engineer's Report, Jan., 1926) <br /> British Imperial Oil Co. (NZ) Ltd and the Vacuum Oil Co. Propy. Ltd approach the Harbour Board with proposals to lease large areas for the erection of bulk oil tanks and additional warehouses. Both companies are subsequently accommodated on areas in proximity to Western Wharf and granted licences to carry pipelines under the wharf. (AHB, Annual Report, Superintendent's Report, May, 1926) <br /><br /> 1926, 1 July: The first stone of the Western Reclamation is deposited. By 30 September 18,282 cubic yards have been tipped in the banks. Poore Street and a small area of Fanshawe Street west of Beaumont Street are kerbed, metalled and sealed. (AHB, Annual Report, Engineer's Report, Sept., 1926) <br /><br /> 1927, September: The new extended Western Wharf is occupied by two oil vessels and a collier. (AHB, Annual Report, Engineer's Report, Jan., 1928) <br /><br /> 1928, 6 January: Pumping of spoil into the Western Reclamation area commences and by September nearly 35% of the total required has been pumped ashore. (AHB, Annual Report, Engineer's Report, Sept., 1928) <br /><br /> The tender of the Texas Coy. (Australasia) Ltd for a 50 year lease of a block of eight sections of Freeman's Bay Reclamation was accepted. The company expresses an intention to take up a larger block on the Western reclamation when it is available. Several other sections on the Freeman's bay Reclamation were leased. Only eight sections remain unleased. (AHB, Annual Report, Superintendent's Report, March, 1929) <br /><br /> 1929: The Texas Coy. (Australasia) Ltd install a bulk oil pipeline under Western Wharf. <br /> Reclamation- Pumping of sand, shell, clay and mud continues. A contract is let for stone for building up the half-tide reclamation banks to finished level. The concrete wall on top of the Western Breakwater is brought up to its full height. (AHB, Annual Report, Engineer's Report, October, 1929) <br /><br /> 1930: The 23 acres is filled to finished level. Subdivision plans are prepared and approved by the City Council. Preliminary work on road formation and drainage commences. (AHB, Annual Report, Engineer's Report, November, 1930) <br /><br /> 1932: The concrete copewater on top of the Western Breakwater forming the retaining wall to the Eastern Side of the reclamation is completed. There are now six separate installations for bulk oil discharge at Western Wharf. Two areas, comprising allotments 49-76 are leased by Oil Companies and tanks are being erected on one of these areas. (AHB, Annual Report, Engineer's Report, December, 1932) <br /><br /> A survey plan dated 29/5/1936 indicates three large tanks covering allots. 49 and 51, 53 and 55, 54 and 56. There are no other tanks on the entire (Western Reclamation) site at this stage although there are some iron and brick buildings. (LINZ DP 27338) <br /><br /> Aerial photographs from 1940 and 1958 (Collection, ACC Mapping and Design) clearly show these three tanks as well as others built later. A fourth tank is later added to the group. <br /><br /> 1932-1933: Railway sidings are constructed on the North Wall of Freeman's Bay Reclamation (AHB, Annual Report, Engineer's Report, December, 1932; November, 1933) <br /><br /> 1933-1934: Construction of Hamer Street on the Western reclamation commences and is completed by the end of September. Work starts on

Brigham Street. Both are Relief work contracts employing unemployed waterside workers. The two streets are tarred and sanded by August 1934. (AHB, Annual Report, Engineer's Report, November, 1933; 1934)<br /><br /> 1935: A hopper is constructed at the back of Western Wharf for the reception of bulk gypsum. (AHB, Annual Report, Engineer's Report, December, 1935)<br /><br /> 1941, January: The Texas Coy, (Australasia) Ltd. announces it has changed its name to Caltex Ltd. (NZH 20/1/1941:5)<br /><br /> 1949: Roading at the northern end of Hamer and Brigham Streets is changed to accommodate the adjustment of various Oil Company leaseholds. Also, a portion of Daldy Street is closed to permit re-arrangement of Oil Company leases. An area of 9 acres 2 roads and 3 perches is reclaimed at the eastern end of Pakenham Street. These changes can be seen in the 1958 aerial. (AHB, Annual Report, Engineer's Report, May, 1950; 1958 Aerial photograph, Collection, ACC Mapping and Design).<br /><br /> Additional information by Natasha Barrett (03/02/2010). Golden Bay Cement is moving from its Wynyard Wharf site and opening a \$45million service centre at Beldisloe Wharf on 3rd Feb 2010.<br /><br /> Additional information by Natasha Barrett (22/02/2010). Colliers International in collaboration with Sea+City Projects (ARH), are planning to create a marine industry precinct in the Wynyard Quarter.<br />

<b>4. Owner</b>	Ports of Auckland	<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only   archival photographs   aerial photographs   AHB Annual reports and Engineers reports (cited in SE 7103)		
<b>Aerial photographs (reference numbers, and clarity of site)</b>	1940 aerial (attached) clearly shows detail   ca 1921 oblique aerial (attached) shows the 'new coal and oil wharf' and breakwater		
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Robert Brassey   Natasha Barrett   Natasha Barrett	<b>Date recorded</b>	28/10/1993   12/06/2008   03/02/2010   22/02/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	Auckland Regional Council Heritage Programmes Group		
<b>7. Keywords</b>	ACZ   CMA   HISTORIC   LBD   MODERN   Western Wharf   WHARF   Wynyard Quarter   Wynyard Wharf		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>	Auckland Regional Council		
<b>ArcView Category</b>	Maritime Site		
<b>Biblio References</b>	SE 1389 p.47   SE 1443 pp.134,136   SE 7307:37. Also includes aerial photograph from ca 1921   APL photographs 1_W734-6 (15 Feb 1927); 1_W755 (17 Dec 1926); 4_3998 (6 Dec 1931)   APL NZ Maps 3926 (1947-53)   SE 7103   SE 7528		

<b>CHI Places Number</b>	580	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	WHARF SITE
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Site of former St. Mary's Bay wharf
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666150	<b>NZMG Northing</b>	6482900
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1755713	<b>NZTM Northing</b>	5921199
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
St Marys Bay   Auckland   Waitemata Harbour.			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from document.			
<b>2. State of site and possible future damage:</b>			
Destroyed - buried under motorway.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Wharf			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		book   Not visited, reported only	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	28 Oct 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   LBD   WHARF		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1389   SE 4608	

<b>CHI Places Number</b>	625	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	SHIPWRECK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	CITY OF CORK
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667300	<b>NZMG Northing</b>	6486700
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756855	<b>NZTM Northing</b>	5925001
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
City of Cork Beach   Big Shoal Bay   Northcote   North Shore City   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from book			
<b>2. State of site and possible future damage:</b>			
Unknown. Some remains were still visible at the time of the construction of the Auckland harbour Bridge approaches.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located near the mouth of the Onepoto Lagoon, map location estimated. Shipwreck. Used on the Riverhead run for several years. Sold in 1884. Some years later the CITY OF CORK suffered a breakdown and was carried by a strong southerly wind to a point in Big Shoal Bay where she became a total wreck. Built of iron. The CITY OF CORK was brought to the foreshore by Mr W.J. Evans who loaded it with manure for his orchard and then abandoned it on the beach.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only   archival image (postcard, ca 1920s)		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	15 Jun 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   LBD   ACZ   WRECK   SHIPWRECK		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>	<b>Latitude E</b>		



	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1505 pp.68-9; photographs p.65   SE 1746 pp.128	

<b>CHI Places Number</b>	706	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	INDUSTRIAL   SHIPYARD SITE
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Jim Read   James Reed (Reid)
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666550	<b>NZMG Northing</b>	6485600
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756108	<b>NZTM Northing</b>	5923900
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Sulphur Beach   Northcote   North Shore   Waitemata Harbour			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief, recorded from documents.			
<b>2. State of site and possible future damage:</b>			
Probably destroyed by motorway development.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located on a point about where toll plaza was located. Boatyard. Jim Read is recorded as having a yard in Sulphur Bay. He also had two houses on the foreshore which he built. He built the canoes for the Milford pirate ship.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor	<b>Date recorded</b>	2 Jun 1993
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC   SHIPYARD   SHIP   SHIP BUILDING   LBD   ACZ   BOAT BUILDING		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>		SE 1147 pp.126,142   SE 1746 pp.97,126,151	

<b>CHI Places Number</b>	967	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	HULK
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	SCOTCHMAN
<b>Grid references</b>			
<b>NZMG Easting:</b>		<b>NZMG Northing</b>	
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1757369	<b>NZTM Northing</b>	5925731
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Shoal Bay   Waitemata Harbour   Map location estimated   Exact Location Unknown			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
Unknown			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Hulk listed in "The Wreck Book" 1979.			
<b>Additional Notes:</b>			
Record updated and approx location added based on information in Evening Post 5 May 1934:22/3. This gives the location as the head of Shoal Bay. The vessel is identified as a ketch			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	book   Not visited, reported only		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Michael Taylor   Robert Brassey	<b>Date recorded</b>	15 Dec 1993   24 Aug 2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	?ACZ   ?CMA   CMA   HISTORIC   HULK   KETCH   SCOTCHMAN		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland Regional Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>			

<b>CHI Places Number</b>	2488	<b>NZAA Site Number</b>	R11_2499
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	BUILDING - TAVERN
<b>NZMS 260 map edition</b>		<b>Name</b>	Rob Roy Hotel   Birdcage Tavern   Birdcage
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666720	<b>NZMG Northing</b>	6482180
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756285	<b>NZTM Northing</b>	5920480
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
127-133 Franklin Road   Freemans Bay   Auckland City   Auckland Central   Auckland CBD			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
Additional information by Rick McGovern Wilson, NZHPT (18/12/2009). NZHPT have granted a general authority to relocate the Birdcage (R11/2499), in order to develop a motoway tunnel at Victoria Park.			
Additional information by Natasha Barrett (17/02/2010). Presumed good condition. Due to be reinforced and moved 40m up Franklin Rd as part of new tunnel construction to ease congestion on State Highway 1. To be returned to its original location two years later in 2012. Cordy's will sell off 40 lots from the Birdcage in Feb 2010.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<b>Additional Notes:</b>			
Additional information by Rick McGovern Wilson, NZHPT (18/12/2009). NZHPT have granted a general authority to relocated the Birdcage (R11/2499), in order to develop a motoway tunnel at Victoria Park. The building will be removed from its original context (to be returned there 2yrs later) and the basement level destroyed, significantly affecting the archaeological values of the site.    Additional information by Natasha Barrett (17/02/2010). A hotel has been on the site since 1865 when a wooden hotel, called the Rob Roy was built - making it one of Auckland's oldest pubs. Patrons could reach the hotel by road or water because it was so close to the Freemans Bay shoreline. The existing hotel building was built in 1885. In 1969, the east wing was extended and the hotel's name changed to the Birdcage.    The Birdcage is going to be moved 40metres up Franklin Rd (no date as yet) at a cost of \$2.5million as part of the new tunnel construction to ease congestion on State Highway 1. The pub is currently directly above teh planned tunnel's southern protal, so moving it was the only option. The pub will be moved back to its orginal sites after around 2years once the new motorway tunnel under Victoria Park is completed. Oringally it was thought that the pub would have to be move permanently to an alternative location 40m away.    The pub will be reinforced and place on runway beacms just below ground level before hydraulic arms pushed it gently and slowly along the beams up the road. The relocated Birdcage is expected to be part of a new plaza development.    On Sat 27th Feb 2010 some 40 lots from the Birdcage will be auctioned by Cordy's at their antique and art sale. This includes: vintage furniture, cast iron fountain fittings, marble statue of classical figures (nearly 4m across and estimated to be worth \$20,000), pair of large whisky dispensers from 1900 (estimated \$1600), cast iron spiral staircase more than four metres high (estimated \$5000).			
<b>4. Owner</b>	Kanuka Properties Limited	<b>Tenant/Manager</b>	

<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	New Zealand Historic Places Trust   New Zealand Historic Places Trust   Natasha Barrett	<b>Date recorded</b>	0   18/12/2009   17/02/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	Birdcage   Birdcage Tavern   DISTRICT PLAN SCHEDULE   HOTEL   NZHPT REGISTER   PUB   Rob Roy Hotel   TAVERN		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>	MM	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 3887   SE 4608   SE 6955   SE 6974	

<b>CHI Places Number</b>	2756	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	Building - Commercial
<b>NZMS 260 map edition</b>		<b>Name</b>	Former City Destructor Buildings   Victoria Park Market
<b>Grid references</b>			
<b>NZMG Easting:</b>		<b>NZMG Northing</b>	
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756373	<b>NZTM Northing</b>	5920493
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
210-218 Victoria Street West   Union Street   Drake Street   Victoria Park Market   Auckland Central   Auckland CBD			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
City Destructor Buildings (Victoria Park Market).			
<b>Additional Notes:</b>			
Additional information by Sally Burgess (23 Dec 1999): See also: CHI computer no's 12606 and 2755 for Destructor Chimney and Incinerator Building also at Victoria Park Market.    Additional information by Graeme Murdoch (2009): A nationally notable and representative example of an intact early 20th century former municipal depot, waste destructor and power generation plant. The complex was constructed as concern grew about the City's sanitation and the associated threat of epidemic disease in the late 19th and early 20th centuries. The destructor building and the double storey stables are the only buildings of their type remaining in NZ. The 38m. polychromatic brick chimney is the finest example of this type of historic structure remaining in the Auckland region. The complex, which was constructed 1905-1918, incorporated numerous municipal buildings including a large rubbish destructor building and chimney, an electricity generator, stables to house the majority of the ACC's over 100 working horses, workshops for blacksmiths, wheelwrights, carpenters, painters, plumbers and stonemasons, as well as administrative offices and a dog pound. The complex remained a municipal depot and rubbish disposal site until 1972. Following a public campaign the complex was saved from demolition and converted into a public market retail complex Victoria Park Market.     Additional information by Natasha Barrett (26/07/2010). The deal to see Victoria Park market for a restaurant and retail redevelopment has gone through. Constructio will start in the third week of August 2010.			
<b>4. Owner</b>	Victoria Park Market (1988) Ltd.	<b>Tenant/Manager</b>	
<b>Owner Address</b>	P.O.Box 7036, Wellesley Street, Auckland	<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			



<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Anon   Sally Burgess   New Zealand Historic Places Trust   Graeme Murdoch   Natasha Barrett	<b>Date recorded</b>	0   23/12/1999   2009   26/07/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	AUCKLAND CITY COUNCIL DISTRICT PLAN 2004   CBD   CHIMNEY   CIVIC BUILDING   DESTRUCTOR   Draft Regional Schedule 2009   INCINERATOR   MARKET   NZHPT REGISTER   PROPOSED PLAN SCHEDULE   VICTORIA PARK   Victoria Park Market		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>	MM	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	2757	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Chimney
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Victoria Park Market Chimney   Victoria Park Market
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666850	<b>NZMG Northing</b>	6482200
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756415	<b>NZTM Northing</b>	5920501
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
1 Drake Street   Victoria Park   Victoria Park Market   Auckland Central   Auckland City   Auckland			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<p>  The Victoria Park Market Chimney was constructed in 1904 under the probable supervision of the Auckland City Engineer Alfred Wrigg (1852-1927). It was built at the main ACC Depot in Patteson St. (Victoria St. West) which housed the Council Workshops and had two storeyed stabling for 93 working horses.&lt;br /&gt;&lt;br /&gt;  In the 19th century the disposal of rubbish was a major problem. After fears of an outbreak of epidemic disease including the bubonic plague, the Council decided to build a municipal refuse destructor at its main depot. Refuse was collected 3 times per week in the commercial area, 2 times per week in the inner residential area and weekly in the outer suburbs. The refuse from the outer districts was deposited in tips while the rest was disposed of at the Destructor.&lt;br /&gt;&lt;br /&gt;  Refuse was tipped into bins from Drake St above the depot and fed into the Meldrum Patent Simplex Regenerator Destructor. It was able to burn up to 40 tons of refuse per 24 hours. Hot gases from the furnace passed a Babcock &amp; Wilcox boiler prior to venting via the 38 m chimney. The steam produced by the boiler was used by a vertical steam engine which powered the adjoining Municipal Workshops and the Municipal power generating plant. The latter plant was transferred to the larger coal fired station constructed at Kings Wharf in 1910. After World War II controlled dumping in landfills became more prevalent and by 1960 only 10% of the City's rubbish was being disposed of by the Destructor. It was last used in 1972. The Municipal Depot including the Chimney were sold by the Council in 1984 and developed as the Victoria Park Market. The Chimney is an inner city landmark and the focal point of a thriving tourist attraction. It is the last of the many large industrial brick chimneys constructed throughout the region in the Victorian and Edwardian eras. &lt;br /&gt;&lt;br /&gt;  The chimney is constructed of regularly strapped un reinforced brickwork. It has a base 2.4 m square tapering to 1.8 m at the top, and is 38 metres high. It is a free-standing square sectioned structure with an underground flue. The chimney is constructed predominantly of buff coloured bricks, contrasted with courses of orange coloured bricks. There is a broad decorative band on the chimney base with corbelling above and again at the top of the stack, using bricks of both colours. This provides simple but extensive decoration that allows the Chimney to be more than a utilitarian structure. Similar brickwork is used in the adjoining buildings of the old destructor complex and ACC Depot. The chimney was capped in 1983.</p>			
<b>Additional Notes:</b>			
Additional information by Natasha Barrett (26/07/2010). The deal to see Victoria Park market for a restaurant and retail redevelopment has gone through. Constructio will start in the third week of August 2010.			

<b>4. Owner</b>	Victoria Park Market (1988) Ltd.	<b>Tenant/Manager</b>	
<b>Owner Address</b>	P.O.Box 7036, Wellesley Street, Auckland	<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	City of Auckland Municipal Handbook 1922   NZHPT Buildings File BDG 380		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Graeme Murdoch   Natasha Barrett	<b>Date recorded</b>	0   26/07/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	CBD   CHIMNEY   NZHPT REGISTER   REGIONAL SCHEDULE   VICTORIA PARK   Victoria Park Market		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>	MM	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 4608	

<b>CHI Places Number</b>	6815	<b>NZAA Site Number</b>	R11_78
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	1981
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	PA (HEADLAND)
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Oka   Point Erin   Te Koraenga   Te Routu o Ureia
<b>Grid references</b>			
<b>NZMG Easting:</b>	2665800	<b>NZMG Northing</b>	6483500
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1755362	<b>NZTM Northing</b>	5921798
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Point Erin   Auckland Harbour Bridge   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: largely or completely destroyed, risk of severe damage			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
This site is located on the southern approach to the Auckland Harbour Bridge, and has been severely damaged by settlement and park formation. Only evidence of European occupation was revealed by the excavations for the swimming pool.			
<b>Additional Notes:</b>			
Additional information by Brenda Sewell (18 December 1981) notes that old, crushed midden is eroding on the north western edge of the headland. It is just below a seat, and above a "Lane control signals ahead" motorway sign. About 18,150 square yards of the site has been destroyed by Settlement. There is, however, possible evidence for a large ditch and bank along the roadside of the park area, to the north of Sarsfield Street and southward of the swimming pool complex.     Additional information by Natasha Barrett (15/06/2010). Authority granted for the installation of pipelines crossing Auckland Harbour Bridge and possibly affecting pa site R11/78 (CHI Places No 6815). Monitoring and recording of the excavations were carried out throughout May 2010. No archaeological materials were identified despite the known pre-historic occupation of the pa site. A reduced excavation methodology limited the potential for archaeological discovery. The stratigraphy observed within the excavations was largely modified, as a result of the Pt Erin Swimming Pool complex (CHI Places No 433). See CHI Bib No 8800.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>	Not visible		
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Bob Brown   Brenda Sewell   Natasha Barrett	<b>Date recorded</b>	1961   18/12/1981   15/06/2010

<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	1982
<b>Address</b>			
<b>7. Keywords</b>	?DITCH AND BANK     NZHPT Register   DESTROYED   HEADLAND PA   HEADLAND Pa   MIDDEN   PA   PA   Registred Wahi Tapu   SCATTER   SHELL		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitute S</b>		<b>Latitude E</b>	
AD	<b>Type of site</b>	CD	<b>Present condition and future danger of destruction</b>
AI	<b>Local environment today</b>		<b>Security Code</b>
AH	<b>Land classification</b>	MM	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>			

<b>CHI Places Number</b>	6816	<b>NZAA Site Number</b>	R11_79
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	1981
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	PA (HEADLAND)
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Te Tou
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666600	<b>NZMG Northing</b>	6482600
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756164	<b>NZTM Northing</b>	5920900
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
St Mary's Bay   Ponsonby   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: Largely or completely destroyed, no information on danger   largely or completely destroyed   Site no longer exists			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
This site is located where the Auckland Gas Works were sited, and more recently Rank Xerox on the cliff top and the Assembly of God Church. The 14,520 square yards of the site has been destroyed.			
<b>Additional Notes:</b>			
Additional information by Jo Sullivan (14 January 1981) notes that the huge earthworks for the Assembly of God Church and the Gas Works have altered the whole area for many years. No evidence of this headland pa has been found.			
<b>4. Owner</b>	Assembly of God	<b>Tenant/Manager</b>	
<b>Owner Address</b>	Auckland	<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>	Not visible		
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	H. J. R. (Bob) Brown   Jo Sullivan	<b>Date recorded</b>	1961   1981
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	1982
<b>Address</b>			
<b>7. Keywords</b>	PA   DESTROYED   HEADLAND PA		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

AD	Type of site	CD	Present condition and future danger of destruction
AI	Local environment today		Security Code
AG	Land classification	MM	Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>		SE 4608   SE 7476	

<b>CHI Places Number</b>	9040	<b>NZAA Site Number</b>	R11_54
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Sep 2001
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	PA (HEADLAND)
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	Te Onewa   Te Whareroa
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666327	<b>NZMG Northing</b>	6484605
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1755887	<b>NZTM Northing</b>	5922904
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
R11 4.1   Northcote Point   Stokes Point   Onewa Ward			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief   Photographs			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: partly damaged, no information on danger   September 2001. Grass Badly eroded. Illegal excavation at southern tip of point - midden lens exposed, and in S. side of ditch. Damage to north side of ditch from run-off from harbour bridge storm water. Damage from same source on eastern side just outside ditch. Continuing erosion from foot traffic and storm water run-off from bridge.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Part of the site has been destroyed by bridge construction. A portion of the defences filled in; the Borough Council intends to restore these parts. Probably only inner defence area remains today. (SRF includes a paper slip with the note: Kelly (1929:n.175) Te Onewa - ditch across headland point at Northcote Point (i.e. pa).			
<b>Additional Notes:</b>			



Additional information sheet by Janet Romanes (19 May 1986): Situated on reserve at end of Stokes Point, Northcote, underneath the Auckland Harbour Bridge. Access at the end of Princess Street. Much interference to land form especially north of defensive ditch, due to construction of foundations for harbour bridge supports. Future damage likely from natural erosion and vandalism. Pa site has a commanding view of the Waitemata Harbour and southern shore. Defended by steep cliffs and transverse ditch, approximately 18' deep. Little remaining earthworks. 2 small areas of midden. Shellfish probably from adjacent lagoons. Pa in use for about 100 years. Land sold to NZ Government between 1841-44 (refer to "History of Northcote" published by North Shore Teachers College and Northcote Borough Council). Pa was occupied by the Kawerau tribe, one of the earliest settler groups of the Auckland Isthmus, and Toi Te Huatahi who arrived in the 12th century, settled some of his people in this locality. The Ngati Whatua tribe held the fortress in 1841, when the land was sold. In the early 1900's, the Northcote Maori planted a totara tree, which they named Tainui and surrounded it by a fence with 3 carved corner posts. The tree has not survived, but a triangular fence with the original corner posts painted red, has been preserved at the top of the slope on the western side of the reserve. ("NZ Herald" 7 Dec 1955). | Additional information by Russell Foster (September 2001). Stokes Point. Directly underneath harbour bridge. NB: GPS Grid ref unreliable - poor coverage under bridge. Resistivity survey indicates that patches of shell midden are present in the grassed part of the site outside the ditch and on the eastern side of bridge. Further shell midden is evident by the path running west from the pa. Site urgently requires Conservation Plan and Management Plan to control continuing damage to site from Harbour Bridge activities and foot traffic. Further survey throughout Reserve area to determine surviving extent of occupation outside the ditch. Photographs: 1. View over south point of headland. Note eroded surface and illegal excavation at southern end. 2. View looking north from point. Note illegal excavation in foreground. The surviving ditch of the pa abuts the bridge support in the background. | Refer to SE 156 p 6.

<b>4. Owner</b>	North Shore City Council	<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	Brief		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>	ARC CHI		
<b>6. Reported by</b>	H. J. R. (Bob) Brown   Russell Foster	<b>Date recorded</b>	16 Sep 1961   1986   Sep 2001
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	1986
<b>Address</b>			
<b>7. Keywords</b>	PA (HEADLAND)   PROPOSED PLAN SCHEDULE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
CC	<b>Type of site</b>	BD	<b>Present condition and future danger of destruction</b>
EU	<b>Local environment today</b>		<b>Security Code</b>
AH	<b>Land classification</b>	ML	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>		SE 156   SE 2037   SE 2038   SE 2039   SE 2040   SE 4012   SE 4603   SE 6572	

<b>CHI Places Number</b>	10284	<b>NZAA Site Number</b>	R11_1798
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Nov 2001
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	WELL   HOMESTEAD
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666422	<b>NZMG Northing</b>	6484982
<b>GPS Easting</b>	2666422	<b>GPS Northing</b>	6484982
<b>NZTM Easting</b>	1755981	<b>NZTM Northing</b>	5923282
<b>Grid Reference Source</b>		<b>GPS</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
R11 4.1   Princes Street   Northcote   Onewa Ward			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief   Photograph			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: Largely or completely destroyed, no information on danger   November 2001. Site covered in concrete. Not known if anything survives. Threats: If anything survives, future redevelopment.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Well located on the southern side of front garden of No 34 Princes Street Northcote. This was cleared out in the 1939-45 War in case of water shortage but has since been filled in again. An old homestead was originally built on this land and its rubbish dump located on the grounds of 36 Princes Street.			
<b>Additional Notes:</b>			
Additional information by Russell Foster (November 2001). Well at 34 Princes Street possibly survives under current buildings, but it would be very unlikely that any evidence of the homestead will have survived. Similarly, it is unlikely that the rubbish dump referred to as being at 36 Princes Street could have survived present development.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>	34 Princes Street, Northcote	<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	NZAA SRF		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>	ARC CHI		
<b>6. Reported by</b>	Brenda Sewell   Russell Foster	<b>Date recorded</b>	12 May 1987   Nov 2001
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	1987
<b>Address</b>			
<b>7. Keywords</b>	HISTORIC SITES   WELL   HOMESTEAD		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			

NZHPT Site Field Code			
Latitude S		Latitude E	
ES	Type of site	CD	Present condition and future danger of destruction
AI	Local environment today		Security Code
--	Land classification	ML	Local body
Extra information required by CHI			
Local Authority		North Shore City Council	
ArcView Category		Archaeological Site	
Biblio References		SE 6572	

<b>CHI Places Number</b>	10285	<b>NZAA Site Number</b>	R11_1799
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Nov 2001
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	MIDDEN
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666500	<b>NZMG Northing</b>	6484700
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756060	<b>NZTM Northing</b>	5923000
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
R11 4.1   Beach Road   Northcote   Onewa Ward			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: intact, continuing minor damage			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located almost under motorway. Shell midden eroding down steep slopes on to the side of Beach Road. Also visible was European rubbish ("junk") so site could be historic or may be a prehistoric midden overlaid by more modern rubbish.			
<b>Additional Notes:</b>			
Additional information by Russell Foster (Nov 2001): Site not relocated, probably lost through erosion. There is a discrepancy between the grid reference and the stated location in the original SRF. The SRF places the midden on the west side of Beach Road, whilst the grid reference is well to the south of that road. The area was revisited with the original recorder of the site who confirmed that the site had been recorded on the western side of Sulphur Beach Road, not Beach Road,. However, no evidence of the site could be found in the area. It is likely that the site has been destroyed by erosion or some other works on the western side of the road.			
<b>4. Owner</b>	North Shore City Council	<b>Tenant/Manager</b>	
<b>Owner Address</b>	Private Bag 94500, Takapuna	<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		NZAA SRF	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Brenda Sewell   Russell Foster	<b>Date recorded</b>	12 May 1987   Nov 2001
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	18 Rarawa St, Mt Eden, Auckland		
<b>7. Keywords</b>	ZZ   HISTORIC   PROPOSED PLAN SCHEDULE		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
CE	Type of site	DD	Present condition and future danger of destruction
AI	Local environment today		Security Code
AH	Land classification	ML	Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>		SE 4012   SE 6572	

<b>CHI Places Number</b>	11289	<b>NZAA Site Number</b>	R11_1478
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	16 Apr 1996
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	INDUSTRIAL SITE (GASOMETER)
<b>NZMS 260 map edition</b>	Edition 1 1981	<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666700	<b>NZMG Northing</b>	6482200
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756265	<b>NZTM Northing</b>	5920500
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Freemans Bay   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Detailed report			
<b>2. State of site and possible future damage:</b>			
NZAA Condition: Largely or completely destroyed, no information on danger   Destroyed			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
This site is located in Freemans Bay, on the corner of Victoria Street West, Scotland Street, and Franklin Road. This is the former site of the Auckland Gas Company gasometers established c.1886. The foundation piles for the gasometer and well, which was part of the hydraulic system of the gasometer, occurs there. Other remains include furnace brick "Vulcan 12", and cinder layers in exposed section suggesting pyrotechnology on site. This site was destroyed during construction for apartments.			
<b>Additional Notes:</b>			
<b>4. Owner</b>	C/- Paxton Construction Management	<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>		In report	
<b>6. Reported by</b>	Rod Clough	<b>Date recorded</b>	16 Apr 1996
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	1996
<b>Address</b>			
<b>7. Keywords</b>	GASOMETER   INDUSTRIAL SITE   HISTORIC   WELL   FOUNDATION PILES   BRICK   "VULCAN 12"   CINDER   PYROTECHNOLOGY		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			

<b>Latitude S</b>		<b>Latitude E</b>	
GS	<b>Type of site</b>	CD	<b>Present condition and future danger of destruction</b>
--	<b>Local environment today</b>		<b>Security Code</b>
AI	<b>Land classification</b>	MM	<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>		Best, Simon and Clough, Rod. 7 June 1996. "The Auckland Gas Co. Gasometer Site in Freemans Bay: An Archaeological Assessment of Features Discovered During Construction Work" for Paxton Construction Management. Clough and Associates Ltd.   SE 4608   SE 7476	

<b>CHI Places Number</b>	12549	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	13/10/2009
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	BUILDING - COMMERCIAL
<b>NZMS 260 map edition</b>		<b>Name</b>	(former) Baileys Shipyard and Devonport Ferry Co   Gloss Boats (current)
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666802	<b>NZMG Northing</b>	6483030
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756344	<b>NZTM Northing</b>	5921131
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
136 Beaumont Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
No description available - Orams Marine (1996)			
<b>Additional Notes:</b>			
Additional information by Salmond-Reed (01/05/2006): "Apparently a maritime building since its inception, with some later embellishment." Meets five of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. C) Is a landmark or is visually dominant within or beyond the precinct, or from the water. E) Demonstrates integrity of original form and construction or has an integrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes). Additional information by Robert Brassey and Rachel Ford (13/10/2009): Building appears in relatively okay condition. Some damage can be seen from the outside, such as cracks down the exterior. Photo attached.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	Brief Visit		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess   Salmond Reed Architects   Robert Brassey and Rachel Ford	<b>Date recorded</b>	1999   01/05/2006   13/10/2009



<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	PROPOSED PLAN SCHEDULE   Wynyard Quarter   Beaumont Street   Baileys Shipyard and Devonport Ferry Co   Gloss Boats   Wynyard Point Character Building Study   Wynyard Point		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	12606	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	Structure - Chimney
<b>NZMS 260 map edition</b>		<b>Name</b>	City Destructor Chimney   Victoria Park Market
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666820	<b>NZMG Northing</b>	6482200
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756385	<b>NZTM Northing</b>	5920501
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
210-218 Victoria Street West   17 Drake Street   Victoria Park Market   Auckland Central   CBD   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Brick Chimney, part of city destructor buildings and now part of Victoria Park Market.    See also: CHI computer no's 2756 and 2755 for other buildings at Victoria Park Market (City Destructor Buildings and Incinerator Building). 			
<b>Additional Notes:</b>			
Additional information by Natasha Barrett (26/07/2010). The deal to see Victoria Park market for a restaurant and retail redevelopment has gone through. Constructio will start in the third week of August 2010.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess   Natasha Barrett	<b>Date recorded</b>	1999   26/07/2010
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	AUCKLAND CITY COUNCIL DISTRICT PLAN 2004   CBD   CHIMNEY   DESTRUCTOR   MARKET   PROPOSED PLAN SCHEDULE   VICTORIA PARK   Victoria Park Market		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			

<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 3853   SE 4608	

<b>CHI Places Number</b>	12607	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Not visited
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	Building - Educational
<b>NZMS 260 map edition</b>		<b>Name</b>	Campbell Free Kindergarten Building   Logan Campbell Free Kindergarten   Grafton United Cricket Club   Ponsonby Soccer Club
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666770	<b>NZMG Northing</b>	6482270
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756334	<b>NZTM Northing</b>	5920570
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Victoria Park Market   Victoria Street   Auckland Central   Auckland CBD			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
Additional information by Natasha Barrett (25/05/2010). ACC wants changes the kindergarten redeveloped and refurbished.			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			

| Brief History: The former Campbell Free Kindergarten was built in 1910 for the children of Freemans Bay, Auckland. It was designed by architect Charles Le Neve Arnold in the Arts and Crafts style. Located in a poor, industrial part of the city, the building was the first Free Kindergarten in Auckland and was erected on the fringes of Victoria Park, the only sizeable green space in Freemans Bay. Its creation was closely associated with some of the settlement's most notable citizens, including John Logan Campbell the 'Father of Auckland'- and Martha Washington Myers, an American citizen closely related to Arthur Myers, the Mayor of Auckland.<br /><br />| Believed to be the first purpose-built Free Kindergarten erected in New Zealand, the building is closely associated with a worldwide expansion of the kindergarten movement, which was begun in the 1830s by German educator Friedrich Froebel. Free Kindergartens were symptomatic of an emerging belief in nineteenth-century and early twentieth-century New Zealand that poverty and other social ills could eventually be reformed through the appropriate protection and education of children. The first Free Kindergarten in New Zealand was established in Dunedin in 1889, with early kindergartens mostly taking place in church or community halls. Construction of the Campbell Free Kindergarten took place soon after the Free Kindergarten movement received formal recognition from the government in 1909 through the provision of a capitation grant for each child.<br /><br />| The Arts and Crafts design of the Campbell Free Kindergarten reflected aspects of the philosophy behind the Free Kindergarten movement, being closely linked with the egalitarian ideals of William Morris and others in Great Britain, and notions of healthy living linked to pre-industrial societies. The style was adopted for subsequent Free Kindergartens in New Zealand, including the Rachel Reynolds Kindergarten (1914) in Dunedin, and the Myers Kindergarten (1917) in Auckland. After serving as a kindergarten for 50 years the building became the clubrooms of the Grafton United Cricket Club and the Ponsonby Soccer Club. In the 1980s, it fell into disuse. Now located within a wealthy inner suburb, it is a reminder of the poor beginnings of Freemans Bay, also forming an important remnant of New Zealand's educational and social history.<br /><br />| Registration BD 2004/06/11 includes: the Building, its fixtures and fittings, as well as the immediate surrounds. The registration boundary encompasses a rectangular area measuring 10m. east-west x 35m. north-south, extending northwards from the northern edge of the footpath of Victoria Street West. This incorporates the full historical curtilage of the building and a 5m. extension to the north, in which an addition to the building was constructed in the 1930's. Registration includes the railings and gate fronting Victoria Street West.

**Additional Notes:**

| Additional information by Natasha Barrett (25/05/2010). ACC wants changes at the Logan Campbell Free Kindergarten building on the Victoria St of the park. The century-old red-brick building is empty, fenced off and boarded up. It has been vandalised, but the council report relating to the reuse of the Victoria Park Lodge also said it wanted the kindergarten redeveloped and refurbished. Two years ago, gym operators, cafe owners and gallery curators were invited to move in.<br /><br />

<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess   New Zealand Historic Places Trust	<b>Date recorded</b>	1999   25/06/2004
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	AUCKLAND CITY COUNCIL DISTRICT PLAN 2004   CAMPBELL   Campbell Free Kindergarten Building   CBD   Grafton United Cricket Club   KINDERGARTEN   Logan Campbell Free Kindergarten   NZHPT Register   Ponsonby Soccer Club   PROPOSED PLAN SCHEDULE   VICTORIA PARK		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 3853   SE 4608   SE 6146   SE 6147   SE 6148   SE 6149   SE 6150   SE 6151   SE 6152   SE 6153   SE 6154   SE6155	

CHI Places Number	12684	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	TREES
NZMS 260 map edition		Name	
<b>Grid references</b>			
NZMG Easting:	2667000	NZMG Northing	6482250
GPS Easting		GPS Northing	
NZTM Easting	1756564	NZTM Northing	5920551
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Victoria Street, City   Victoria Park			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Swamp Cypress (Taxodium distichum)			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	TREE - EXOTIC   CYPRESS   VICTORIA PARK   CBD   PROPOSED PLAN SCHEDULE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Botanical Site	
<b>Biblio References</b>		SE 3853	



<b>CHI Places Number</b>	12685	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	TREES
<b>NZMS 260 map edition</b>		<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666870	<b>NZMG Northing</b>	6482500
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756434	<b>NZTM Northing</b>	5920801
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Victoria Street, City   Victoria Park			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
65 London Plane (Platanus acerifolia)			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	TREES - EXOTIC   LONDON PLANE   VICTORIA PARK   CBD   PROPOSED PLAN SCHEDULE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Botanical Site	
<b>Biblio References</b>		SE 3853	

<b>CHI Places Number</b>	12695	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	MAORI HERITAGE AREA
<b>NZMS 260 map edition</b>		<b>Name</b>	Victoria Park
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666830	<b>NZMG Northing</b>	6482380
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756394	<b>NZTM Northing</b>	5920681
<b>Grid Reference Source</b>		<b>NZMS 260 Map Sheet</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Victoria Park   Beaumont Street   Fanshawe Street   Central City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<b>Additional Notes:</b>			
No further descriptions are currently available of the Schedule B. Maori Heritage sites. Further information on Maori Heritage sites pending results of the submission process may be available at a latter date.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	VICTORIA PARK   PARK   PROPOSED PLAN SCHEDULE   MAORI HERITAGE SITE   MAORI HERITAGE AREA		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maori Heritage Area	
<b>Biblio References</b>		SE 3853	

CHI Places Number	12700	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	BUILDING - COMMERCIAL
NZMS 260 map edition		Name	Auckland Gas Company Administration
<b>Grid references</b>			
NZMG Easting:	2666590	NZMG Northing	6482420
GPS Easting		GPS Northing	
NZTM Easting	1756154	NZTM Northing	5920720
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
90 Beaumont Street   City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	GAS   BUILDING - OFFICES   OFFICES   DISTRICT PLAN SCHEDULE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 3887   SE 4608	

CHI Places Number	12767	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	MAORI HERITAGE AREA
NZMS 260 map edition		Name	One-Marua
<b>Grid references</b>			
NZMG Easting:	2665810	NZMG Northing	6483220
GPS Easting		GPS Northing	
NZTM Easting	1755373	NZTM Northing	5921518
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Point Erin   Auckland Harbour Bridge   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	0
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	DISTRICT PLAN SCHEDULE   MAORI HERITAGE AREA   MAORI HERITAGE AREA   MAORI HERITAGE SITE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maori Heritage Area	
<b>Biblio References</b>		SE 3887	



CHI Places Number	12768	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	MAORI HERITAGE AREA
NZMS 260 map edition		Name	Te Koraenga Oka
<b>Grid references</b>			
NZMG Easting:	2665640	NZMG Northing	6483350
GPS Easting		GPS Northing	
NZTM Easting	1755202	NZTM Northing	5921648
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Point Erin Park   Auckland Harbour Bridge   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	0
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	DISTRICT PLAN SCHEDULE   MAORI HERITAGE AREA   MAORI HERITAGE AREA   MAORI HERITAGE SITE   PARK		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maori Heritage Area	
<b>Biblio References</b>		SE 3887	

CHI Places Number	12769	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	MAORI HERITAGE AREA
NZMS 260 map edition		Name	Ko Takerehaea
<b>Grid references</b>			
NZMG Easting:	2666090	NZMG Northing	6482850
GPS Easting		GPS Northing	
NZTM Easting	1755653	NZTM Northing	5921149
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
St Marys Bay Road			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
St Marys Bay Road (reserve at foot of road).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	RESERVE   MAORI HERITAGE SITE   DISTRICT PLAN SCHEDULE   MAORI HERITAGE AREA   MAORI HERITAGE AREA		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maori Heritage Area	
<b>Biblio References</b>		SE 3887	

CHI Places Number	13024	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	BUILDING - DWELLING
NZMS 260 map edition		Name	
<b>Grid references</b>			
NZMG Easting:	2666445	NZMG Northing	6484730
GPS Easting		GPS Northing	
NZTM Easting	1756004	NZTM Northing	5923030
Grid Reference Source		NZMS 260 Map Sheet	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Princes Street 7   Northcote   North Shore			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
House.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Sally Burgess	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HOUSE - HISTORIC   PROPOSED PLAN SCHEDULE		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>		SE 4012	

<b>CHI Places Number</b>	15124	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	Aug 2005
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	SLIPWAY   POSTS
<b>NZMS 260 map edition</b>		<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>		<b>NZMG Northing</b>	
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1757279	<b>NZTM Northing</b>	5925593
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Sulphur Beach   North Shore City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief			
<b>2. State of site and possible future damage:</b>			
Good condition, easily visible at low water			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Intertidal zone. Alistair Jamieson - reported only: Lines of rough posts extending out into intertidal zone. Cleared passage visible through mangroves on 1959 aerial, still partially open in 2001. Local tradition is that the structure was associated with boat building.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>	Alastair Jamieson, ARC Heritage Dept   Local resident		
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Alastair Jamieson	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	ARC Heritage Dept		
<b>7. Keywords</b>	Posts   Slipway   Boat landing   CMA   Boat building		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>

	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>			



CHI Places Number	16827	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	BUILDING - DWELLING
NZMS 260 map edition		Name	
<b>Grid references</b>			
NZMG Easting:	2666403	NZMG Northing	6485135
GPS Easting		GPS Northing	
NZTM Easting	1755962	NZTM Northing	5923435
Grid Reference Source		GIS Calculated	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
48 Princes Street   Northcote   North Shore			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
House			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Lucy Schwaner	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HOUSE   HISTORIC HOUSE   DISTRICT PLAN		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

CHI Places Number	16839	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	None	Type of site or area	BUILDING - DWELLING
NZMS 260 map edition		Name	
<b>Grid references</b>			
NZMG Easting:	2666053	NZMG Northing	6485783
GPS Easting		GPS Northing	
NZTM Easting	1755610	NZTM Northing	5924082
Grid Reference Source		GIS Calculated	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Vincent Road 6   Northcote   North Shore			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Historic house.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Lucy Schwaner	<b>Date recorded</b>	
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>			
<b>7. Keywords</b>	HOUSE HISTORIC   DISTRICT PLAN		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>

	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	17058	<b>NZAA Site Number</b>	R11_2365
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	15 Aug 2006
<b>NZMS 260 map name</b>	None	<b>Type of site or area</b>	MIDDEN (SHELL)
<b>NZMS 260 map edition</b>		<b>Name</b>	
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666600	<b>NZMG Northing</b>	6486352
<b>GPS Easting</b>	2666600	<b>GPS Northing</b>	6486352
<b>NZTM Easting</b>	1756156	<b>NZTM Northing</b>	5924652
<b>Grid Reference Source</b>		<b>GPS</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
15 Sylvan Avenue   Northcote   Auckland			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
Brief   Photos x3			
<b>2. State of site and possible future damage:</b>			
Remnant midden only. Buried behind retaining wall			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Immediately behind western boundary with road reserve. Site extends slightly into 13 sylvan Avenue. Shell midden discovered during excavation for a retaining wall. The surviving midden is 3.6m long, with a maximum depth of 0.22m at its upper (north-eastern) end, petering out to 20-30mm at the lower end, adjacent to the driveway of Number 13. The midden contents was largely cockle but a number of scallop were noted. Matrix of block ashy soil.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Russell Foster	<b>Date recorded</b>	15 Aug 2006
<b>Filekeeper</b>	CL Warner	<b>Date (NZAA SRF Entry Date)</b>	7 Mar 2007
<b>Address</b>			
<b>7. Keywords</b>	RETAINING WALL   MIDDEN   SHELL   COCKLE   SCALLOP		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	

AA	Type of site	BD	Present condition and future danger of destruction
--	Local environment today		Security Code
AE	Land classification	ML	Local body
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		North Shore City Council	
<b>ArcView Category</b>		Archaeological Site	
<b>Biblio References</b>		SE 6965	

<b>CHI Places Number</b>	18593	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	13 Oct 2009
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Dredge Driving Wheel
<b>NZMS 260 map edition</b>		<b>Name</b>	Whakarire
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667332	<b>NZMG Northing</b>	6483721
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756872	<b>NZTM Northing</b>	5921822
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
Wynyard Quater   Waterfront   Auckland			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
From plaque: These dredge driving wheels were saved from the dredger Whakarire by the Auckland Harbour Board and placed on this site provided by the Auckland City Council. The Whakarire was built in 1903 by Lobnitz and Co. Ltd, Renfrew, Scotland, and worked Wellington Harbour from that year until 1934 when she was moved to the port of Napier until being taken out of service in 1974. A vessel of 819 gross tonnage she was 180'0" long with a beam of 36'0", depth of 16'0" and Hopper capacity of 600 tons. Equipped with a bucket chain of 40 units each of 16c ft capacity and a maximum dredging depth of 45'0", she moved in excess of 10,000,000 tones of spoil during her years of service.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>		Brief Visit	
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Robert Brassey & Rachel Ford	<b>Date recorded</b>	13 Oct 2009
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	21 Pitt Street, Auckland		
<b>7. Keywords</b>	Wynyard Quarter   Whakarire   Dredging Driving Wheels		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			

<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Maritime Site	
<b>Biblio References</b>			



<b>CHI Places Number</b>	18599	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	(former) Oil company store   (now) Mt Smart Marine
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666840	<b>NZMG Northing</b>	6482962
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756382	<b>NZTM Northing</b>	5921063
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
129-135 Ceamount Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "former oil company store, now Mt Smart Marine. Not shown in 1914 map, but present in Shell compound in 1930's". Meets five of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. D) Is a significant marker in roading network, or a building that closes a vista within the roading network. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		

<b>7. Keywords</b>	Wynyard Quarter   Beaumont Street   Wynyard Point Character Building Study   Wynyard Point   Oil company store   Mt Smart Marine		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18600	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	(former) oil company building   (now) Marine Electronics Warehouse and Bait and Tackle
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666882	<b>NZMG Northing</b>	6482885
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756424	<b>NZTM Northing</b>	5920986
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
121-127 Beaumont Street   Wynyard Quarter   Auckland			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Located on the corner of Gaunt and Daldy Streets. Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "former oil company building - now Marine Electronics Warehouse and Bait and Tackle. Motor repair workshop within Shell (previously British Imperial) compound in 1930's". Meets five of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. D) Is a significant marker in roading network, or a building that closes a vista within the roading network. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	

<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Beaumont Street   Wynyard Point Character Building Study   Wynyard Point   Oil company building   Marine Electronics Warehouse and Bait and Tackle		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18601	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	(former) Mason site   (now) Southern spars
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667041	<b>NZMG Northing</b>	6482977
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756583	<b>NZTM Northing</b>	5921078
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
139 Pakenham Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "formerly Mason site (and possibly building), now Southern Spars. Part of a street-scape of early-mid 20th Century buildings in Pakenham and Halsey Streets". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Beaumont Street   Wynyard Point Character Building Study   Wynyard Point   Mason site   Southern spars		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18602	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	North Sails
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667085	<b>NZMG Northing</b>	6482968
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756627	<b>NZTM Northing</b>	5921069
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
117 Pakenham Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "former use unknown - now North Sails. Part of a streets-scape of early mid 20th century buildings in Pakenham and Halsey Streets". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/15/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Pakenham Street   Wynyard Point Character Building Study   Wynyard Point   North Sails		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			



<b>CHI Places Number</b>	18603	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	13/10/2009
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	Lysaght Building
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667121	<b>NZMG Northing</b>	6482953
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756663	<b>NZTM Northing</b>	5921054
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
120-126 Halsey Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "formerly Lysaght building - since J. Shaw - now empty. Part of streets-scape of early-mid 20th century buildings in Pakenham and Halsey Streets. Also a very good example of Inter-War stripped classical commercial architecture". Meets five of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. D) Is a significant marker in roading network, or a building that closes a vista within the roading network. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
Additional information by Robert Brassey and Rachel Ford (13/10/2009): Exterior appears to be in good condition.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects   Robert Brassey and Rachel Ford	<b>Date recorded</b>	00/05/2006   13/10/2009
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	

<b>Address</b>	58 Calliope Road, Devonport   21 Pitt Street, Auckland		
<b>7. Keywords</b>	Wynyard Quarter   Pakenham Street   Halsey Street   Wynyard Point Character Building Study   Wynyard Point   Lysaght		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18604	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	Neuchatel   PM Design
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667147	<b>NZMG Northing</b>	6482977
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756689	<b>NZTM Northing</b>	5921078
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
120-126 Halsey Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "former Neuchatel offices - no PM Design. Park of the Pakenham and Halsey Streets streetscape, attached to a factory of less importance". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Pakenham Street   Halsey Street   Wynyard Point Character Building Study   Wynyard Point   Neuchatel   PM Design		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18605	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	N. Cole building   Sail Connections
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667093	<b>NZMG Northing</b>	6483094
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756635	<b>NZTM Northing</b>	5921195
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
8-14 Madden Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "former N. Cole building - now Sail Connections. Constructed for N. Cole, builder, c1930 in Stripped Classical Style. Later Art Deco/Moderne additions". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Madden Street   Wynyard Point Character Building Study   Wynyard Point   N. Cole building   Sail Connections		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18606	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	Sanford Building
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667094	<b>NZMG Northing</b>	6483221
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756636	<b>NZTM Northing</b>	5921323
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
22 Jellicoe Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "Sanford Building. Inter-War Stripped Classical Building, which has a land-mark value from the harbour". Meets five of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. C) Is a landmark or is visually dominant within or beyond the precinct, or from the water. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Jellicoe Street   Wynyard Point Character Building Study   Wynyard Point   Sanford Building		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			



<b>CHI Places Number</b>	18607	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	13/10/2009
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building
<b>NZMS 260 map edition</b>		<b>Name</b>	AHB Shed   Auckland Harbour Board Shed
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667158	<b>NZMG Northing</b>	6483245
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756700	<b>NZTM Northing</b>	5921346
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
1-17 Jellicoe Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "Former AHB Shed. Occupies the footprint of an AHB building present in the early 1930's and by be this building". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations. F) Is considered suitable for adaptation for other uses (without major changes).			
<b>Additional Notes:</b>			
Additional information by Robert Brassey and Rachel Ford (13/10/2009): Photos taken. Street-facing side of shed with sliding doors, appears to be in good condition, the remainder of the shed is inaccessible.			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond and Reed Architects   Robert Brassey and Rachel Ford	<b>Date recorded</b>	00/05/2006   13/10/2009
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		

<b>7. Keywords</b>	Wynyard Quarter   Jellicoe Street   Wynyard Point Character Building Study   Wynyard Point   AHB Shed   Auckland Harbour Board Shed		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18608	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building - Industrial
<b>NZMS 260 map edition</b>		<b>Name</b>	Golden Bay Cement
<b>Grid references</b>			
<b>NZMG Easting:</b>	2666897	<b>NZMG Northing</b>	6483365
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756439	<b>NZTM Northing</b>	5921466
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
65-75 Jellicoe Street   2A-8 Hamer Street   Wynyard Quarter			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "Golden Bay Cememt. A visually interesting industrial complex, but with limited potential for re-use". Meets three of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. C) Is a landmark or is visually dominant within or beyond the precinct, or from the water. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Jellicoe Street   Hamer Street   Wynyard Point Character Building Study   Wynyard Point   Golden Bay Cement		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			

<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

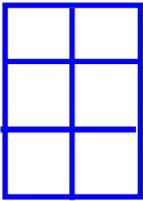
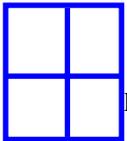
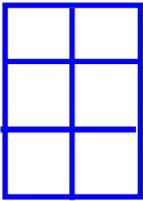
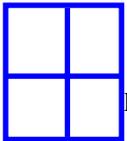
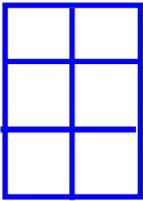
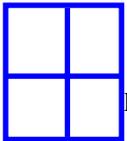
<b>CHI Places Number</b>	18609	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Building - Industrial
<b>NZMS 260 map edition</b>		<b>Name</b>	Sanfords
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667028	<b>NZMG Northing</b>	6483470
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756569	<b>NZTM Northing</b>	5921571
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
38 Hamer Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "Sanford's. A quirky industrial building enclosing a slipway fro maintenance of boats. The building is evidently in deteriorated condition, which may preclude its retention in whole or in part". Meets two of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Hamer Street   Wynyard Point Character Building Study   Wynyard Point   Sanfords		
<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			

<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			

<b>CHI Places Number</b>	18610	<b>NZAA Site Number</b>	
<b>NZMS 260 map number</b>	R11	<b>Date of visit</b>	00/03/2005
<b>NZMS 260 map name</b>	Auckland	<b>Type of site or area</b>	Industrial
<b>NZMS 260 map edition</b>		<b>Name</b>	Oil Tanks
<b>Grid references</b>			
<b>NZMG Easting:</b>	2667199	<b>NZMG Northing</b>	6483551
<b>GPS Easting</b>		<b>GPS Northing</b>	
<b>NZTM Easting</b>	1756740	<b>NZTM Northing</b>	5921652
<b>Grid Reference Source</b>		<b>GIS Calculated</b>	
<b>1. Aids to relocation of site (attach a sketch map):</b>			
<i>In this section just enter the key location details, from closest to furthest from the site e.g. Home Bay; Motutapu Island; Hauraki Gulf; Auckland City. Enter the specific details about how to get to the site at the beginning of the DESCRIPTION field.</i>			
92-150 Brigham Street   Wynyard Quarter   Auckland City			
<b>NZAA Record Status identify how comprehensive record is (e.g. Brief or Detailed) and whether any location maps or site sketch plans are attached.</b>			
<b>2. State of site and possible future damage:</b>			
<b>3. Description of site (&lt;i&gt;supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here&lt;/i&gt;)</b>			
Identified during a character building study of Wynyard Quarter by Salmond-Reed Architects. "A cluster of oil tanks, including the oldest four tanks on Wynyard Point, which were present of under construction in 1940". Meets four of the six criteria professionally developed for the area of study. A) Has a character that reflects industrial and maritime history of the area, or a distinctive or uncommon architectural style, or is a building of architectural merit. B) Contributes to a grouping or collection of similar buildings (tight or loose), of similar scale, age, or alignment to the street. C) Is a landmark or is visually dominant within or beyond the precinct, or from the water. E) Demonstrates intergrity of original form and construction or has an intergrity that can be recovered through removal of additions and reversal of minor alterations.			
<b>Additional Notes:</b>			
<b>4. Owner</b>		<b>Tenant/Manager</b>	
<b>Owner Address</b>		<b>Tenant/Manager Address</b>	
<b>5. Nature of information (heresay, brief or extended visit, etc.)</b>			
<b>Aerial photographs (reference numbers, and clarity of site)</b>			
<b>Photographs (reference numbers, and where they are held)</b>			
<b>6. Reported by</b>	Salmond Reed Architects	<b>Date recorded</b>	00/05/2006
<b>Filekeeper</b>		<b>Date (NZAA SRF Entry Date)</b>	
<b>Address</b>	58 Calliope Road, Devonport		
<b>7. Keywords</b>	Wynyard Quarter   Hamer Street   Brigham Street   Wynyard Point Character Building Study   Wynyard Point   Oil Tanks		

<b>8. New Zealand Register of Archaeological Sites (for office use)</b>			
<b>NZHPT Site Field Code</b>			
<b>Latitude S</b>		<b>Latitude E</b>	
	<b>Type of site</b>		<b>Present condition and future danger of destruction</b>
	<b>Local environment today</b>		<b>Security Code</b>
	<b>Land classification</b>		<b>Local body</b>
<b>Extra information required by CHI</b>			
<b>Local Authority</b>		Auckland City Council	
<b>ArcView Category</b>		Historic Structure	
<b>Biblio References</b>			



<p>NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (METRIC)</p> <p>Metric map number sheet R11 Metric map name Auckland NZMS 260 map edition</p>	<p>NZAA METRIC SITE NUMBER R11/2374 DATE VISITED 2004, 2005, 2006 SITE TYPE Historic Reclamation SITE NAME: Victoria Park OTHER</p>				
<p>Grid Reference Easting   2666800 Northing   6482300</p>					
<p>1. Aids to relocation of site (attach sketch map) - Freemans Bay – park is bounded by Victoria St West, Halsey, Beaumont and Fanshawe Sts. Grid reference is a centre point about 1.5km west of the CBD</p>					
<p>2. State of site and possible future damage The site is city park and generally not under threat with the exception of service /utility trenches. However, the proposed Victoria Park Tunnel will impact on a significant portion at the western end of the park.</p>					
<p>3. Description of site (Supply full details: history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) Victoria Park – formerly Freemans Bay was reclaimed from c. 1886 to 1901 with infill primarily from headlands either side of the bay. Waste from early industries was also used in reclaiming the bay. The Bay and old foreshore is listed as a Maori heritage site symbolising Maori settlement of the bay and the use of its shellfish beds.</p>					
<p>4. Owner Current - ACC  Address</p>	<p>Tenant/manager Address</p>				
<p>5. Nature of information (hearsay, brief or extended visit) - detailed research see bibliography 6. Photographs (reference numbers and where held) - various reports –  Aerial photographs (reference numbers and clarity of site)</p>					
<p>6. Reported by Clough &amp; Associates Ltd Address 321 Forest Hill Rd, Waiaatarua, Auck 0612</p>	<p>Filekeeper Date</p>				
<p>7. New Zealand Historic Places Trust (for office use)</p> <table border="0" data-bbox="188 1400 1114 1601"> <tr> <td data-bbox="188 1400 331 1601">  </td> <td data-bbox="331 1429 544 1579"> <p>Type of site  Local environment  Land classification</p> </td> <td data-bbox="651 1400 778 1541">  </td> <td data-bbox="778 1400 1114 1518"> <p>Present condition and future danger of destruction  Local body</p> </td> </tr> </table>			<p>Type of site  Local environment  Land classification</p>		<p>Present condition and future danger of destruction  Local body</p>
	<p>Type of site  Local environment  Land classification</p>		<p>Present condition and future danger of destruction  Local body</p>		

Location of Victoria Park (arrowed), in relation to a map of the early shoreline

