

Chapter 25

Part G

VOLUME 2

# Built Heritage

## Overview

There are nine heritage buildings that are statutorily recognised (either by NZHPT and/or KCDC) and three sites that are considered to contain structures with built heritage values but are not listed or registered, located within or near the proposed designations. Of those, four NZHPT and/or KCDC registered sites and the three non-listed buildings have the potential to be adversely affected by the Project's construction and/or operation.

To address the effects on built heritage arising from the Project, various mitigation measures are proposed, including rotating the Ōtaki Railway Station (shifting it slightly to the east) to align it with the realigned NIMT, relocating the beehive kilns at the former Mirek Smišek pottery site, screening buildings from the proposed Expressway and relocating 'Clifden' house at Bridge Lodge to an appropriate site. With these mitigation measures, the overall effects of the Project on heritage values will be less than minor and acceptable.

## 25 Built Heritage

### 25.1 Introduction

Assessments have been undertaken to profile the existing environment in relation to built historic heritage, and assess the Project's potential impacts on these sites and structures.

The report detailing the effects of the Project on built heritage is:

- The Assessment of Built Historic Heritage Effects (Technical Report 18).

This technical report is included in Volume 3 of this AEE report.

### 25.2 Existing Environment – Built Heritage

There are nine statutorily recognised heritage buildings, either registered by the NZHPT and/or scheduled in the Operative and Proposed KCDCPs, which are within the boundaries of the proposed designation or within close proximity (i.e. within a distance of approximately one kilometre from the centre line of the proposed Expressway alignment).

The four NZHPT/KCDC registered sites are:

- *Ōtaki Railway Station* - The Ōtaki Railway Station has been a pivotal structure in the life of Ōtaki and the wider districts since the first station was built in 1886. The present railway station dates from 1910 and is an example of a type B Troup station. This is an NZHPT Category II building<sup>45</sup>.
- *Former Rahui Milk Treatment Station* - built in 1924 by the Wellington City Corporation Milk Department as a branch of the main depot. The building is currently undergoing adaptation as a hotel and conference centre. The building has been considerably adapted and its heritage values significantly compromised. This is an NZHPT Category II building.
- *Former Rahui Factory Social Hall* - this was one of the first church buildings constructed in the parish of Ōtaki and was built in 1893. The building is now used as rental accommodation. This is an NZHPT Category II building.
- *Former Te Horo Railway Station* - The history of the former Te Horo Railway station is uncertain, but the existing building is likely to have been constructed in 1896. The building was relocated in 1971 from its original site in Te Horo by potter Mirek Smišek

---

<sup>45</sup> Category II status is given to places of historical or cultural heritage significance or value

for use as bed and breakfast accommodation. This building is listed on the KCDC Heritage Register.

The five KCDC registered properties are:

- 3 Main Highway, Ōtaki – Brown Sugar Café;
- 91 Main Highway, Ōtaki – old house built 1880;
- 290 Main Road, Ōtaki – old house built 1889;
- Centennial reserve, Main Road, Ōtaki; and
- 266 Main Road, Ōtaki – 1888 cottage.

Other sites which are not listed or registered, but which may have potential heritage values, were also identified, either visually or from research using oral history or secondary sources. These sites are:

- *Former Mirek Smišek pottery site.*
  - A group of buildings and structures exists on the site, associated with Mirek Smišek and includes:
    - The former Te Horo Railway Station building discussed above (listed on KCDC Heritage Register);
    - Two beehive kilns and a brick flue with shelter - these were built by Mirek Smišek (one of New Zealand's most significant potters) and were used by Smišek to fire his signature salt glazed pottery. There are no other examples of kilns built and used by Mirek Smišek. The kilns are considered to have physical, historical and cultural heritage values;
    - A shed next to the beehive kilns – an ad hoc structure with earth floor built from 'found' materials and used by Mirek Smišek to prepare clay and throw pots;
    - A hut (possibly a former railway workers' hut) – used as a show room by Mirek Smišek; and
    - A house – a large Edwardian villa and used by Mirek Smišek as his home while he ran his pottery on the site. It has some minor historical value in its association with the potter and as one of a group of buildings used by Smišek. It is the only building on site that was not constructed by Smišek or transported onto the site by him.
- *230 Main Highway, Ōtaki* – a bay villa constructed prior to 1890 and former home of Hema Te Ao, a significant kaumātua and local politician.
- *'Clifden' at Bridge Lodge* – constructed approx. 1870. The site was purchased from Tamihana Te Rauparaha by William Small, believed to be one of the earliest settlers in the district. While the house has been modified, the main elements of the north elevation have been retained.

## 25.3 Assessment of Effects on Built Heritage

### 25.3.1 Potential Effects on Statutorily Identified Built Heritage

Of the nine NZHPT registered or KCDC listed buildings identified, four of these structures are potentially affected by the Project. The other five are considered to be either too distant from the proposed alignment to experience any physical or visual effects on heritage values or there were no assessed changes in circumstances from the existing situation.

The four registered/listed buildings/structures that are considered to be affected by the Project are:

- *Ōtaki Railway Station*: The realigned NIMT will occupy part of the existing location of the Station, and the realignment of the railway tracks by the Station changes the existing geometric relationship of the building with the line. The resulting realignment of the Station building, to replicate geometric relationships (i.e. the building and the

platform being parallel to the line), will require the reorientation of the Station including the deconstruction and rebuilding of all brick elements.

- *Former Te Horo Railway Station building* (located on the former Mirek Smišek pottery site): The Expressway will be within 20 metres of the former Railway Station building, changing the existing setting. This building was relocated on to the pottery site (so is not on its original setting) but will remain in-situ on its current site.
- *Former Rahui Milk Treatment Station*: The Project will be in close proximity to the north elevation of the building, changing the existing setting, with a potentially visible bridge to the north.
- *Former Rahui Factory Social Hall*: The Project will be in very close proximity to the building, changing the existing setting.

The Ōtaki Railway Station has high historical, architectural and rarity values. As part of the proposal, the Ōtaki Railway Station will be reoriented with the realigned NIMT. Subject to the brickwork being completely reconstructed, and all interior and exterior fabric being relocated with the building (e.g. the platform, verandah and toilet block) to remain relative to the building as it currently exists, there will be little loss of heritage fabric or significance of the Station. It is therefore considered that, with these mitigation measures implemented, the heritage effects on this building will be less than minor.

The integrity and setting of the former Te Horo Railway station will also be affected as the Expressway will be located approximately 20 metres from the building. However there will be no physical effects on the former station or loss of building fabric. The associations of the building to its original site were lost when it was relocated to Mirek Smišek's site in 1971, and for the last 42 years it has been associated with a number of buildings on the site created by Mr Smišek. It is considered that the former Te Horo Railway Station has moderate to high architectural and historical values, but the effects of the Expressway on these heritage values are assessed to be less than minor.

The immediate setting of the former Rahui Milk Treatment Station and the former Rahui Factory Social Hall will be modified to an insignificant degree, however the wider setting will be significantly modified as the Project will be in close proximity. There will be no physical change to the buildings resulting from the Project. Planting is proposed to mitigate the visual effects on these buildings. Any noise and vibration effects or settlement that might arise during construction will be avoided or mitigated through implementation of the CEMP, discussed further in Part H, Chapter 30 of this AEE report. The former Rahui Milk Treatment Station and the former Rahui Factory Social Hall have both been assessed as having moderate architectural and historic values, however the effects of the Project on these values are assessed to be less than minor.

### 25.3.2 Potential Effects on Non-Statutorily Identified Built Heritage

The following non-statutorily identified buildings/structures are considered to be affected by the Project:

- *Former Mirek Smišek pottery site* (two beehive kilns and brick flue, preparation shed and house): The site of the kilns, brick flue, preparation shed and house will be occupied by the Expressway, resulting in a reduction in the size of the site by approximately half, as well as changes to the setting of the group of structures associated with the Smišek pottery.
- *'Clifden' at Bridge Lodge*: The site of the house will be occupied by an over-bridge access road.

Although not registered with the NZHPT or listed by KCDC, it is considered that the kilns and flue have sufficient heritage values to be considered under the RMA as being historic heritage. As they have significant heritage values, their demolition would not be consistent with the protection of historic heritage. The alternative of relocation would

better provide for their protection, with the optimum location being as close as possible to their existing site and maintaining a physical relationship with the preparation shed. Such a location would enable a visual appreciation of the process of pottery production and firing followed by Mirek Smišek on the site.

The beehive kilns and flue can be carefully be relocated in a sympathetic manner on site. As the original location of the kilns would no longer exist, documentary recording of the kilns as they exist and interpretation of their original location would further assist an appreciation of the workings of the pottery manufacturing.

There is no public access to the site currently and therefore little or no public understanding and appreciation of the place and structures where Smišek developed his 'signature' salt-glazed pottery. If possible, public access to the site should be provided, along with appropriate recording and interpretation of the kilns. This would increase awareness and understanding of the significance of the site and structures.

The Expressway will have no physical impact on the hut, but will modify its setting.

Other than the kilns and preparation shed, the only other structure physically affected by the Project is the house, the site of which will be occupied by the Expressway, bunding and drainage. The removal or demolition of the house will be required as there will not be sufficient space for it to remain on site. The house is the structure least associated with the production of the pottery for which Smišek is highly regarded, however Smišek occupied it for many years and it is at the centre of the site. Its recording prior to demolition or removal is recommended and this information could be added to the interpretation of the site as recommended for the kilns.

The assessment of the collection of buildings including the house, preparation shed, and hut has established that, based on current knowledge, these structures have low to moderate heritage value through their historic association with Mirek Smišek.

With the recommended relocation of the kilns and associated mitigation measures proposed above, namely the retention of the remaining structures (excluding the house) associated with Smišek and the recording and interpretation of the kilns, the effect on the heritage values of the group will be negligible and the historic heritage of the site will be maintained. As noted above, if possible, public access would increase awareness of the site.

The approach to the proposed Expressway bridge no.6 will occupy the approximate location of 'Clifden'. The assessment of 'Clifden' has established that, although not registered with the NZHPT or listed with the KDC, it has sufficient heritage values to be considered under the RMA as being historic heritage of local significance. As it has locally significant heritage values its destruction would not be consistent with the protection of historic heritage. The alternative of relocation of the house without its later additions (which have reduced architectural heritage values) would provide for its protection. An optimal location would have been to a site associated with William Small, who was the original builder and owner of the house, but investigations have not located any such sites. Clifden will therefore be relocated to a suitable site owned by the NZTA in the district, 91 Gear Road, Te Horo. This would reduce adverse effects of the Project to an acceptable level and, given the modified nature of this house its historic heritage will be protected.

#### **25.4 Measures to Avoid, Remedy or Mitigate Potential Adverse Effects on Built Heritage**

To minimise the effects on built heritage and protect the historic heritage identified in Section 25.3 of this AEE report, a range of measures are proposed.

#### 25.4.1 Ōtaki Railway Station

The Station and railway track are currently parallel to each other. The Project realigns the railway track so that the two will no longer be parallel. Realignment of the Station building to maintain its historic orientation with respect to the railway line will mitigate this adverse effect. To ensure that effects are acceptable and historic heritage is protected, the following mitigation measures are recommended:

- all brickwork, including chimneys and the central brick fire-wall, is completely reconstructed in the realigned Station building.
- all other interior and exterior fabric associated with the building, including the verandah, is relocated with the building.
- all external elements associated with the building, including the full extent, design and fabric of the platform, the toilets, steps, loading dock and ramps are relocated/reconstructed in the new alignment.
- a revision of the existing conservation plan is recommended to take account of any changes since it was first written and to recommend policies for the relocation and care of fabric.

#### 25.4.2 The Former Rahui Milk Treatment Station

The effects of the Project on the heritage values of the building are likely to be negligible and historic heritage will not be compromised. Further planting between the building and over bridge to screen the Project is proposed to mitigate any adverse visual effects.

#### 25.4.3 The Former Rahui Factory Social Hall

The effects of the Project on the heritage values of the building are likely to be negligible and historic heritage will not be compromised. Further planting near the building to screen the Project is proposed to mitigate any adverse visual effects.

#### 25.4.4 The Former Te Horo Railway Station

The effects of the Project on the heritage values of the building are likely to be negligible and historic heritage will not be compromised. To mitigate any adverse effects on the setting of the building, planting and a new access road is proposed.

#### 25.4.5 The Beehive Kilns

The effects of the Project on the kilns, flue and protective shelter are likely to be more significant. Relocation of the structures is the only option to protect historic heritage and it has been determined that this is feasible and will occur as part of the Project. The optimal location for the structures would be to the eastern end of the clay preparation shed as this would retain physical, visual and historical associations with the site. Relocation to this area is feasible and therefore is provided in the Project design. The relocation of the kilns along with their recording and interpretation, and screening of the Expressway will reduce the effects of the Project on the kilns to an acceptable degree and historic heritage will be protected. A conservation plan will be prepared for the relocation and appropriate conservation of the kilns. Public access to the site, if possible, would also increase public awareness of the site and its heritage values.

#### 25.4.6 Group of Former Smišek Buildings

The most significant effects of the Project on the grouping of structures in the former Smišek pottery, relate to the kilns, discussed above, and, to a lesser extent, the house. Mitigation of effects described for the kiln also relate to the group of buildings. With respect to the house, which has the least heritage significance of the group, its recording prior to removal or demolition and this information being added to interpretation of the

site will mitigate effects to an acceptable degree. Implementation of all recommended mitigation measures concerning the site will result in the appropriate protection of historic heritage.

#### 25.4.7 **'Clifden'**

The effects of the Project on 'Clifden' are likely to be significant, but adverse effects will be appropriately mitigated through the relocation of the original house, without its modern additions, to an identified site owned by the NZTA in the district. A conservation plan will be prepared for the relocation and appropriate conservation of the house.

#### 25.4.8 **Overall**

With the recommended mitigation proposed, the overall effects of the Project on built heritage will be less than minor.