


TECHNICAL REPORT 2

# BUILT HERITAGE ASSESSMENT

NOVEMBER 2016

Quality Assurance Statement	
Prepared by	Reverb Adam Parkinson/Bruce Petry
Reviewed and revised by	Matthews & Matthews Architects Ltd
Approved for release	 Patrick Kelly (EWL Alliance Manager)

Revision schedule					
Rev. N°	Date	Description	Prepared by	Reviewed by	Approved by
0	November 2016	Final for Lodgement	Reverb Adam Parkinson/Bruce Petry	Matthews & Matthews Architects Ltd	Patrick Kelly

### Disclaimer

*This report has been reviewed, revised and prepared by Matthews & Matthews Architects Ltd on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which Matthews & Matthews Architects Ltd has not given its prior written consent, is at that person's own risk.*

## Executive Summary

1. This report assesses the potential effects or impacts on built heritage that might result from the construction and operation of the East West Link Project (EWL or the Project).
2. The alignment has been designed to avoid or minimise direct impacts on historic heritage buildings and structures as far as possible, however there will be some adverse effects as a result of the Project. There will be moderate to significant adverse effects on the Aotea Sea Scouts Building as a result of the proximity of the alignment. While the building remains in its original location, effects include an increased isolation of the building from Gloucester Park and the surrounding context, which is important to its heritage values. Increased traffic volumes and noise close to the building, changes in road levels with the requirement for ramps and retaining walls in front of the building leading to the overbridge, and loss of views to the east elevation will also have adverse effects on the heritage values of the building. The proximity of the EWL alignment may limit the way the building can be used in future, which may also affect its heritage values.
3. The EWL will also create a busier and more complex road arrangement in front of The Landing (former Manukau Tavern). The new east and west bound lanes will pass directly in front of the Landing in a trenched section, which maintains a visual connection to Onehunga Wharf. The connection to Orpheus Drive and Onehunga Wharf, including pedestrian and cycle paths will be maintained by the landbridge. Reduced traffic volumes on the southern part of Onehunga Mall will enhance the connection for pedestrians to Onehunga town centre.
4. The EWL is elevated on an embankment adjacent to the Waikaraka Cemetery with loss of views to the harbour and a change to the currently quiet environment near the cemetery. These effects are partly mitigated by avoiding change to the road, stone walls and trees near the cemetery. There is also provision for access for cycling and walking along the re-naturalised harbour edge in the vicinity of the cemetery.
5. In Sector 5, the EWL will require the removal or relocation of two houses, built around the early 20th century, which are not formally identified.
6. **Contributors to this Report:** This report was prepared to a draft stage by conservation architect Bruce Petry, Reverb. Following Bruce's death in July 2016, Matthews & Matthews Architects Ltd have been engaged to review and complete the assessment, building on the work already undertaken. The process has involved a review of the report and site visits to confirm concurrence with the background information included, methodology and initial assessment of effects. The report has been revised and an assessment of the effects of the project on built heritage places within the study area has been undertaken by Matthews & Matthews Architects Ltd.



## Table of Contents

<b>Executive Summary</b> .....	<b>i</b>
<b>1 Introduction</b> .....	<b>1</b>
1.1 Study Area .....	2
<b>2 Project Description</b> .....	<b>3</b>
2.1 Overview.....	3
<b>3 Regulatory Framework</b> .....	<b>6</b>
3.1 Resource Management Act 1991 .....	6
3.2 Auckland Council Regional Plan: Coastal .....	6
3.3 Local Authority Scheduling and District Plan Controls .....	6
3.4 New Zealand Historic Places Trust Pouhere Taonga [HNZPT] .....	7
<b>4 Methodology</b> .....	<b>9</b>
<b>5 Existing Environment</b> .....	<b>10</b>
5.1 Existing Physical environment.....	10
<b>6 Historical Background</b> .....	<b>21</b>
<b>7 Identified Built Heritage</b> .....	<b>31</b>
<b>8 Assessment of Effects-Built Heritage</b> .....	<b>50</b>
8.1 Sector 1: Te Hōpua ā Rangī/Onehunga .....	50
8.2 Sector 2: Māngere Inlet .....	54
8.3 Sector 3: Anns Creek .....	55
8.4 Sector 4: Mutukāroa-Hamlins Hill.....	55
8.5 Sector 5: State Highway 1 .....	55
8.6 Sector 6: Local Works (on Neilson Street, Alfred Street, Captain Springs Road, the new port link and at Great South Road and Church Street intersection.) .....	55
<b>9 Mitigating and Managing Effects</b> .....	<b>58</b>
9.1 Consideration of Potential Mitigation and Management.....	58
9.2 Site Specific mitigation and management measures .....	60

## List of Figures

Figure 1-1: Built Heritage Study Area.....	2
Figure 2-1: Sectors of EWL Alignment.....	4
Figure 5-1: View towards the Aotea Sea Scouts Building from the coastal walkway. Photo Matthews & Matthews Architects Ltd, August 2016.....	12
Figure 5-2: View towards the main elevation of the Aotea Sea Scouts Building. Photo Matthews & Matthews Architects Ltd, August 2016.....	12
Figure 5-3: View towards the stone walls, embankment and remains of c.1850 s wharf structure. Photo Matthews & Matthews Architects Ltd, August 2016.....	13
Figure 5-4: The Landing (former Manukau Tavern), 2 Onehunga Harbour Road. Photo Matthews & Matthews Architects Ltd, August 2016.....	13
Figure 5-5: View of the rail bridge at north end of the Old Māngere Bridge. Photo Matthews & Matthews Architects Ltd, August 2016.....	14
Figure 5-6: View to Māngere across the Old Māngere Bridge. Photo Matthews & Matthews Architects Ltd, August 2016.....	14
Figure 5-7: View to houses at 31 and 33 Onehunga Mall from pedestrian walkway. Photo Matthews & Matthews Architects Ltd, August 2016.....	15
Figure 5-8: View of former Shaldrick residence at 50 Onehunga Mall. Photo Matthews & Matthews Architects Ltd, September 2016.....	15
Figure 5-9: View of road, trees and stone wall adjacent to Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd, September 2016.....	16
Figure 5-10: Views towards harbour and Māngere from the road adjacent to Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd, September 2016.....	17
Figure 5-11: Stone stairs along coastal walkway. Photo Matthews & Matthews Architects Ltd, September 2016.....	17
Figure 5-12: View of villa at 31 Frank Grey Place. Photo Matthews & Matthews Architects Ltd, September 2016.....	19
Figure 5-13: Stone walls, piers and Caretaker’s Cottage, Waikaraka Park, at corner of Captain Springs Road. Photo Matthews & Matthews Architects Ltd, September 2016.....	20
Figure 5-14: Onehunga Woollen Mills 273 Neilson Street. Photo Matthews & Matthews Architects Ltd, September 2016.....	20
Figure 6-1: Map of the Town of Onehunga 1906. Sir George Grey Special Collections, Auckland Libraries, NZ Map 5933.....	21
Figure 6-2: 1914 Map of the County of Eden, showing Borough and Road District areas. Sir George Grey Special Collections, Auckland Libraries, NZ Map 4661.....	25
Figure 6-3: SO 678 showing the grid of streets and one-acre town allotments laid out for the Fencible settlement at Ōtāhuhu with small farms to the east.....	27
Figure 6-4: Auckland City abattoir at Westfield, looking towards the Māngere Inlet. South Auckland Research Centre, OTU: 1 Footprints 03707.....	29
Figure 7-1: Sector 1 Neilson Street Interchange: Heritage Overlays Auckland Unitary Plan Decisions Version.....	35
Figure 7-2: Aotea Sea Scouts Building. Photo Matthews & Matthews Architects Ltd August 2016.....	36
Figure 7-3: The Landing at 2 Onehunga Harbour Road. Photo Matthews & Matthews Architects Ltd August 2016.....	38

Figure 7-4: Shaldrick Building, Photo Matthews & Matthews Architects Ltd August 2016. ....	40
Figure 7-5: Extent and Location of scheduling [HNZPT Summary Report, 23 February 2014] .....	41
Figure 7-6: Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd August 2016. ....	43
Figure 7-7: Illustration of Waikaraka Features [Heritage Assessment Waikaraka Park, Auckland Council, September 2013].....	46
Figure 7-8: Timber Sea Wall ('Last visited Nov 1993' – CHI List) .....	47
Figure 7-9: Onehunga Woollen Mills. Photo Matthews & Matthews Architects Ltd August 2016. ....	48
Figure 8-1: Cross section through Orpheus Drive near Aotea Sea Scouts building.....	51
Figure 8-2: Cross Section AEE-LA-201 near The Landing.....	52
Figure 8-3: Perspective view Figure 22 Draft Urban and Landscape Design Framework.....	53
Figure 8-4: Rail bridge. Photo Matthews & Matthews Architects Ltd August 2016.....	54

### List of Tables

Table 7.1: Identified Built Heritage List.....	31
Table 8.1: Summary of Effects on Scheduled Built Heritage.....	56

## Glossary of Technical Terms/Abbreviations

Abbreviation	Term
AC	Auckland Council
AUP	Auckland Unitary Plan (Decisions Version)
AEE	Assessment of Effects on the Environment
ALW Plan	Auckland Council Regional Plan: Air, Land and Water
CHI	Cultural Heritage Inventory [Auckland Council]
CMA	Coastal Marine Area
DP	District Plan, Operative [Auckland Council]
EWL	East West Link
HNZPT[A]	Heritage New Zealand Pouhere Tāonga [Act]
ICOMOS	International Council on Monuments and Sites
The NZ Transport Agency	New Zealand Transport Agency
PAUP	Proposed Auckland Unitary Plan
RMA	Resource Management Act 1991
SH(x)	State Highway (number)
The List	HNZPT List/Rārangi Kōrero (formerly the Register)
The Plan	The Auckland Plan

## Glossary of Defined Terms used in this report

Term	Meaning
Auckland Council	Means the unitary authority that replaced eight councils in the Auckland Region as of 1 November 2010.
Earthworks	Means the disturbance of land surfaces by blading, contouring, ripping, moving, removing, placing or replacing soil, earth, or by excavation, or by cutting or filling operations.
Motorway	Means a motorway declared as such by the Governor-General under section 138 of the PWA or under section 71 of the Government Roading Powers Act 1989.
Project	Means the East West Link Project as described this AEE.

## Glossary of Terms Used in this Report

**Built Heritage** - Built heritage is one of our most important cultural assets. It represents the historical layers of our built environment in places made of brick, plaster, wood, metal and stone. Built heritage includes cathedrals and cemeteries, factories and fences, houses and hotels, museums and markets. It includes areas, precincts and streetscapes. It is the physical evidence of our cultural development. Built heritage within our urban and regional neighbourhoods is a key to the understanding of our shared history.

Built heritage describes our origins and informs our understandings of who we are today. It helps to define a sense of place, an identity for a community. It can contribute to feelings of connectedness, and community pride and confidence. Heritage can excite curiosity about our past and enrich our daily lives. Built heritage is not just about beautiful or significant historic buildings but also includes small, modest vernacular buildings that reflect the social conditions of working families. It encompasses a wide range of familiar and historical landmarks that are important in creating and sustaining a strong sense of belonging and attachment in our society.

Many heritage buildings are used for functions and services that did not exist when they were built. The richness of places and people's attachment to them grows from their everyday use. This heritage presents an active, living cultural resource with social meanings invested in them by the residents. They are important ingredients of collective sentiments, of the feeling that 'this is our place'.

Ref: [www.environment.nsw.gov.au/Heritage/aboutheritage/builtheritage.htm](http://www.environment.nsw.gov.au/Heritage/aboutheritage/builtheritage.htm)

Built heritage places may be identified and managed through scheduling in the Auckland Unitary Plan or inclusion on the Heritage New Zealand Pouhere Taonga List. However an area may also have buildings, structures or areas of historic value that have not yet been formally identified.

**Cultural Heritage** – as defined in the UNESCO (United Nations Educational, Scientific and Cultural Organisation) convention of 1972: the following is seen as "cultural heritage":

**Monuments:** architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

**Groups of buildings:** groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

**Sites:** works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view.

**Cultural Heritage Inventory [CHI]** - The CHI is an Auckland Council computer database used to store and retrieve information on cultural heritage sites in the Auckland region. The majority of sites in the CHI have also been spatially/geographically mapped in the Auckland Council Viewer (where possible) along with archaeological survey coverage to complement the database. The database includes places and a CHI Bibliography. Inclusion on the CHI does not afford formal protection for sites; rather it is used as an identification tool for potential cultural heritage.

**Heritage New Zealand Pouhere Tāonga (HNZPT)** – Heritage New Zealand Pouhere Tāonga is the crown entity established by the **Heritage New Zealand Pouhere Tāonga Act 2014**, and is New Zealand's leading national historic heritage agency and guardian of Aotearoa New Zealand's national heritage.

**Historic Area [HNZPT]** – The definition of Historic Place in the Heritage New Zealand Pouhere Tāonga Act 2014 means an area of land that-



- a. Contains an inter-related group of historic places; and
- b. Forms part of the historical and cultural heritage of New Zealand; and
- c. Lies within the territorial limits of New Zealand

**Historic Place [HNZPT]** – The definition of Historic Place in the Heritage New Zealand Pouhere Tāonga Act 2014:

- a. means any of the following that forms a part of the historical and cultural heritage of New Zealand and that lies within the territorial limits of New Zealand:
  - i. *land, including an archaeological site or part of an archaeological site:*
  - ii. *a building or structure (or part of a building or structure):*
  - iii. *(any combination of land, buildings, structures, or associated buildings or structures (or parts of buildings, structures, or associated buildings or structures); and*
- b. includes anything that is in or fixed to land described in paragraph (a)

Historic Places are divided into two categories:

- Category 1 historic places are of special or outstanding historical or cultural significance or value
- Category 2 historic places are of historical or cultural significance or value

A building, structure or site that is registered as a historic place under the Heritage New Zealand Pouhere Tāonga Act (2014) is listed in the Heritage New Zealand List/Rārangī Kōrero [‘the List’] (formerly the Register):

The List identifies New Zealand's significant and valued historical and cultural heritage places, including wāhi tūpuna, wāhi tapu, and wāhi tapu areas. Continued under the Heritage New Zealand Pouhere Taonga Act 2014, the List is maintained by Heritage New Zealand.

The List is the same as the Register established under Section 22 of the Historic Places Act 1993. All entries on the Register immediately prior to the commencement of the Heritage New Zealand Pouhere Taonga Act 2014 were deemed to be entries on the List”

Historic Heritage-Auckland Unitary Plan

**Historic Heritage Place [AUP]** – places with significant historic heritage value/s, which are on the historic heritage schedule. Scheduled items appear in Schedule 14.1 of the Auckland Unitary Plan Decisions Version 19 August 2016 and are shown on the Plan maps. Places on the schedule have been evaluated and have significant historic heritage value to their locality, the region or nation.

There are three categories of scheduled historic heritage places in the Auckland Unitary Plan including Category A / A\* places, Category B places, as well as Historic Heritage Areas.

Category A Places are historic heritage places of special or outstanding significance well beyond their immediate environs, generally expected to be of significance to the Auckland region or wider geographic area.

Category B Places are historic heritage places that are of considerable significance to the locality or greater geographic area,

Historic Heritage Areas are groupings of interrelated, but not necessarily contiguous places or features that collectively meet the Category A or B criteria.

**Extent of Place:** Most scheduled historic heritage places include an identified area around a heritage feature referred to in the Auckland Unitary Plan as an extent of place. The 'Extent of Place' is the area that is integral to the function, meaning and relationships of the place.

**ICOMOS NZ** – ICOMOS, the International Council on Monuments and Sites, is an international non-governmental organisation of heritage professionals engaged in the conservation of places of cultural heritage value and dedicated to the conservation of the world's historic monuments and sites. Established in 1987, ICOMOS New Zealand/Te Mana o Nga Pouwhenua o Te Ao is a professional organisation for the support and advancement of individuals and organisations engaged in the conservation of places of cultural heritage value in New Zealand.

**ICOMOS NZ Charter** – The ICOMOS NZ Charter is a set of guidelines on cultural heritage conservation, produced by ICOMOS New Zealand. The ICOMOS NZ Charter is widely used in the New Zealand heritage sector and forms a recognised benchmark for conservation standards and practice. It is used by central government ministries and departments, by local bodies in district plans and heritage management, and by practitioners as guiding principles.

**Potential Significant Heritage Places** – Some places in Auckland have yet to be formally identified or evaluated to determine their significance. There may be buildings and structures that are seen as being of having potential historic significance in the future that may be subject to formal identification or statutory protection.

**Pre-1944 Demolition Control Overlay** – This overlay was included in the Notified Proposed Auckland Unitary Plan. The overlay proposed an interim approach to manage the demolition of pre-1944 residential and non-residential buildings, to enable survey and evaluation to be carried out; The Pre-1944 Overlay was removed in the Auckland Unitary Plan Decisions Version 19 August 2016 and no longer applies.

**Scheduled** – Means a building, object or place of historic heritage significance identified in Schedule 14.1 Schedule of Historic Heritage in the Auckland Unitary Plan, in accordance with the Resource Management Act 1991.

**Setting of a historic heritage place** - the Auckland Unitary Plan Decisions Version (Section D17) notes that the setting of a historic heritage place includes elements of the surrounding context beyond the identified extent of place. The setting of a historic heritage place includes the sea, sky, land, structures features, backdrop, skyline, views to and from the place. It can also include landscapes, townscapes and streetscapes and relationships with other heritage places that contribute to the value of the place.

**Significance** – 'Significance' in relation to this technical report only, is the means by which the cultural importance of a place and its components can be measured and compared, both absolutely and relatively. By applying a thorough understanding of a place to identify areas of high and low significance, one can identify areas where only the minimum of change should be considered, and areas where change and intervention could enhance the character and cultural values of a site. From the ICOMOS Charter: "Cultural heritage significance means the cultural heritage value of a place relative to other similar or comparable places, recognising the particular cultural context of the place."

**Special Character Area Overlay**- the Auckland Unitary Plan Decisions Version applies Special Character Area Overlays to residential and business areas identified as having collective and cohesive values, importance and interest to communities within a locality and wider Auckland Region. The overlay seeks to retain and manage the special character values of these areas. A Business Special Character Overlay applies to part of Onehunga's town centre, while Residential Special Character Overlays apply to some of the coherent historic residential neighbourhoods in Onehunga. The Project has no direct impacts on Onehunga's identified Special Character Areas

## 1 Introduction

The East West Link will provide a new transport link on the north side of the Māngere Inlet between State highway 20 (SH20) at Onehunga, connecting to State highway 1 (SH1) at Mt Wellington and includes improvements on SH1 to Princes Street in Ōtāhuhu.

The purpose of this report is to provide an assessment of the potential impacts of the Project on built heritage along the alignment. This report identifies built historic heritage places that may be affected by the proposal. It includes a brief development history of the area of the alignment to understand built heritage features in context. The assessment aims to:

- Identify and confirm locations of built heritage items along the Project alignment;
- Identify and assess the potential effects associated with the construction and operation of the East West Link project on built heritage items;
- Take into consideration relevant legislation, policies, guidelines, and standards, that relate to the assessment of heritage effects; and
- Propose mitigation and management measures to minimise and avoid adverse effects while realising project benefits.

The built heritage assessment is set out as follows:

- Section 2 provides a Description of the Project, briefly describing work in each sector and listing the identified (scheduled or listed) built heritage places that may be affected in each sector;
- Section 3 outlines the statutory framework for identification of built heritage and relevant legislation, policies, and guidelines that relate to the assessment of built heritage effects;
- Section 4 provides an overview of the methodology for assessment;
- Section 5 provides a description of the existing physical environment;
- Section 6 provides an outline development history for the area of the Project alignment, to understand built heritage places in a wider context;
- Section 7 identifies of the built historic heritage places that may be affected by the proposal, including a summary of the history and significance of each structure. This should include currently identified as well as unidentified buildings or structures that may be affected;
- Section 8 assesses the potential effects associated with the construction and operation of the East West Link project on built heritage items;
- Section 9 discusses mitigation and management measures to minimise and manage adverse effects.

## 1.1 Study Area

Figure 1-1: Built Heritage Study Area



In terms of considering potentially affected built heritage items, the study area follows the Project alignment, extending approximately 50-100m to either side as shown in Figure 1-1.

### Limitations

Research and investigation was undertaken using available information including heritage surveys, heritage evaluations, conservation plans, the HNZPT list, CHI information, other specialist reports, Auckland Libraries digital records, and review of aerial photography. Any comments regarding buildings or structures are based on an external visual inspection, and do not include any consideration of structural integrity or condition. This assessment does not include consideration of the effects on the archaeological values of sites.

## 2 Project Description

### 2.1 Overview

The Project involves the construction, operation and maintenance of a new four lane arterial road from State Highway 20 (SH20) at the Neilson Street Interchange in Onehunga, connecting to State Highway 1 (SH1) at Mt Wellington as well as an upgrade to SH1 between the Mt Wellington Interchange and the Princes Street Interchange at Ōtāhuhu. New local road connections are provided at Galway Street, Captain Springs Road, the port link road and Hugo Johnston Drive. Cycle and pedestrian facilities will also be provided along the alignment.

The primary objective of the Project is to address the current traffic congestion problems in the Onehunga, Penrose and Mt Wellington commercial areas which will improve freight efficiency and travel reliability for all road users. Improvements to public transport, cycling and walking facilities are also proposed. A full description of the Project including its design, construction and operation is provided in Part C: Description of the Project in the Assessment of Effects on the Environment Report contained in *Volume 1: AEE* and shown on the Drawings in *Volume 2: Drawing Set*.

The Project has been divided into six sectors. These are shown on Figure 2-1 and listed below:

- Sector 1. Neilson Street Interchange and Galway Street connections
- Sector 2. Foreshore works along the Māngere Inlet foreshore including dredging
- Sector 3. Anns Creek from the end of the reclamation in the Māngere Inlet to Great South Road
- Sector 4. Great South Road to SH1 at Mt Wellington
- Sector 5. SH1 at Mt Wellington to the Princes Street Interchange
- Sector 6. Onehunga local road works



Figure 2-1: Sectors of EWL Alignment



**Built historic heritage places in Sector 1:**

- Aotea Sea Scouts building, 1 Orpheus Drive, Onehunga, Category B, AUP ID 2598
- The Landing (Former Manukau Tavern) , 2 Onehunga Harbour Road, Category B, AUP ID 2610
- Onehunga Wharf, Onehunga Harbour Road, Category B, AUP ID 2736
- Shaldrick building, 50 Onehunga Mall, Category B, AUP ID 2617

In addition to scheduled built historic heritage places in Sector 1 there are also other built structures identified in Auckland Council’s Cultural Heritage Inventory including:

- Manukau Cruising Club, 2 Orpheus Drive, CHI no. 16259
- Onehunga Wharf, Onehunga Harbour Road. CHI no. 467

Other built features that relate to the setting of scheduled historic buildings include the stone sea wall and stone wharf embankment adjacent to and near the Aotea Sea Scouts Building, as well as the stone and concrete railway bridge near the north end of the 1915 Māngere Bridge and the Onehunga Wharf.

**Built historic heritage places in Sector 2:**

- Waikaraka Park stone walls, Grounds and Cemetery, 21 Waikaraka Road, Te Papapa, Category B, AUP ID 1755

**Built historic heritage places in Sector 3:**

There are no scheduled or listed built historic heritage places in Sector 3.

### **Built historic heritage places in Sector 4:**

There are no scheduled or listed built historic heritage places in Sector 4.

### **Built historic heritage places in Sector 5:**

There are no scheduled built heritage places in Sector 5.

A transitional timber villa is evident at 69 Panama Road just to the east side of SH1. It appears evident in the 1940 aerial photograph and may have been shifted eastward. A house at 31 Frank Grey Place (hipped roof villa) appears to be evident in the 1940 aerial photo on Auckland Council's GIS viewer. These houses are not scheduled, or listed or identified in the CHI.

### **Built historic heritage places in Sector 6:**

Onehunga Woollen Mills, 273 Neilson Street, Category B, AUP ID 1756, HNZPT Category 2, list no. 524.

### 3 Regulatory Framework

The identification and protection of heritage buildings is a shared responsibility between national, regional and local government acting under different legislation including the Resource Management Act 1991 and the Heritage New Zealand Pouhere Tāonga Act 2014.

#### 3.1 Resource Management Act 1991

The Resource Management Act 1991 (RMA) requires regional, city and district councils to manage the use, development and protection of natural and physical resources. In 2003 the RMA was amended to make the recognition and provision for the protection of historic heritage from inappropriate subdivision, use and development as a matter of national importance (Section 6f).

Historic heritage means those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures deriving from archaeological, architectural, cultural, historic, scientific, and technological qualities.

Historic heritage includes:

- Historic sites, structures, places and areas;
- Archaeological sites;
- Sites of significance to Maori including wahi tapu; and
- Surroundings associated with the natural and physical resources.

#### 3.2 Auckland Council Regional Plan: Coastal

The operative Auckland Council Regional Plan: Coastal (2004) provides the framework for the sustainable and integrated management of Auckland’s coastal environment. Māngere Inlet is included in the General Management Area as shown on Map Series 1; Map 12. There are no Cultural Heritage Places or Areas identified on Map 12 in the area of the proposed EWL in Schedule 1 or 2 of the RPC. A Coastal Protection Area is identified at the north-eastern end of the Māngere Inlet.

The rules relating to the General Management Area are contained throughout Part IV: Use and Development. The chapters in Part IV contain objectives, policies and rules which apply to any application for subdivision, use and development in the coastal marine area. The operative Auckland Council Regional Plan: Coastal has legal effect until the AUP Coastal Plan is approved.

Chapter B of the Auckland Unitary Plan (Decisions Version) includes the regional policy for the coastal environment in section B8 Toitū te taiwhenua - Coastal environment. Historic heritage buildings and structures in the Coastal Marine Area are included in Schedule 14.1 in the AUP.

#### 3.3 Local Authority Scheduling and District Plan Controls

Section 5 of the RMA outlines the purpose of the Act to promote the sustainable management of natural and physical resources. In achieving this purpose in regard to historic places, Sec 6(f) of the Act states that councils and resource users must recognise and protect the heritage values of sites, buildings, places or areas.

For this reason the Auckland Unitary Plan (Decisions Version 19 August 2016) includes Schedule 14.1: Schedule of Historic Heritage. Places on the schedule have been evaluated and have significant historic heritage value to their locality, the region or nation. There are three categories of scheduled historic heritage places in the Auckland Unitary Plan including Category A/ A\* places, Category B places, as well as Historic Heritage Areas.

Category A places are historic heritage places of special or outstanding significance well beyond their immediate environs, generally expected to be of significance to the Auckland region or wider geographic area.

Category B places are historic heritage places that are of considerable significance to the locality or greater geographic area.

Historic Heritage Areas are groupings of interrelated, but not necessarily contiguous places or features that collectively meet the Category A or B criteria.

The criteria for evaluating the significance of historic heritage and the level of significance required to be considered for inclusion in the heritage schedule include:

- a. Historical
- b. Social
- c. Mana Whenua
- d. Knowledge
- e. Technology
- f. Physical Attributes
- g. Aesthetic
- h. Context

The objectives for historic heritage include:

- The protection, maintenance, restoration and conservation of scheduled historic heritage places is supported and enabled.
- Scheduled historic heritage places are protected from inappropriate subdivision, use and development, including inappropriate modification, relocation, demolition or destruction.
- Appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled.

Policies guide maintenance and repair, use and development including adaptation, modifications, restoration and new buildings, as well as demolition, removal or relocation. Policies also guide temporary activities, subdivisions, and infrastructure that may affect historic heritage places or areas.

Auckland Council also maintains a Cultural Heritage Inventory [CHI], which is a database of historic places, including archaeological sites, historic buildings, maritime places and areas, historic places where events occurred, historic trees and botanical sites.

### 3.4 New Zealand Historic Places Trust Pouhere Taonga [HNZPT]

The Heritage New Zealand Act 2014 promotes the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. Historic area and historic place are defined by the HNZPTA (s6) as:

‘Historic area means an area of land that -

- a) Contains an inter-related group of historic places; and
- b) Forms part of the historical and cultural heritage of New Zealand; and
- c) Lies within the territorial limits of New Zealand

Historic place –

- a) Means any of the following that forms a part of the historical and cultural heritage of New Zealand and that lies within the territorial limits of New Zealand:
- i. Land, including an archaeological site or part of an archaeological site:
  - ii. A building or structure (or part of a building or structure):
  - iii. Any combination of land, buildings, structures, or associated buildings or structures (or parts of buildings, structures, or associated buildings or structures); and
- b) Includes anything that is in or fixed to land described in paragraph (a)

Under the Act, HNZPT are required to maintain the New Zealand Heritage List/Rārangī Kōrero and advocate the conservation and protection of historic places, historic areas, wāhi tūpuna, wāhi tapu, and wāhi tapu areas. The criteria for the inclusion of places on the List are set out in Section 66 of the Act.

Category 1 includes places of special or outstanding historical or cultural heritage significance or value. Category 2 includes places of historical or cultural heritage significance or value. Historic areas, wāhi tūpuna, wāhi tapu, and wāhi tapu areas are also separately identified. Local Authorities should have regard to the list under the RMA, as well as recommendations from HNZPT in relation to a historic area or wāhi tapu area entered on the list.

An authority under the Heritage New Zealand Pouhere Taonga Act is required to modify, destroy or cause to be modified or destroyed the whole or part of any archaeological site, whether or not a site is a recorded archaeological site or is entered on the New Zealand Heritage List/Rārangī Kōrero.

In Onehunga in the area of or near to the East West alignment the Onehunga Woollen Mills are included in the New Zealand Heritage List/Rārangī Kōrero in Category 2, List No. 524.

### 3.4.1 Heritage Orders

Heritage Orders are provided for in the Resource Management Act for the purpose of protecting ‘any place of special interest, character, intrinsic or amenity value or visual appeal, or of special significance to the Tangata Whenua for spiritual, cultural, or historical reasons; and such area of land (if any) surrounding that place as is reasonably necessary for the purpose of ensuring the protection and reasonable enjoyment of the place’. There are no Heritage Orders in place for built heritage within the EWL sectors.



## 4 Methodology

The methodology used to consider the effects of the Project in relation to built heritage places has included:

- Identification of scheduled/listed historic heritage buildings and structures in proximity to the alignment;
- Identification of any other buildings or structures in proximity that may be of potential interest even though not formally identified, including places on the CHI or other structures observed during site visits;
- A review of the Alignment drawings (5 August 2016), available cross sections, Structural Drawings and Construction Activity drawings to identify potential impacts. Meetings with members of the Project Team were also useful in understanding potential impacts;
- Site visits by car, as well as on cycle and on foot to view and photograph historic heritage buildings and structures and their context from the public realm;
- Review of available information and targeted research to understand the wider historic context for the historic heritage buildings and structures;
- A summary of the significance of affected scheduled/listed buildings and structures;
- Identification of potential effects on historic heritage buildings and structures, both positive and negative;
- Consideration of measures to mitigate or manage potential adverse effects on built heritage.

The methodology for undertaking the assessment of effects on built heritage has been based on guides including:

- NZTA 'Guide to Assessing Historic Heritage Effects for State Highway Projects' March 2015;
- ICOMOS Guidance on Heritage Impact Assessments for Cultural World Properties, January 2011;
- Heritage New Zealand- Sustainable Management of Historic Heritage Guidance Information Sheet 9- Preparing a Heritage Impact Assessment;
- Proposed Auckland Unitary Plan- Chapter J: 2 Historic Heritage; 5 Special Information Requirements – Heritage Impact Assessments.

With reference to these available guides, the assessment report includes:

- A description of the physical environment including buildings and landscape context that is likely to be impacted;
- The development history of the area to provide an understanding of built heritage features in context;
- Identification of the built historic heritage places that may be affected by the proposal, including a summary of the history and significance of each structure. This should include currently identified as well as unidentified buildings or structures that may be affected;
- Where places form part of a group or are part of a group or an historic landscape, their associated attributes and contributions to the group and/or of the landscape should be described;
- A description of the proposal and its impacts on historic heritage places;
- An assessment of the effects of the proposal both positive and negative;
- Measures to mitigate potential adverse effects on built heritage, including pre-construction and construction phase monitoring if appropriate.

## 5 Existing Environment

### 5.1 Existing Physical environment

The East West Link will provide a new transport link on the north side of the Māngere Inlet between SH20 at Onehunga, connecting to SH1 at Mt Wellington and includes improvements on SH1 to Princes Street in Ōtāhuhu. Following is a brief description of the existing physical environment near the scheduled historic heritage places along the alignment. The East West Link is located in an urban environment that has been progressively modified by roading, and land reclamation in Sector 1, land reclamation and industrial development in Sector 2 and 3, and by roading and commercial and industrial development in Sectors 4, 5, and 6.

Sector 1 includes four scheduled historic heritage buildings and structures that will be affected by the Project. Other non-identified features such as stone sea walls and wharf remains are also in close proximity to the Project alignment in this sector. In Sector 2 the Project will be adjacent to the scheduled Waikaraka cemetery and park. There are no scheduled or listed historic heritage buildings or structures likely to be affected by the Project in Sectors 4 and 5. There are however a small number of non-scheduled houses, dating from around the early 20<sup>th</sup> century close to the alignment. In Sector 6 scheduled/listed historic heritage buildings and structures include the Onehunga Woollen Mills and stone walls and features in Waikaraka Park.

#### 5.1.1 Sector 1

The existing physical environment at Onehunga in the vicinity of the Sector 1 Project works has undergone progressive change. The original shoreline has been modified by wharf and road developments as well as reclamation. A distinctive feature of the Onehunga coastline, the volcanic explosion crater, Te Hōpua ā Rangi, was closed and filled in the 1930s to form Gloucester Park sports ground. Te Hōpua ā Rangi is identified as an Outstanding Natural Feature in the Auckland Unitary Plan Decisions Version.

Onehunga Mall provides the main road connection along the east side of Te Hōpua ā Rangi/Gloucester Park to the wharf. Onehunga Harbour Road is located along the southern and western sides of Gloucester Reserve. It connects to SH20 and to Orpheus Drive to the north of the Aotea Sea Scouts Building.

The almost circular shape of Gloucester Park was divided by the construction of Hugh Watt Drive (the Onehunga Bypass) in the 1970s which connected Queenstown Road, Hillsborough to Neilson Street, Onehunga.<sup>1</sup> The motorway connection was completed in 1983 with the construction of the new SH20 Māngere Bridge to Coronation Road in Māngere.

Scheduled historic buildings and places in this area include the Aotea Sea Scouts Building, at 1 Orpheus Drive, The Landing (former Manukau Tavern) at 2 Onehunga Harbour Road, the former Shaldrick residence at 50 Onehunga Mall and the Onehunga Wharf at 55 Onehunga Harbour Road. There is a relationship between these places in terms of the historic context. They were all built around the perimeter of Te Hōpua ā Rangi and close to Onehunga Wharf because these locations suited their original use, or reflect historic patterns of development in Onehunga. There is also a visual relationship between some of the buildings and structures. The Manukau Cruising Club (c.1970s) is visible along Orpheus Drive to the north of the Aotea Sea Scouts building.

SH20 and Orpheus Drive are reasonably level and sit relatively close to sea level. Orpheus Drive provides vehicular, pedestrian and cycle access to the waterfront park, Taumanu, to the west of SH20.

The Aotea Sea Scouts building is prominent in views when travelling north and south along SH20. Use of the Onehunga Harbour Road off-ramp when heading north also affords a close view of the front elevation of the building, allowing space to view the front of the building from a distance. Although the

<sup>1</sup>SO 56385

off-ramp is busy during the week, the traffic environment is less busy at times on weekends, adding to the enjoyment of cycling and walking along the foreshore. Stone seawalls to the south of the Aotea Sea Scouts Hall and the remnant stone wharf are also visible from the road and footpath, with views to the Manukau Harbour and Māngere beyond.

Views are also possible towards the Aotea Sea Scouts Building from the north when walking or cycling along paths in Taumanu and Orpheus Drive, particularly enabling views of the way it projects out over the water. Distant views are possible across from the entry to Gloucester Park on Onehunga Mall

Views into Gloucester Park are generally obscured from Onehunga Harbour Road by perimeter planting on the west side and buildings on the east side, however, the entrance to the park on Onehunga Mall, does enable views into part of the reserve.

The Landing (former Manukau Tavern) is clearly visible when travelling north along SH20, in combination with views of the Onehunga Wharf, where the silos are a distinctive local landmark. When travelling southwards, the Landing is not visible, concealed from view by new buildings to its north side.

The Landing can be viewed more closely from Onehunga Harbour Road and from footpaths to either side. A grass berm and pōhutukawa trees contribute to views towards the building from Onehunga Harbour Road. Directly opposite on Onehunga Harbour Road is the Onehunga Wharf, with its complex of silos, storage and administration buildings. The stone and concrete railway bridge, at the northern end of the 1915 Māngere Bridge is also visible from the footpath and road. The old Māngere Bridge, although not scheduled, is well-known and well used for recreation. It currently provides a walking and cycling connection from Onehunga to Māngere Bridge. The bridge affords views back towards the Onehunga Port.

The former Shaldrick Residence at 50 Onehunga Mall is visible when heading north along Onehunga Harbour Road, a reminder of historic residential development close to the wharf and waterfront. Two hip-roofed houses are evident at 31 and 33 Onehunga Mall. They are difficult to see from the public realm. The 1940 aerial photograph indicates they may have been repositioned at some stage. They are not identified historic heritage places. They were not included in the Pre-1944 Overlay.

The Pre-1944 Overlay was applied to buildings at 100 Onehunga Mall, 84-88 Onehunga Mall, 5 and 8 O'Rorke Street in the notified version of the Proposed Auckland Unitary Plan.

This overlay and all associated provisions have been removed in the Proposed Auckland Plan Auckland Council's Decision Version. As there are no appeals on this decision, the Pre-1944 Overlay and associated provisions have no legal effect.

**Figure 5-1: View towards the Aotea Sea Scouts Building from the coastal walkway. Photo Matthews & Matthews Architects Ltd, August 2016.**



**Figure 5-2: View towards the main elevation of the Aotea Sea Scouts Building. Photo Matthews & Matthews Architects Ltd, August 2016.**





Figure 5-3: View towards the stone walls, embankment and remains of c.1850 s wharf structure. Photo Matthews & Matthews Architects Ltd, August 2016.



Figure 5-4: The Landing (former Manukau Tavern), 2 Onehunga Harbour Road. Photo Matthews & Matthews Architects Ltd, August 2016.





**Figure 5-5: View of the rail bridge at north end of the Old Māngere Bridge. Photo Matthews & Matthews Architects Ltd, August 2016.**



**Figure 5-6: View to Māngere across the Old Māngere Bridge. Photo Matthews & Matthews Architects Ltd, August 2016.**



Figure 5-7: View to houses at 31 and 33 Onehunga Mall from pedestrian walkway. Photo Matthews & Matthews Architects Ltd, August 2016.



Figure 5-8: View of former Shaldrick residence at 50 Onehunga Mall. Photo Matthews & Matthews Architects Ltd, September 2016.



5.1.2 Sector 2

The northern shoreline of the Māngere Inlet has been substantially changed by progressive land reclamations, to create the existing generally straight edge, with industrial development in the area to the north.

The Waikaraka Cycleway is accessed by a footbridge from the south end of Onehunga Mall, which links to a footpath under SH20. It provides a walking and cycle route close to the edge of the harbour. It is well-separated from built development and roads to the north and is therefore relatively quiet, with views across the water.

Scheduled historic heritage buildings and structures along this walkway in Sector 2 include Waikaraka Cemetery and Park located between Alfred Street and Captain Springs Road, which connect to Neilson Street. The southern boundary of the cemetery is defined by low hedges, trees, a narrow path, the roadway, a grass strip with pōhutukawa trees, edged by a stone wall at the Manukau Harbour edge. Although mangroves are located adjacent, there are views through them to the water and towards Māngere. Stone walls are a feature around the cemetery and Waikaraka Park. The cemetery is a distinctive, formally planned element along the coastal walkway. It is generally well-separated from main roads and is a quiet environment (when observed mid-week and on a weekend day.)

**Figure 5-9: View of road, trees and stone wall adjacent to Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd, September 2016.**





**Figure 5-10: Views towards harbour and Māngere from the road adjacent to Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd, September 2016.**



### 5.1.3 Sector 3 and 4

There are no scheduled or listed built historic heritage places in these sectors. The Waikaraka Cycleway continues eastward along the northern edge of the Māngere Inlet. At the eastern end, below MetroPort, a separate walkway is located to the south of the cycleway. The walkway has a concrete path with low stone walls generally on one or both sides. There are three sets of stone stairs leading down to the mangroves from the walkway. The walkway is evident in the 1996 aerial photo on Auckland Council's GIS Viewer, on reclaimed land. The coast line was further north on the 1959 aerial and the walkway was not evident then, so the stairs and walkway are likely to have been constructed post reclamation in the late 1960s-early 1970s. The cycleway to the north of the walkway at the eastern end near Anns Creek was built after 2006 but prior to 2008, based on the GIS aerial photos.

**Figure 5-11: Stone stairs along coastal walkway. Photo Matthews & Matthews Architects Ltd, September 2016.**



The East West Link will go along Sylvia Park Road southeast of Mutukāroa-Hamllins Hill. While there are no built heritage places scheduled in this area, Mutukāroa-Hamllins Hill (pa site, terrace/s, pit/s and midden-ID 01572) is included in Schedule 14.1, and is identified as an Outstanding Natural Feature in the Auckland Unitary Plan Decisions Version. Consideration of potential impacts on Mutukāroa-Hamllins Hill is addressed by other technical assessments including the Archaeological, Landscape and Visual Impact Assessment and Volcanic Heritage Assessment.

The alignment connects to SH1 near the Tip Top corner. The Tip Top icecream factory is well-known feature on SH1; it is located on an elevated site and oriented so that its main façade faces northwest and is clearly visible when heading south. The factory building is not affected by the project works.

#### 5.1.4 Sector 5

There are no scheduled or listed built heritage places along or near the alignment in Sector 5.

Two houses were included in the Pre-1944 Overlay at 19-21 McLennan Road. 21 McLennan Road is a bungalow type house, which has been modified. The shed at 19 McLennan Road does not appear to be evident in the 1940 or 1959 aerial photographs on Auckland Council's GIS viewer. The Pre-1944 Overlay was recommended to be removed/uplifted from properties in McLennan Road following Auckland Council's survey of the Pre 1944 Overlay.<sup>2</sup> There is a transitional villa (c.early 20th century) located at 69 Panama Road, directly to the east of SH1. It was not covered by the Pre-1944 overlay in the Notified Proposed Auckland Unitary Plan and is not on the CHI. It may appear to be evident in the 1940 aerial photo and may have been shifted eastwards when the Auckland Southern Motorway was constructed, in comparison with the 1959 aerial photo, on Auckland Council's GIS Viewer.

Land to either side of Princes Street, east of Albert Street remained semi-rural in 1940 (refer aerial photo, Auckland Council GIS viewer). Frank Grey Place was formed around the same time as the Southern Motorway in 1955.<sup>3</sup> Trenwith Street, south of Princes Street provided an underpass connection to and from Ōtāhuhu town centre.

While bungalows are the predominant housing type evident in Ōtāhuhu, examples of early house types such as cottages and villas were recorded as part of the Ōtāhuhu Heritage Survey 2013 prepared for Auckland Council. Early house types were noted at 53, 60, 62, 163 and 218 Princes Street. These houses are not scheduled historic heritage places but are of interest in demonstrating the historic pattern of residential development in the area. They do not appear to be affected by the alignment.

Houses at 101A Luke Street East and 31 Frank Grey Place also appear to be evident in the 1940 aerial photo on Auckland Council's GIS viewer. The house at 31 Frank Grey Place at the corner of Princes Street East will require to be removed for the Project works. Its site has been compromised by previous changes to roads in this area associated with SH1. These houses were not included in the Pre-1944 Overlay and are not on the CHI.

Houses at 132, 136 and 136a Avenue Road East in Ōtāhuhu were previously covered by the Pre-1944 Overlay in the Notified Proposed Auckland Unitary Plan. The overlay was recommended to be removed from these houses following Auckland Council's Survey on the Pre-1944 Overlay<sup>4</sup>. The overlay has been uplifted in the Auckland Unitary Plan Decisions Version. The houses at 132 and 136 Avenue Road East are bungalows, built around the late 1920s-1930s. The house at 136a Avenue Road East was built after 1959, as evident in the aerial photo on Auckland Council's GIS viewer.

<sup>2</sup> Map 57, Maps attached to the Evidence of Rebecca Fogel, Auckland Unitary Plan Hearings Topic 079.

<sup>3</sup> Frank Grey Place formed between 1954 when land was gazetted and 1959 when it was taken over by Ōtāhuhu Borough Refer SO 38253. Previously Ayr Street the road was renamed after Frank W Grey (died 1975) who was an Ōtāhuhu Borough Council Deputy Mayor, a Councillor and Chairman of the Parks Committee at various times between 1929 and 1953.

<sup>4</sup> Map 57, Maps attached to the evidence of Rebecca Fogel, Auckland Council, Auckland Unitary Plan Hearings, Topic 079.



**Figure 5-12: View of villa at 31 Frank Grey Place. Photo Matthews & Matthews Architects Ltd, September 2016.**



#### **5.1.5 Sector 6**

Scheduled/listed built heritage places along Neilson Street include the Onehunga Woollen Mills at 273 Neilson Street as well as Waikaraka Park which fronts Neilson Street between Alfred Street and Captain Springs Road, with the boundary defined by stone walls. There is an entrance in the stone walls at the corner of Captain Springs Road, flanked by piers with a stepped stone capping. Behind these is the 1942 stone Caretaker’s Cottage built by the Onehunga Borough Council, now used for the Canine Club.

Neilson Street is characterised by industrial development and has a very busy road environment, with large numbers of trucks.

**Figure 5-13: Stone walls, piers and Caretaker’s Cottage, Waikaraka Park, at corner of Captain Springs Road. Photo Matthews & Matthews Architects Ltd, September 2016.**



**Figure 5-14: Onehunga Woollen Mills 273 Neilson Street. Photo Matthews & Matthews Architects Ltd, September 2016.**



## 6 Historical Background

To understand built heritage places that are affected by the Project in a wider historic context, a brief overview of the historic development of the area is set out below. The Project alignment extends across the former boroughs of Onehunga, Mt Wellington and Ōtāhuhu. The historic overview has been structured to relate to the Project sectors and historic borough boundaries. The Project works in Sector 1, Sector 2 and Sector 6 are located in the area of the former Onehunga Borough. The Project works in Sector 3 and 4 are located in part of the former Mt Wellington Borough, while those in Sector 5 are generally located in the area of the former Ōtāhuhu Borough. The Onehunga Heritage Survey (2013) and Ōtāhuhu Heritage Survey (2014) prepared for Auckland Council have been referred to and are acknowledged in the brief summary below.

Onehunga – Outline History (Sector 1, 2 and 6)

**Figure 6-1: Map of the Town of Onehunga 1906. Sir George Grey Special Collections, Auckland Libraries, NZ Map 5933.**



The Project works in Sector 1, Sector 2 and Sector 6 are located in the area of the former Onehunga Borough, close to the coastal edge of the Manukau Harbour. Onehunga had considerable strategic importance due to its proximity to the natural resources of the Harbour, fertile soils, fresh water springs and portages to the Waitematā Harbour. Historically the area was used and occupied by Māori, with European settlement occurring in the 19<sup>th</sup> century.

Physical evidence of Māori occupation is present as recorded and unrecorded archaeological sites. Refer to *Volume 3: Technical Report 3 - Archaeological Assessment*.

The colonial township was established at Onehunga in 1847 as a ‘fencible’ settlement, intended to control movement between the north and south shores of the Manukau as part of the strategy for the



defence of Auckland. Other Fencible settlements were established at Howick, Panmure and Ōtāhuhu. The grid layout of streets at Onehunga reflects the area of the early residential settlement with commercial development centred around the port and along Princes Street in the 1840s and 1850s. As the population grew, commercial development shifted to Queen Street (Onehunga Mall) and road improvements in the 1860s consolidated Onehunga Mall as the main commercial street.<sup>5</sup>

Onehunga beach was an important early trading location. Infrastructure including jetties, wharfs, port facilities, and industries were established in Onehunga during the nineteenth century. A wharf was established off the southwest side of Te Hōpua ā Rangī in the late 1850s.<sup>6</sup> ‘Wharf Road’ led south from Princes Street as shown on a map dating from 1862.<sup>7</sup> Part of the stone embankment in this location remains evident (Refer Figure 5-3). A more substantial timber wharf was built in 1865, replacing the original wharf. Subsequently an all-tide wharf was built at the southern rim of Te Hōpua ā Rangī.<sup>8</sup>

Residential, commercial and industrial development gradually replaced earlier agricultural land uses. The port at Onehunga rivalled that of Auckland Waitematā Harbour facilities. The connection of a rail line in 1873, and later the tram service to the city, also encouraged growth and change.<sup>9</sup> In 1875 the first Māngere Bridge was opened linking Onehunga to Māngere.<sup>10</sup> Onehunga was proclaimed a borough in 1877.<sup>11</sup>

By the early 20<sup>th</sup> century, the population of Onehunga was around 3000. Industries included a woollen factory, tanneries, sawmills, iron foundries as well as a branch on the Auckland Kauri Timber Company.<sup>12</sup> The Onehunga Woollen Mills was established in 1886 and was one of Onehunga’s most successful industries, producing high quality woollen blankets until 1984. The brick building was designed by an Onehunga architect, R. Skinner, and remains at 273 Neilson Street.<sup>13</sup>

In 1901, a new Post Office was being built and there were a number of churches and schools in Onehunga. At that time there was considerable shipping at the port, even though the wharf accommodation was described as insufficient. Steamers and other vessels operated constantly from Onehunga to other New Zealand ports.<sup>14</sup>

The Auckland Harbour Board took control of the Onehunga port in c.1912.<sup>15</sup> Although coastal shipping activity had declined during the First World War, construction of a new ferro-concrete wharf at Onehunga began in 1924 and was completed in 1926.<sup>16</sup> The wharf was widened in the period from 1955 and 1957 and the capacity of cargo sheds increased.<sup>17</sup> Industrial activities expanded nearby as sites were purchased for new factory buildings. Industries at nearby Penrose and Ōtāhuhu also transported goods through the Onehunga Port. New industries included a scrap-steel plant, bulk cement handling and timber.<sup>18</sup> Increasing demand for factory sites and freight forwarding premises was reflected in foreshore reclamation, generally in the area south of Neilson Street to the east of Onehunga Port.<sup>19</sup>

<sup>5</sup> Onehunga Heritage Survey, December 2013, Auckland Council Heritage Unit, p.73

<sup>6</sup> Onehunga Heritage Survey, December 2013, Auckland Council Heritage Unit, p.41

<sup>7</sup> Sir George Grey Special Collections, Auckland Libraries, NZ Map 4496-33

<sup>8</sup> Onehunga Heritage Survey, December 2013, Auckland Council Heritage Unit, p.43

<sup>9</sup> Onehunga Heritage Survey, December 2013 Appendix 1A, pp.4-6, Auckland Council Heritage Unit

<sup>10</sup> A.E. Tonson, *Old Manukau*, Auckland, 1966, pp.112-3.

<sup>11</sup> *Cyclopedia of New Zealand*, Vo.2: Auckland Provincial District, Christchurch, p.648.

<sup>12</sup> *Cyclopedia of New Zealand*, Vo.2: Auckland Provincial District, Christchurch, p.647

<sup>13</sup> Onehunga Heritage Survey, p. 83

<sup>14</sup> *Cyclopedia of New Zealand*, Vo.2: Auckland Provincial District, Christchurch, p.647, 654.

<sup>15</sup> *New Zealand Herald* (28 October 1912), p.8.

<sup>16</sup> HNZPT Summary Report for the Onehunga Wharf 23 February 2014, p 2

<sup>17</sup> Borchard, Norine, *Untold Stories of Onehunga*, Papakura, 1993, pp.107-8 , cited in HNZPT Summary Report for the Onehunga Wharf 23 February 2014, p 3

<sup>18</sup> Borchard, p.107, cited in HNZPT Summary Report for the Onehunga Wharf 23 February 2014, p 4

<sup>19</sup> Mogford, Janice C., *The Onehunga Heritage*, Onehunga, 1989, p.132, cited in HNZPT Summary Report for the Onehunga Wharf 23 February 2014, p 4

Work commenced on an extension of the concrete wharf and provision of a bulk cement berth in 1963. General berth space was doubled, and a new cargo shed and two storey shipping offices were built for Harbour Board staff.<sup>20</sup>

### Transport and infrastructure

Roads to Auckland were very basic from the 1840s but after the introduction of the Highways Act in 1862, Onehunga saw some improvements to its roads. The main routes were tar-sealed by the 1870s. Horse-drawn buses began service in the 1870s, with more extensive motorised bus services available by the 1920s. The 1875 Māngere Bridge was replaced in 1915 and transport links were improved again in 1983 with the opening of the new SH20 Māngere Bridge.<sup>21</sup>

The railway arrived in Onehunga in 1873, providing an essential connection between the booming Onehunga port and Auckland. The electric tram system in 1903 enhanced travel between Auckland and Onehunga.<sup>22</sup> Later expansion of the rail network and construction of roads and motorways diminished the importance of the port, although Onehunga remained an important stop on the main overland route. The development and reticulation of utilities, water, drainage, sewerage, and rubbish, are also important because they highlight how the area's needs changed as it became increasingly urbanised.

Onehunga is renowned for, and has an excellent supply of, natural artesian and spring water which has been used since Māori times. A pumphouse was built in Spring Street in 1888 followed by a new pumphouse and pumping plant completed in 1909.<sup>23</sup> The 1909 Onehunga Pumphouse and filter station in Spring Street continues to supply water.

Electricity arrived by 1887 and notably, the Onehunga Woollen Mills was one of the first customers to receive it, although it would appear that a regular electricity supply did not become generally available throughout all of Onehunga until the mid-1920s.

### Shoreline development and reclamation

Onehunga's shoreline has been heavily modified over time. The tuff ring, Te Hōpua ā Rangi, and its lagoon, where Gloucester Park currently sits, has been in-filled, whilst port developments over the years have extended the footprint of that facility into the Manukau Harbour.

Te Hōpua ā Rangi, known as Geddes Basin, was infilled in the early 1930s to become a sports ground.<sup>24</sup> In 1932 a road was formed across the mouth of the basin, effectively closing it.<sup>25</sup> The area was drained and competitive plans were sought for the design of the sports ground.<sup>26</sup> A sports ground and motor racing track were formed within the basin.<sup>27</sup> It was renamed Gloucester Park after the Duke of Gloucester who visited New Zealand in 1934. Gloucester Park was officially opened in 1935<sup>28</sup>.

Te Hōpua ā Rangi was divided by the construction of the Onehunga Bypass in the early 1980s which connected Queenstown Road, Hillsborough to Neilson Street, Onehunga.<sup>29</sup> The motorway connection was completed in 1983 with the construction of the new Māngere Bridge to Coronation Road in Māngere.

Three early buildings remain within or at the edge of the basin and are all scheduled historic heritage places. Located inside the southern edge of Te Hōpua ā Rangi, the Manukau Tavern at 2 Onehunga Harbour Road was originally built in 1865 in a prominent position opposite the Government wharf.<sup>30</sup>

<sup>20</sup> NZH, 3 October 1962 (n.p.), cited in HNZPT Summary Report for the Onehunga Wharf 23 February 2014, p.4

<sup>21</sup> Payne, Val, *Memories of Māngere Bridge*, Auckland, 2005., pp.6 and 7.

<sup>22</sup> New Zealand Herald 4 August 1903, p.5

<sup>23</sup> *New Zealand Herald*, 23 February 1909, p.5 and 3 April 1909, p.2.

<sup>24</sup> Auckland Star 24 July 1934, p.5

<sup>25</sup> Auckland Star, 18 November 1932, p.3.

<sup>26</sup> New Zealand Herald 17 April 1934, p.10

<sup>27</sup> New Zealand Herald, 2 October 1934, p.5

<sup>28</sup> New Zealand Herald 5 January 1935, p.10.

<sup>29</sup> SO 56385

<sup>30</sup> Mitchell, G.G.M., *Onehunga Hotels: Hotels from 1847 to 1960*. Onehunga Historical and Fencible Society, 1960, p.55, cited in The Manukau Tavern Heritage Assessment prepared by Auckland Council Heritage Unit September 2013.



While the majority of hotels in Onehunga at that time were located in the main commercial centre along Princes Street, accommodation close to the wharf was also needed. The original hotel building was destroyed by fire in 1879 and a new hotel, designed by architect James Wrigley, was built to replace it. In addition to its accommodation and hospitality functions, the hotel was used for inquests and served as the terminus for the horse-drawn bus service from Auckland City. It was also used as the meeting place for the Onehunga Regatta Committee in the 1880s to 1890s before the construction of the Aotea Sea Scout Hall in 1911.<sup>31</sup>

The Aotea Sea Scouts Hall was built in 1911 on the western edge of Te Hōpua ā Rangi. The Manukau Yacht Club, formed in September 1891, were granted a licence in 1910 to use and occupy the site on part of the foreshore of the Manukau Harbour.<sup>32</sup> The building was designed by architect John Park who is best known for the design of the Carnegie Library in Onehunga (1912). The building was used by the Manukau Yacht and Motor Boat Club until 1972 when construction of the motorway required the Club to move to new premises at Māngere Point. The Aotea Sea Scouts, who had also been affected by the motorway, moved into the building in April 1977.<sup>33</sup>

The Manukau Cruising Club was formed in 1923, with many members also belonging to the Manukau Yacht and Motor Boat Club.<sup>34</sup> Negotiations for a lease of land at what is now 2 Orpheus Drive began in 1975.<sup>35</sup> The building was built around the time of the construction of the adjacent motorway.<sup>36</sup>

Opposite on the eastern side of Te Hōpua ā Rangi basin, another early building is a house known as the Shaldrick residence at 50 Onehunga Mall. William Shaldrick, a prominent Onehunga resident, purchased the site as part of a larger section in 1879 and the house is thought to have been built around that time. It provides evidence of 19<sup>th</sup> century residential development in lower Onehunga Mall, close to the waterfront.

Hugh Watt Drive (the Onehunga Bypass) was constructed in the early 1980s.<sup>37</sup> The waterfront park, called Taumanu, was built on reclaimed land to the west of SH20 and opened in November 2015.<sup>38</sup>

### Waikaraka Cemetery and Park

Waikaraka Cemetery was Onehunga's first public cemetery and was opened in 1881 on a property formerly owned by Auckland businessman Henry Hardington. In 1881, the Crown vested the land in the Onehunga Borough Council for the purposes of a burial ground, reserve and rifle range.<sup>39</sup> The park and cemetery continued to be used as a recreation reserve, pasture and cemetery throughout the early years of the 20th century. An extensive programme of works was undertaken during the Depression as part of relief work schemes to provide employment. Construction of the stone walls at Waikaraka Cemetery and Park, as well as reclamation and other development, were undertaken as part of these subsidised labour schemes. In 1936, Onehunga Borough Council extended the Waikaraka Cemetery through reclamation at the foreshore.<sup>40</sup> Redevelopment of the reserve was also undertaken at a similar time to construct a grandstand, caretaker's cottage and improve the playing fields and other facilities. During World War II, Waikaraka Park was used as a camp for American soldiers. Stock car racing was introduced to Waikaraka Park in the 1960s.<sup>41</sup>

### Pikes Point (Miami Parade) and nearby Foreshore Reclamations

<sup>31</sup> New Zealand Herald, 17 Feb 1887, p.6; Auckland Star, 10 December 1891, p.5.

<sup>32</sup> New Zealand Gazette 1910, p. 1741. Conservation Plan for the Aotea Sea Scouts Building, Transit NZ February 2007, p.5-8.

<sup>33</sup> Conservation Plan for the Aotea Sea Scouts Building, Transit NZ February 2007, p.15

<sup>34</sup> Ruth Ballard, The Manukau Yacht & Motor Boat Club, 100 Years 1891-1991, p. 53.

<sup>35</sup> Ruth Ballard, The Manukau Yacht & Motor Boat Club, 100 Years 1891-1991, pp.85-86

<sup>36</sup> Refer aerial photographs 1959 and 1996 on Auckland Council's GIS Viewer.

<sup>37</sup> SO 56385.

<sup>38</sup> New Zealand Herald 21 November 2015.

<sup>39</sup> Mogford, Janice, C., *Onehunga: A Brief History*, Onehunga Borough Council, 1977, p.28; *Auckland Star*, Volume LXVII, Issue 71, 24 March 1936, cited in Heritage Assessment for Waikaraka Park, Cemetery and Rifle Range (former) prepared by Auckland Council Heritage Division September 2013.

<sup>40</sup> New Zealand Herald 13 October 1936, p.14

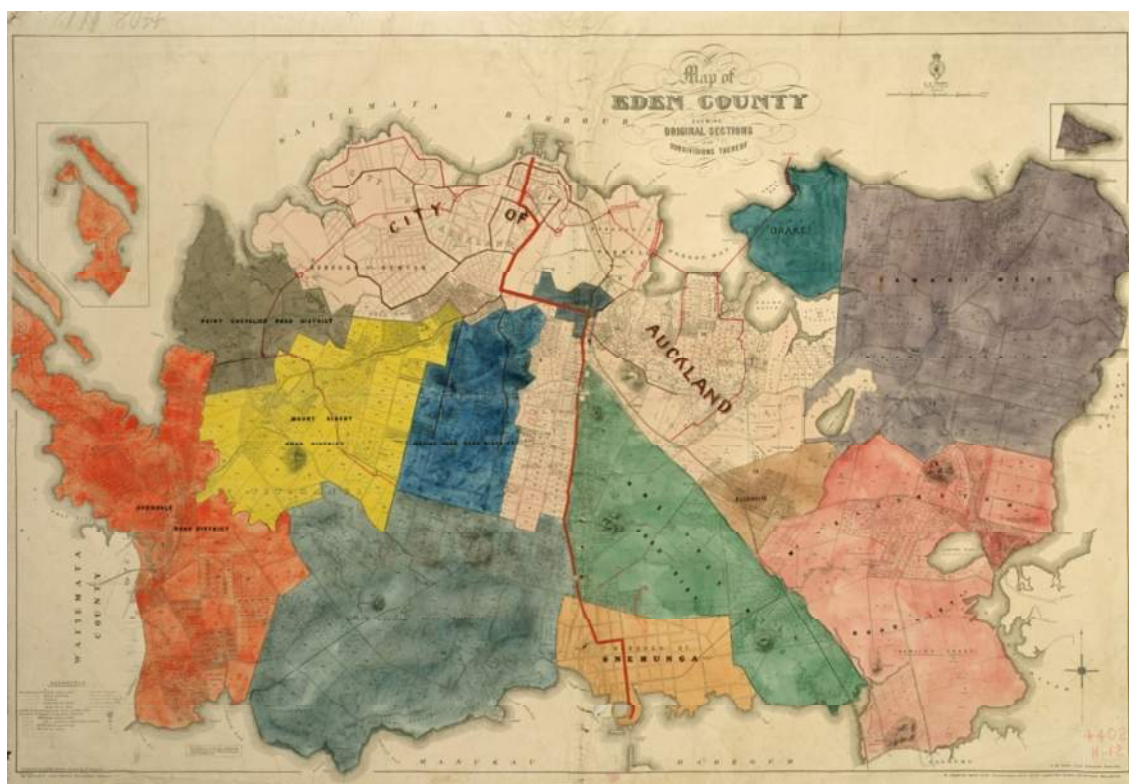
<sup>41</sup> Heritage Assessment for Waikaraka Park, Cemetery and Rifle Range (former) prepared by Auckland Council Heritage Division September 2013.

Comparison of the 1940 aerial photograph on Auckland Council’s GIS viewer with the 1959 and 1996 aerial photographs shows the progressive reclamations that have redefined the waterfront south of and approximately parallel to Neilson Street. Much of the reclamation didn’t take place until after the passing of the Auckland Harbour Board (Reclamations) Empowering Act 1967 (see SO 51331)<sup>42</sup>. The 1940 aerial photo shows that land to the east of Captain Springs Road was semi-rural at that time.

The subdivision which created Miami Parade and Pukemiro Street south of Angle Street to the east of Captain Springs Road dates from 1926. (SO 19678).

Reclamation of a very large area of land to the east of Pikes Point where Miami Parade is located was enabled by the Auckland Harbour Board (Auckland Regional Authority Pikes Point East Reclamation) Empowering Bill 1976. 19.74 hectares of land were formed as part of this reclamation. (SO 51331).

**Figure 6-2: 1914 Map of the County of Eden, showing Borough and Road District areas. Sir George Grey Special Collections, Auckland Libraries, NZ Map 4661**



**Former One Tree Hill and Mt Wellington Road Districts near Anns Creek**

The area from the east of Pikes Point to Anns Creek was formerly within the southern part of the One Tree Hill Road District.<sup>43</sup> The original territorial authority was the Hundred of Onehunga from 1848 to 1872.<sup>44</sup> The One Tree Hill Highway Board was constituted between Manukau and Great South Roads in 1872, renamed One Tree Hill Road Board in 1879, and replaced by the One Tree Hill Borough Council in 1930.<sup>45</sup> Around the late 1890s, most of the area’s residential development was along the line of Manukau Road, and around Mt St John.<sup>46</sup>

<sup>42</sup> <http://www.legislation.govt.nz/act/local/1967/0008/10.0/DLM65295.html>, viewed August 2016.

<sup>43</sup> Refer NZ Map 4661, Sir George Grey Special Collections, Auckland Libraries

<sup>44</sup> See descriptions of the boundaries of the Hundred of Onehunga, *New Zealand Government Gazette, Province of New Ulster*, 2 November 1848, No. 24, pp. 113-114

<sup>45</sup> One Tree Hill Borough Council, *In the Shadow of Maungakiekie*, 1989, p. 45

<sup>46</sup> OTHBC, p. 46

To the east of Great South Road and north of Portage Road and the Ōtāhuhu Creek was the former Mt Wellington Borough. Following on from the early Panmure Hundred administrative district from 1848 to 1868 (which extended from Ōrākei in the north, including Ellerslie, to the northern boundary of Ōtāhuhu), Panmure and the immediate Tāmaki area came under a number of succeeding highway districts until the establishment of the Borough of Mt Wellington in 1955.<sup>47</sup>

### Southdown

Neilson Street, to the east of Alfred Street, was originally called Slaughter House Road.<sup>48</sup> In 1903 the Auckland Farmers Freezing Company was formed and works established at Southdown in 1905.<sup>49</sup> Southdown was closed on 30 April 1981.<sup>50</sup>

The buildings were subsequently removed. To the west of Hugo Johnston Drive and the railway line is MetroPort Auckland, a KiwiRail/Port of Tauranga partnership, established in 2000. KiwiRail provides the connection between MetroPort Auckland's dry port and the Tauranga Container Terminal.<sup>51</sup>

The Southdown Cogeneration power facility was built c.1995-1997.<sup>52</sup>

### Cycleway to Anns Creek

Heading west along the water edge of the Māngere Inlet, there is a landscaped strip that varies in width from a few metres to up to 20-30 metres of grass and trees. This strip carries the coastal cycle/walkway. Behind this strip is a range of commercial warehousing, industry and transportation activities.

The Kāretu Portage was located north of McLennan's Hill near Mutukāroa-Hamlins Hill<sup>53</sup>. Anns Creek extended to the north-east from the Māngere Inlet past Great South Road. Anns Creek was bridged rather than reclaimed for the construction of the Auckland-Waikato Railway and railway sidings.<sup>54</sup> (Refer DP10904). Anns Bridge was built over Anns Creek on Great South Road by the Fencibles soon after their arrival in Ōtāhuhu in 1848. It was named after the barque *Ann* that had brought them to New Zealand.<sup>55</sup>

### Mutukāroa-Hamlins Hill

In 1996, approximately 25 hectares of Crown Land on the western side of Mutukāroa-Hamlins Hill was leased to the Mutukāroa Management Trust for a period of ten years, with the land to be managed as a regional park. The eastern side remained a Council-owned recreation reserve.<sup>56</sup> Mutukāroa-Hamlins Hill is recognised in the Auckland Unitary Plan as an outstanding natural feature and is a scheduled historic heritage place.

### Sylvia Park Road

In 1929, The Mt Wellington Road Board opened the new Sylvia Park Road linking Great South Road and the Mt Wellington Highway.<sup>57</sup>

<sup>47</sup> Maps, R A Baker, *From Bush to Borough, An illustrated history of the Mount Wellington Area*, 1987, pp. 19 and 24-25

<sup>48</sup> Sir George Grey Special Collections NZ Map 5933, 1906.

<sup>49</sup> Sedal p.45

<sup>50</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm>

<sup>51</sup> MetroPort Document May 2015. NZ Herald News-Business, 30 June 2000

<sup>52</sup> Power from Southdown, New Zealand Herald, April 31 1997 Sec D, Supplement detailing the Mercury Energy electricity plant at the Southdown Cogeneration Facility at Penrose.

<sup>53</sup> Technical Report 3 Archaeological Assessment, Dr Matthew Felgate.

<sup>54</sup> Refer 1890s Eden Roll map 46, New Zealand Herald 20 May 1875, p.3 and NZ Map 2257 Sir George Grey Special Collections to see how the railway was configured at Anns Creek.

<sup>55</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm> 15 May 1848

<sup>56</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm> Manukau Courier, 17/10/1996, p. 6

<sup>57</sup> New Zealand Herald, 25 January 1929, p.13.



**Tip Top Corner**

The Tip Top factory, for which the Tip Top corner near Mt Wellington is known, was built in 1961 by General Foods Corporation NZ Ltd (Tip Top Ice cream).<sup>58</sup> The factory is a well-known landmark on SH 1, south of Auckland. The factory underwent a major upgrade in 2012.<sup>59</sup>

**Ōtāhuhu-Outline history (Sector 5)**

**Figure 6-3: SO 678 showing the grid of streets and one-acre town allotments laid out for the Fencible settlement at Ōtāhuhu with small farms to the east.**



Ōtāhuhu is situated on a narrow neck of land between the Manukau Harbour on the west and the Tāmaki River, one of the reaches of the Waitematā Harbour, on the east. The neck of land was known as the portage to Maori, with strong traditions of the *waka Tainui* being hauled from east to west on its arrival in New Zealand. With access to abundant resources, the area was a prime location for habitation for Māori. Portage Road is thought to follow approximately the route of the portage used in pre-European times as a link between the Tamaki River and Manukau Harbour.<sup>60</sup>

Ōtāhuhu developed as a European town from 1848 when the government established a corps of the Royal New Zealand Fencibles. The first survey for the Village of Ōtāhuhu included the grid layout of streets enclosing blocks of one-acre sections, now defined by Fairburn Road, Atkinson Avenue, Luke

<sup>58</sup> Auckland Scrapbook May 1961, p.130. NZ Card Index.

<sup>59</sup> 2012 21 July; Revamp leaves factory in Tip Top shape- Business NZ Herald News.

<sup>60</sup> Ōtāhuhu Historic Overview, prepared for Auckland Council, 2014.

Street and Hutton Street. The grid of roads provides tangible evidence of the planned military colonisation in Auckland and forms the core of the suburban centre that has developed in Ōtāhuhu.<sup>61</sup>

In the triangular block of land between Atkinson Avenue and Great South Road, up to the canal reserve, subdivision and some of the main cross streets were defined by c.1855.<sup>62</sup> Princes Street extended to the east from the town centre.

Early local governance was established in 1848, replaced by the Ōtāhuhu Highway Board in 1865, and later the Ōtāhuhu Road Board in 1882. The Road Board was in turn replaced by the Ōtāhuhu Borough Council in 1912 after the population reached 1000.

Ōtāhuhu's first years as a European settlement were essentially as a rural area with a few services and shops. In 1859 the Government leased 400 acres of land for a military camp to the north of Ōtāhuhu, which eventually became the main field headquarters for troops involved in the New Zealand Land Wars in Taranaki and the Waikato. Ōtāhuhu prospered as a military garrison town. The camp was on the north side of Ōtāhuhu Creek in the vicinity of what is now Walters Road.

The large influx of troops at Camp Ōtāhuhu from 1860 created a boom for tradesmen and merchants, but with the removal of troops at the end of the Waikato wars, the Ōtāhuhu business community suffered a sharp recession. Agriculture provided the basis for the gradual growth in the local economy but gradually industries were developed. By the end of the 19<sup>th</sup> century, Ōtāhuhu “began to emerge as the principal industrial town in Auckland”.<sup>63</sup>

### Transportation routes

Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to Māori and was one of the reasons for locating the Fencible settlement in Ōtāhuhu in 1848. The Tāmaki River was of major importance to the early settlement but with the construction of bridges, the Great South Road became the major route in the 19<sup>th</sup> and 20<sup>th</sup> centuries.

As the main road south from Auckland, the Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The surveying and construction of Great South Road commenced in 1843 to link the Town of Auckland with fertile land to the south. Settlers quickly took up farmland and by 1851 the Great South Road had been metalled as far as Ōtāhuhu; by 1855 it was largely complete to Drury. Ann's Bridge was built over Anns Creek on Great South Road by the Fencibles soon after their arrival. It was named after the barque *Ann* that had brought them to New Zealand.<sup>64</sup>

Within Ōtāhuhu, Great South Road has always been the heart of the commercial centre. It was on Great South Road that the first businesses started trading. By the end of the 19<sup>th</sup> century, the main road was quite intensively developed, with retail and commercial businesses extending past the junction with Atkinson Avenue. A railway line from Auckland to Onehunga was opened in 1873 and with connecting road transport, could be utilised by Ōtāhuhu residents. John Fairburn donated two acres of land to the government for the railway station on the Main Trunk Line, and also land for a road through his property to access the station from Ōtāhuhu town centre.<sup>65</sup> The North Island Main Trunk Line was completed through to Mercer, on 7 May 1875.<sup>66</sup>

The opening of the Ōtāhuhu section of the Auckland Southern Motorway by 1955 was another major transport connection which influenced ongoing development. The motorway passed through rural areas of Ōtāhuhu and only a small number of houses were demolished to enable construction. However, east-

<sup>61</sup> SO 678, no date. Some of the annotations on the map are not original.

<sup>62</sup> Deeds Index 8 A 550, records transfer from Fairburn to McElroy/ McIlroy, a blacksmith in Ōtāhuhu, c.1855 and includes a site plan showing part of the central triangle of land between Great South Road and Atkinson Ave.

<sup>63</sup> Sedal, V.I. *A Brief History of Ōtāhuhu*, Ōtāhuhu Borough Council, Ōtāhuhu, 1982, p.45

<sup>64</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm>

<sup>65</sup> John Fairburn, letter to the editor, *Daily Southern Cross*, 28 May 1875, p. 3

<sup>66</sup> Tonson, A.E. *Old Manukau*, Tonson Publishing House, Auckland, 1966<sup>p.91</sup>



west routes in eastern Ōtāhuhu were disrupted. The motorway was completed through to Redoubt Road, south of Papatoetoe, in 1955. At that stage there were no on or off-ramps for Ōtāhuhu; these were constructed in 1965-66.<sup>67</sup>

### Industrial development near Manukau Harbour

**Figure 6-4: Auckland City abattoir at Westfield, looking towards the Māngere Inlet. South Auckland Research Centre, OTU: 1 Footprints 03707.**



In the first decades of the 20<sup>th</sup> century, Ōtāhuhu continued to expand with an increasing number of industries moving south from Auckland. This industrial expansion provided a greater range of work opportunities. Major industries such as the railways workshops and the three freezing works provided employment for the growing population. The proportion of people working as farmers dropped dramatically.

A slaughterhouse was established by J. Fisher & Co. in c.1879 near Anns Bridge, Westfield, to the north of Ōtāhuhu. It was taken over by the New Zealand Frozen Meat and Storage Company in 1883.<sup>68</sup> They also built a three-storey building near Kings Wharf in the city from which the first shipment of frozen meat was exported to England. The business was taken over by the Auckland Freezing Company, which in turn was taken over by R. & W. Hellaby Limited. On 30 November 1908, the Auckland City Municipal Abattoir was shifted from Western Springs and formally opened at Westfield. It had been moved to the site because of concerns about pollution of the Waitematā; instead, the wastes were piped straight into the Manukau Harbour. In 1911, R & W Hellaby opened a new abattoir at Westfield.<sup>69</sup> Hellaby's Shortland Freezing works closed in 1982.<sup>70</sup>

In c.1915 W. & R. Fletcher Ltd of London established the Westfield Freezing Works on the Great South Road adjacent to the railway line, and in 1917 made large additions to their cold storage unit.<sup>71</sup> The Westfield Freezing Works closed in 1989.<sup>72</sup>

<sup>67</sup> 'Ōtāhuhu Milestones', Ōtāhuhu Historical Society, Manukau's Journey 21 April 1966. *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm>

<sup>68</sup> Sedal p.45

<sup>69</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm> 9 February 1911

<sup>70</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm>

<sup>71</sup> *Auckland Star*, 22 December 1917, p.10

<sup>72</sup> *Manukau's Journey* <http://manukau.infospecs.co.nz/journey/home.htm> *Manukau Courier*, 1/5/1981, p. 1.

During World War II, industries in Ōtāhuhu were kept extremely busy supplying meat, butter, leather and wool. The meat processing industry, which was the single largest industry at Ōtāhuhu, led the way in taking advantage of the post-war boom, however other long-established industries such as Taniwha Products, Kempthorne Prosser and Company, Bycrofts and the Lee and Arlington Tanneries, were operating successfully also. Middlemore Hospital also provided employment when it was established after World War II.

### Commercial and Residential development

The commercial centre on Great South Road in Ōtāhuhu went through a period of expansion in the 1920s and 1930s and again in the 1950s and 1960s, and for a long time Ōtāhuhu was the main place to shop in south Auckland. The development of malls in neighbouring suburbs in the 1970s onwards took much trade away; recessions saw the closure of some of the major industries.

A number of residential subdivisions occurred in the early 1900s, close to the Ōtāhuhu town centre. By 1929 there had been considerable subdivision of the one-acre allotments, some of the five-acre allotments, the land between Great South Road and Atkinson Avenue, and some areas of land to the west and south, steadily increasing the urbanisation of Ōtāhuhu. A map of the Borough of Ōtāhuhu from 1929 shows how the extent of residential subdivision around the town centre had expanded by that time although there were still some larger land-holdings close to the Tāmaki River frontage.<sup>73</sup> Bungalow type housing makes up the majority of Ōtāhuhu's established housing stock. Ōtāhuhu retains a number of small bungalows known as Pegler houses built during the Great Depression, in various locations, with a large group remaining in Lippiatt Road. Ōtāhuhu also has a significant group of Railway Workers houses in Nikau Road and Awa Street.<sup>74</sup>

Land to either side of Princes Street, east of Albert Street, remained semi-rural in 1940 (refer aerial photo, Auckland Council GIS viewer). Frank Grey Place was formed around the same time as the Southern Motorway in 1955.<sup>75</sup> Trenwith Street provided an underpass connection.

While bungalows are the predominant housing type evident in Ōtāhuhu, examples of early house types such as cottages and villas were recorded as part of the Ōtāhuhu Heritage Survey 2013 prepared for Auckland Council. Early house types were noted at 53, 60, 62, 163 and 218 Princes Street. These houses are not scheduled historic heritage places but are of interest in demonstrating the historic pattern of residential development in the area. Two other pre-1940 houses are located near to the Princes Street off-ramp, evident in the 1940 aerial photo on Auckland Council's GIS Viewer. These are located at 101A Luke Street East, a timber villa with an H-shaped plan, and 31 Frank Grey Place East, a timber villa with hipped roof.

<sup>73</sup> Map of the Borough of Ōtāhuhu, 1929, showing the extent of residential subdivision at that stage. The Main Trunk Railway defines the western side of the borough, Portage Road and Ōtāhuhu Creek the northern side and Tamaki River the southern and eastern. Auckland Libraries Map 2682.

<sup>74</sup> Refer Ōtāhuhu Heritage Survey prepared for Auckland Council 2013.

<sup>75</sup> Frank Grey Place formed between 1954 when land was gazetted and 1959 when it was taken over by Ōtāhuhu Borough Refer SO 38253. Previously Ayr Street the road was renamed after Frank W Grey (died 1975) who was an Ōtāhuhu Borough Council Deputy Mayor, a Councillor and Chairman of the Parks Committee at various times between 1929 and 1953.

## 7 Identified Built Heritage

The following table summarises scheduled and/or listed built heritage places along or in proximity to the East West alignment. It also includes buildings and structures included in the CHI, or observed during site visits that although not formally identified, may have potential in the future or after more detailed research. Although the Pre-1944 Overlay has been uplifted in the Auckland Unitary Plan Decisions Version, places that were covered by the overlay have been included in the table below to check whether they might have potential significance.

**Table 7.1: Identified Built Heritage List**

Description	Address	CHI No.	HNZPT		AUP			EWL Sector
			Cat	ID	Cat	ID.	Pre1944 Overlay	
Bray's Landing –(Onehunga Bay Reserve) First Port of Onehunga	79-91 Beachcroft Avenue, Onehunga	2874	-	-	B	1608	-	1
Aotea Sea Scouts	1 Orpheus Drive, Onehunga	1000	-	-	B	2598	-	1
The Landing (former Manukau Tavern)	2 Onehunga Harbour Road, Onehunga- tuff ring extension	2861	-	-	B	2610	-	1
Shaldrick Building	50 Onehunga Mall – tuff ring extension	19951	-	-	B	2617	-	1
Onehunga Wharf	55 Onehunga Harbour Road, Onehunga	-	-	-	B	2736	-	1
Special Character Area Overlay- Business: Onehunga	Overlay applies to properties to east and west sides of Onehunga Mall between Arthur Street in the north and Princes Street in the south.	-	-	-			-	1
Manukau Cruising Club	2 Orpheus Drive, Onehunga	16259	-	-	-	-	-	1
House (example of an English Bungalow)	5 O'Rorke Street, Onehunga	-	-	-	-	-	Yes. Note: Overlay no longer applies	1
House (bungalow)	8 O'Rorke Street, Onehunga						Yes Note: Overlay no	

Description	Address	CHI No.	HNZPT		AUP			EWL Sector
			Cat	ID	Cat	ID.	Pre1944 Overlay	
							longer applies	
Industrial /commercial building. Single level gabled car repair workshop.	100 Onehunga Mall, Onehunga	-	-	-	-	-	Yes Note: Overlay no longer applies	1
(Building removed 2015)	84-88 Onehunga Mall						Yes Note: Overlay no longer applies	
Other structures observed								
	Stone sea walls, adjacent to Aotea Sea Scouts Hall							
	Stone wharf remains, c.1858 south of Aotea Sea Scouts adjacent to Onehunga Harbour Road.							
	Stone and concrete railway bridge at northern end of Old Māngere Bridge.							
	Old Māngere Bridge							
Waikaraka Park Stone Walls	Waikaraka Park, 21 Waikaraka Road, Te Papapa	3219				1755	-	2 & 6
Waikaraka Grounds and Cemetery (includes Military Cemetery)	Waikaraka Park, 21 Waikaraka Road, Te Papapa	20036	-	-	B <sup>76</sup>	1755	-	2 & 6

<sup>76</sup> 39) Neilson Street, Te Papapa -Waikaraka Park, Stone walls - surrounds means - all that part of the site within 10m of walls. (H11-20) from Operative District Plan - Isthmus Section: Appendix 1 Schedule of Buildings, Heritage Properties

TECHNICAL REPORT 2 – BUILT HERITAGE ASSESSMENT

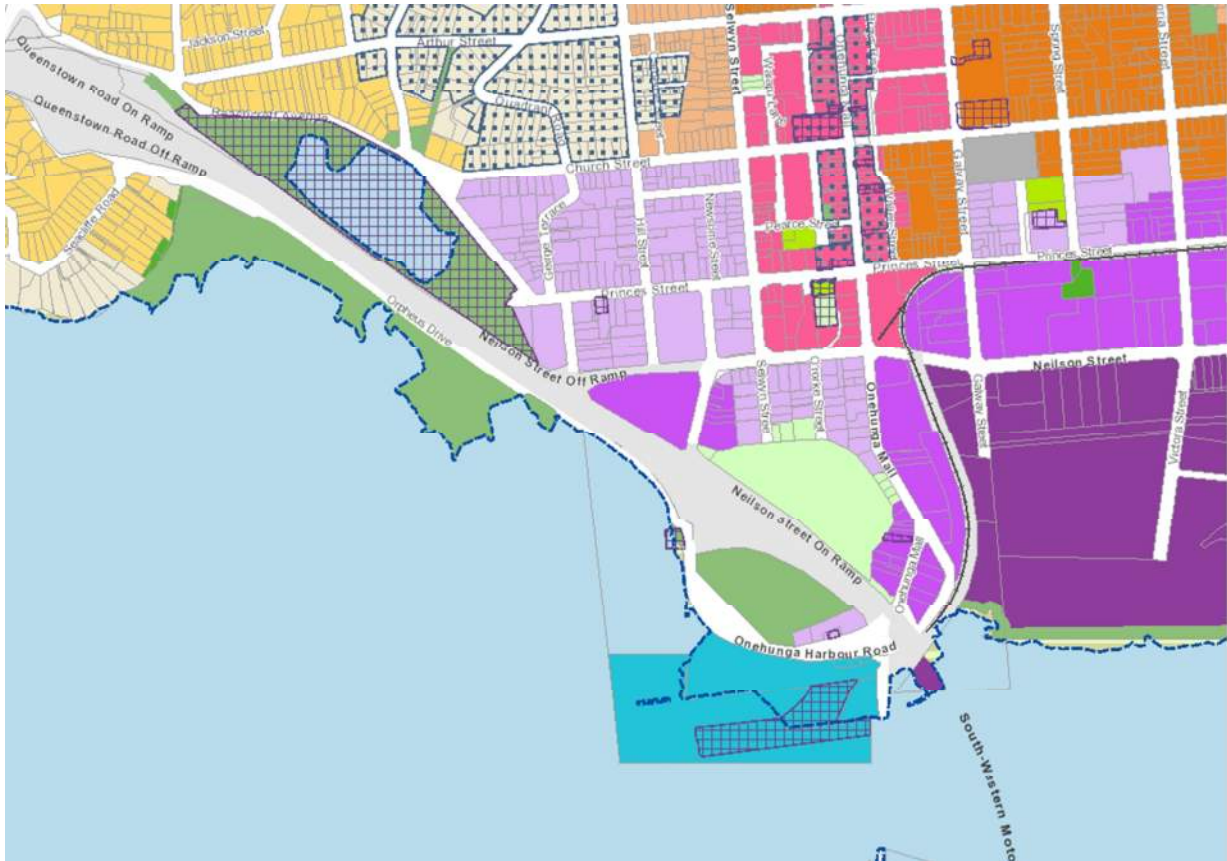
Description	Address	CHI No.	HNZPT		AUP			EWL Sector
			Cat	ID	Cat	ID.	Pre1944 Overlay	
Waikaraka WWI Archway Memorial	Waikaraka Park	17041	-	-	-	-	-	6
Waikaraka Urupā. US Military Camp	Waikaraka Park	16979	-	-	-	-	-	6
Onehunga Woollen Mills	273 Neilson Street	2670	II C19th part	524	B	1756	-	6
House	19 McLennan Rd, Mt Wellington	-	-	-	-	-	Yes Note: Overlay no longer applies	5
House	21 McLennan Rd, Mt Wellington	-	-	-	-	-	Yes Note: Overlay no longer applies	5
Houses	132, 136 & 136a Avenue Road East, Ōtāhuhu	-	-	-	-	-	Yes Note: Overlay no longer applies	5
Historic sites								
Maritime Site – Historic Shipyard	Onehunga Harbour Road	471	-	-	-	-	-	1
Onehunga Wharf (Former) 1858 Wooden Wharf Remains	Onehunga Harbour Road	467	-	-	-	-	-	1
Historic sawmill - site	Onehunga Harbour Road	138	-	-	-	-	-	1
Historic industrial shipyard - site	Onehunga Harbour Road	469	-	-	-	-	-	1
Historic timber sea wall	South bank of Anns Creek	641	-	-	-	-	-	3
Anns Creek	Anns Creek Area	361	-	-	-	-	-	



Description	Address	CHI No.	HNZPT		AUP			EWL Sector
			Cat	ID	Cat	ID.	Pre1944 Overlay	
Portage						-		

7.1.1 Summary of significant historic heritage buildings/structures in Sector 1 - Neilson Street Interchange

Figure 7-1: Sector 1 Neilson Street Interchange: Heritage Overlays Auckland Unitary Plan Decisions Version



**Identified Built Heritage in Sector 1: See Table 7.1: Identified Built Heritage List**

Scheduled historic heritage places include:

- Aotea Sea Scouts Hall, 1 Orpheus Drive. (Category B, ID 2598, interior excluded);
- Shaldrick Building (House), 50 Onehunga Mall. (Category B, ID 2617, interior excluded);
- The Landing Hotel (former Manukau Tavern), 2 Onehunga Harbour Road. (Category B, ID 2610, interior excluded);
- Onehunga Wharf, 55 Onehunga Harbour Road (Category B, ID 2736);
- Bray’s Landing, 79-91 Beachcroft Ave (Category B, ID 1608).

Places on the CHI include:

- Manukau Cruising Club, 2 Orpheus Drive, CHI No.16259.

Places previously covered by the Pre-1944 Overlay

(Note Auckland Council’s survey of the Pre-1944 overlay recommended that it be deleted from all of these properties:

- Houses, 5 and 8 O’Rorke Street;
- 88 Onehunga Mall, (building removed – 2015);

- 100 Onehunga Mall.

Other buildings / structures of potential interest

- Onehunga Wharf Fragment (Former), Onehunga Harbour Road (1858 The first government all-tide wharf was built from the end of Wharf Street, later Gloucester Park Road). It allowed all tide shipping from Australia and coastal) New Zealand to access the port;
- Seawall;
- Concrete and stone Railway bridge / Old Māngere Bridge.

Set out below is a brief summary of the history and significance of each scheduled or listed historic heritage place.

### 7.1.2 Aotea Sea Scouts Building

**Figure 7-2: Aotea Sea Scouts Building. Photo Matthews & Matthews Architects Ltd August 2016.**



#### 7.1.2.1 Outline History

On 29 September 1891, “The Manukau Yacht and Open Sailing Boat Club” was formed by a group of keen boat owners who eventually raised enough money to build a clubhouse on a site granted to them by the Government at the end of Gloucester Road. Architect John Park (who later became a three-term Mayor of Onehunga), designed the building and supervised the work for free. The building contract was let to Messrs. Rushbrook Bros. of Onehunga for £400. The clubhouse was opened as the “Manukau Yacht and Motor Boat Club” with a ceremony on 9 December 1911. It is recognised as Auckland’s second oldest yacht club and as New Zealand’s oldest remaining yacht club building.

Popular throughout the 20th century, the club added another room in 1934. From 1942 to 1945, the United States military occupied the clubhouse. 1970s motorway plans, including reclamation, led to the building being sold to the then Ministry of Works (MOW) for \$8,500 in 1972. The building is now used

by the Aotea Sea Scouts, who took over the old clubhouse in 1977. The Aotea Sea Scouts building is owned by the Scout Association of New Zealand.

Relocating the building was part of the 2007 discussion around earlier roading works, and at that stage was considered inconsistent with the principles of the ICOMOS charter.<sup>77</sup>

The western part of the building is over Crown Land administered by the Department of Conservation: Legal Description: Part Tidal Lands Manukau Harbour Provincial Superintendents Grant. Certificate of Title: (NA)9B/1172. Title Owners: Auckland Council. The eastern part of the building is over land shown on the title to be owned by the Auckland Harbour Board.

### 7.1.2.2 Statement of Significance

**Historical** - The building has exceptional historic values as the oldest remaining yacht club building in New Zealand. The still-functioning Manukau Yacht club is the second oldest yacht club in Auckland, pre-dated by the Royal New Zealand Yacht Squadron.

**Social** - Some of the club's significant social connections include Governor General Lord Glasgow (first President of the Club), and famed opera singer Inia Te Wiata, who carved the Unity Shield and presented it to the Club. The Aotea Sea Scouts building has considerable cultural and social significance through its contribution to the social and cultural life of Onehunga. Many social and cultural activities took place in the clubrooms, in addition to those associated with yachting and motor boat racing, such as dances and other events. This social, cultural, sporting and community tradition continues today via the building's current association with the scouting movement, in particular the Sea Scouts movement in Auckland.

**Physical Attributes** -The architect, John Park was an important early 20<sup>th</sup> century architect, well regarded for his design of Onehunga's (Cat A) Carnegie Library, and also socially prominent as Mayor of Onehunga for 10 years. The building is significant for its architectural design, reflecting elements of the Arts and Crafts and Bungalow styles, and was purpose-designed as a yacht and boating club.

#### Aesthetic Values

The building is distinctive for its anthropomorphic architecture and for its prominent location along the foreshore, where it is visible from a range of viewpoints.

**Context** - The building is a significant and highly visible landmark along the foreshore and SH20. It stands alone, and is in a singular location on the foreshore, projecting over the water's edge.<sup>78</sup> It provides evidence of the early development of Onehunga, together with nearby buildings and structures including the Landing (former Manukau Tavern), the Onehunga Wharf and Former Shaldrick residence at 50 Onehunga Mall, as well as other early structures including the seawalls and wharf remains nearby.

---

<sup>77</sup> Statement of Evidence by Shona Myers 2007, Auckland Regional Council submission to Notice of Requirement by Transit New Zealand in relation to SH20 Manukau Harbour Crossing Project.

<sup>78</sup> Aotea Sea Scouts Building – Conservation Plan 19 Feb 2007, Final Draft; NZTA, Onehunga Heritage Survey, Report, December 2013 (Final); Auckland Council Heritage Unit



### 7.1.3 The Landing (former Manukau Tavern)

Figure 7-3: The Landing at 2 Onehunga Harbour Road. Photo Matthews & Matthews Architects Ltd August 2016.



#### 7.1.3.1 Outline History

As the 1860s progressed, and Onehunga’s importance grew along with its port, the need for accommodation closer to the wharf became apparent. In June 1865 George Hodge (a founder of the Manukau Steamship Company), began building a hotel on the site, to be as known as the Manukau Hotel. Captain Henry Hardington took ownership in 1874. He was a significant figure in the early history of Onehunga, owning many local hotels and leasing the land where Waikaraka Park now sits. The hotel burnt down completely in June 1879.

A new hotel on the same site opened in December 1879, and was designed by noted Auckland architect James Wrigley, who was responsible for many prominent buildings throughout Auckland, one of which includes the original of the former Carrington Hospital. There were many prominent visitors over the years, including Kīngitanga leader King Tāwhiao in 1892. It was also the terminus for the horse-drawn bus-route between Auckland and Onehunga, and was also used as the meeting place of the Onehunga Regatta Committee in the 1880s and 1890s before construction of the Aotea Scouts Hall in 1911. Interestingly, the hotel was also the site of numerous inquests held by the pioneering Auckland medical practitioner, Dr. Thomas Moore Philson (1817-1899), many of which related to drownings in the Manukau Harbour.

The building has been significantly altered since the time of its construction, including modifications by architect Charles Arnold in 1906, and J. Huntley Allen in 1892. The removal of the building’s unique and identifiable architectural elements such as the large triangular pediment along the roofline and second floor verandahs were significant. Further ‘modernising’ modifications took place in the 1950s and 1960s

including the extant cladding. The rear part of the complex, including the billiard room building, was demolished in 2000. In 2002, a small extension was added to the west elevation.<sup>79</sup>

### 7.1.3.2 Statement of Significance

**Historical** - The Landing is Onehunga's only remaining 19<sup>th</sup> century hotel in operation, and has been in continuous use for its original purpose since its construction in 1879. It has exceptional significance for its direct and ongoing association with people, places and organisations significant to the early settlement of Onehunga, and is further representative of Onehunga's early role as a notable west-coast port in the colonial period.

**Social** - The building has considerable significance to the locality for its association with wharf workers in the wharf disputes of the 1950s, and with union representatives during the long-running (third) Māngere Bridge dispute in the late 1970s and early 1980s.

**Physical Attributes** - The building was designed by the noted Auckland architect James Wrigley. Wrigley is responsible for many prominent buildings in Auckland including the former Carrington Hospital. Alterations (1906) were carried out by noted Auckland architect Charles Arnold, who is known for his work on such buildings as The Campbell Free Kindergarten.

**Context** - The building has moderate context significance to the locality for the contribution it makes to the wider historical and cultural context. It has remained in the same function and position by the Government Wharf since its construction and therefore continues to reflect Onehunga's local and regional connections with coastal New Zealand, the Manukau and central Auckland. It has connections with pioneering beer. Besides the wharf itself, the building is the only remnant of the cultural landscape of the wharf. Furthermore, the presence of the hotel at the end of the tram line strongly associated the building with a significant transportation system that had widespread significance to Onehunga and Auckland.

---

<sup>79</sup> Heritage Assessment - Manukau Tavern (Former), 2 Onehunga Harbour Road, Onehunga, Auckland, 1061; Auckland Council Heritage Unit, September 2013, Onehunga Heritage Survey, Report, December 2013 (Final); Auckland Council Heritage Unit and Manukau Hotel Inventory Report 002, HNZPT Survey, 2013.

### 7.1.4 Shaldrick Building

Figure 7-4: Shaldrick Building, Photo Matthews & Matthews Architects Ltd August 2016.



#### 7.1.4.1 Outline History

The house was constructed around 1880 for William Shaldrick who arrived in New Zealand in the early 1850s. He married Margaret Shaldrick in 1854. In 1872, he applied for a licence at the Manukau Inn with Michael Daldy.

Shaldrick was elected to the Onehunga Borough Council in 1884 and the Onehunga Licensing Committee in the following year. He served in the commissariat department during conflicts with Māori, and became one of Onehunga’s first coastguards. Shaldrick is significant as the individual who, in 1893, formally proposed Elizabeth Yates for election as Onehunga’s mayor and the first woman mayor in the British Empire. He appears to have been her major ally on the Onehunga Borough Council.

Shaldrick purchased 50 Onehunga Mall as a part of a larger site, in 1879. The house was either already on the site, or built around the time Shaldrick purchased the land. The property passed via a daughter to the Public Trust in 1946. Since then it has had many owners.

The decorative timber elements and shingled fronts (typical of the art deco period) indicate that it was renovated in the 1920s or 1930s. In 1994-5, the rear lean-to was demolished and replaced. The property currently (2013) remains in use as a private residence. Other residential buildings which once surrounded the building have been demolished and replaced with light industry.<sup>80</sup>

#### 7.1.4.2 Statement of Significance

**Historical** – As this is the only remaining 19<sup>th</sup> century residential building in the southern Onehunga mall area, the former Shaldrick residence at 50 Onehunga Mall has considerable local historical importance. Built around 1880, it was lived in from 1881 to 1906 by William Shaldrick, a prominent Onehunga resident and major political ally of Elizabeth Yates who was elected to the Onehunga mayoralty in 1893 as the first woman mayor in the British Empire. Shaldrick also ran a shop at 264

<sup>80</sup> Heritage Assessment – Shaldrick Residence (former), 50 Onehunga Mall, Onehunga, Auckland, Auckland Council Heritage Unit, July 2013, and Shaldrick House Inventory Report 050, HNZPT Survey, 2013

Onehunga Mall which still remains. The full context of this individual, his family and business are one of the few left intact in Onehunga.

**Physical Attributes** - The property is located on the edge of the Te Hōpua ā Rangi explosion crater (also known as Geddes Basin – now Gloucester Park), which is of significant importance to Mana Whenua. However, the value of the place to Mana Whenua has not been assessed as part of this evaluation. It is the only remaining building of the 19<sup>th</sup> century residential neighbourhood that once existed in lower Onehunga Mall. This area was close to the wharf facilities at the southern end of the road at a time when Onehunga was a notable west-coast port. It has connections with Onehunga’s early 20<sup>th</sup> century working-class history, having been occupied by a wharf worker during the first decades of the 1900s.

**7.1.5 Onehunga Wharf, 55 Onehunga Harbour Road**

**Figure 7-5: Extent and Location of scheduling [HNZPT Summary Report, 23 February 2014]**



Extent includes part of the land described as Pt Lot 5 DP 135212 (CT NA79D/208), Pt Lot 7 DP 135212 (CT NA79D/210), Pt Allots 17, 18 Village of Onehunga (CT NA75C/79), Pt Lots 6 DP 135212, North Auckland Land District, and the buildings and structures known as Onehunga Wharf thereon.

**7.1.5.1 Outline History**

Constructed in 1924-6, the ferro-concrete wharf retaining early cargo structures and a sea wall reflects the settlement of Onehunga’s significance as a hub for coastal shipping - for a period during the 1960s the largest coastal shipping port on the west coast of New Zealand. The transition of Onehunga Wharf from an international and coastal facility, to dealing exclusively with coastal shipping and fishing vessels, reflects the port’s ongoing importance, and late 20<sup>th</sup> century specialisation in the port industry.

Work on a new ferro-concrete wharf began early in 1924 and was completed in 1926, retaining the existing sea wall underneath. The first section of the new structure and the strengthened and re-decked



eastern end of the old timber wharf opened for use at the beginning of September 1924, allowing the rest of the project to proceed. By May 1926, the outside berths, the west end inside berth, and the two cargo-sheds - one for inward the other for outward goods - were in use. Work was then underway on a second inside berth.

By 1929, the approximately 1000 square metre area of old timber wharf incorporated within the structure provided berth space used largely by sand boats. Following cessation of nightly coastal passenger services to New Plymouth the same year, use of the wharf was largely confined to cargo.

Over the decades, trade had continued to decline in the wake of the curtailing of coastal shipping activity during the First World War (1914-1919). Increasing road and rail communication, followed by the Great Depression, had accelerated the downturn in passenger traffic. As farming and manufacturing declined, so did the tonnage shipped out.

The wharf was widened over the period 1955 and 1957, trade having doubled in the first half of the decade. The westernmost cargo shed may already been extended northwards by a third by this time. In 1963, work commenced on a concrete wharf extension and bulk cement berth. In addition to a doubling of general berth space to 240 metres, a new cargo shed and other structures including two-storey accommodation for shipping offices and Harbour Board staff were provided. Infrastructure associated with the cement wharf included silos, bagging plant and pipelines. A new wharf was evidently completed for boats of the fishing fleets over a decade later in 1976.

The port closed to international shipping in 1990, operating solely as a coastal port handling a wide range of cargoes to and from other New Zealand ports. The cement silos were due to be closed in 2016, effectively ending the wharf's use as a port.<sup>81</sup>

### 7.1.5.2 Statement of Significance

**Historical** - The Onehunga Wharf is of considerable local significance, as the facility for international and coastal shipping including passenger as well as cargo services. It was a significant part of Onehunga's and Auckland's infrastructure, and a catalyst for development in the Onehunga area, with an important relationship to the wider historical and cultural context. It reflects Onehunga's local and regional connections with coastal New Zealand, the Manukau and central Auckland.

**Social** - The wharf has considerable significance to the locality as an important hub for transport and cargo services.

**Physical Attributes** - The wharf demonstrates progressive development including a new ferro-concrete wharf completed in 1926, retaining the existing sea wall underneath, as well as widening/extensions in the 1950s and 1960s. Buildings and structures on the wharf are associated with its use.

**Context** - The wharf is significant in terms of the Onehunga context. Structures including the silos are a local landmark, visible when approaching Onehunga. It has a relationship with other early structures in the vicinity including the Landing (former Manukau Tavern), the Aotea Sea Scouts Hall and former Shaldrick residence, which reflect late 19<sup>th</sup> and early 20<sup>th</sup> century development in this part of Onehunga.

---

<sup>81</sup> Onehunga Wharf, Onehunga', NZHPT Summary Report, 23 February 2014

**7.1.6 Summary of significant historic heritage buildings/ structures in Sector 2 – Waikaraka Park and Cemetery**

**Figure 7-6: Waikaraka Cemetery. Photo Matthews & Matthews Architects Ltd August 2016.**



Scheduled historic heritage places in Sector 2 include Waikaraka Park and Cemetery including the Military Cemetery, stone walls and WWI memorial. The identified extent of place for scheduling is the area that is integral to the function, meaning and relationships of the place. The Auckland Council heritage assessment for Waikaraka Park, Cemetery Rifle Range (former) and Speedway notes:

“The identified extent of place for Waikaraka Park, Cemetery, and Speedway is based on the Certificate of Title boundaries for the property with the inclusion of the parts of the Manukau Foreshore East Walkway to protect the park’s views to and from the Manukau Harbour as well as providing for the continuity of use between the park and the foreshore walkway. Exclusions within the identified extent of place include the Speedway, cricket pitches and football playing fields.”

**7.1.6.1 Outline History**

The land was set aside in the 1840s for the Onehunga Fencible settlement, but was deemed unsuitable. The land was then leased to Henry Hardington, a well-known Auckland businessman, who managed, with some difficulty to create a farm. In 1881 the Crown vested the land in the Onehunga Borough Council to be set aside as a burial ground, reserve, and rifle range. It was Onehunga’s first public burial ground. Horseracing also took place in the park under the auspices of the Onehunga Racing Club.

The park and cemetery continued to be used as a recreational reserve, pasture, and burial ground throughout the early years of the 20th century. A Waikaraka Cemetery Veterans’ Memorial was built for those who, as of 1915, had served in the British Empire’s 19th century wars and had died at the Auckland Veterans’ Home (Ranfurlly House).

Gradual improvements have been made to Waikaraka Reserve and cemetery throughout the years, but much of what can be seen in the park today was built during an extensive programme of works that was launched during the Depression. The scheduled stone walls were built during this time. The large scale relief works allowed various long-desired developments to take place in the park. These included the reclamation of 75 acres of land for industrial purposes, the reclamation of a large area of the foreshore adjoining the cemetery, the construction of new football and cricket fields, a grandstand (1930s), caretaker’s cottage (1942), and other facilities to service the sports fields.

In 1938 the concrete grandstand capable of accommodating over 3,000 spectators was built, along with the single-storied bluestone ticket booth. The number of football fields was increased from three to 10. The toilet block next to the Caretaker's Cottage is clad in bluestone, and was probably built in the 1930s/40s to replace an older structure.

During World War II, American soldiers were based in New Zealand and were housed at encampments around Auckland including 32 dormitories at Waikaraka Park. After use by US troops, Waikaraka Reserve was occupied by returned New Zealand servicemen in rehabilitation, and finally returned to public use by the 1950s.

The western (Alfred Street) art deco-style toilet block was built in 1948. The playing fields at the park were thought to be so good that they were used as the rugby field for the New Zealand All Blacks games for a period of time when Eden Park was closed in 1958-9 for upgrades to its grandstands.

Stock car racing came to Waikaraka in the 1960s and remains one of the main draws to the area today. In 2003, the stone walls built in the 1930s, located along Neilson Street, were moved in order to accommodate the widening of Neilson Street.

The cemetery is still in use, the park continues to be used for recreation and sports grounds, and the speedway is still a popular venue for stock car racing. The Onehunga-Māngere cycleway passes through the park and cemetery near the foreshore<sup>82</sup>

The primary features of Waikaraka Park include the sporting fields and reserve which take up approximately half of the space designated as Waikaraka Reserve. The remainder of the land is occupied by a large cemetery which is still in use, a motor racing speedway, and accompanying grandstand which remains a popular sporting venue. There are two distinct parts to the cemetery: a 1890s section, and a new section built on reclaimed land in the 1930s. The older section is characterised by large and elaborate funerary monuments. The eastern end of the cemetery incorporates a soldier's memorial and cemetery. The monument is in the shape of a large semi-circle with an obelisk in the centre and the figure of a man in uniform at either end.

Stone walls built during the Depression, and the former caretaker's cottage, are among Waikaraka Park's primary features. The walls surround the playing fields with breaks at various points to allow pedestrian and service vehicle access, and low stone walls are also located throughout the park and cemetery, as well as at the foreshore.

### 7.1.6.2 Statement of Significance

**Historical** – The multi-layered use of this park since the earliest days of Onehunga's colonial settlement reflect the historical development of Onehunga itself, from an area set aside for the Fencibles, then as a reserve, to its first use as a cemetery. The further development of sporting and recreational uses has meant the park now has become a centre of a wide range of local and regional activities. Waikaraka Park has a number of significant historical associations for Onehunga and Auckland. From its inception as Onehunga's first public cemetery, and the later incorporation of a military cemetery and memorial, the park also has a history of multi-faceted public use - sporting, public reserve and social activities. The park is significant as a cultural landscape under this theme because it represents an early dedication of public space for recreational purposes which reflects the active social policies carried out by the then Onehunga Borough Council, and is continued on, to this day. At a regional level, the park has value for its reminders of Auckland's involvement in war, both as a memorial, and with the use of its public spaces for troop encampments and training.

Waikaraka is also representative of the progressive, government-funded works that took place during the Depression and thus exemplifies the aspirations of local relief work policies that were put in place during an unprecedented global depression. Waikaraka has further value as it is closely associated with

---

<sup>82</sup> Heritage Assessment, Waikaraka Park, Cemetery, Rifle Range (former) and Speedway 175-243 Neilson Street and 21 Waikaraka Road, Onehunga, Auckland Council Heritage Unit, September 2013.

New Zealand's involvement in World War II, given its use at the time for training and camps by United States and New Zealand soldiers before and after wartime service.

**Social** – The park has social value for the role that rest, recreation and sport have played in community activities in Onehunga, many of which were focused on this park. Many significant and early members of the community are buried here, so the cemetery and memorial are places strong in emotional language and social remembrance.

**Knowledge** – Cemeteries are strong repositories for social knowledge, expressed through customs, religions, family groups and periods of use. There is potential for buried archaeological sites associated with past use of the shoreline to be present which could provide information about past Māori inhabitants.

**Physical Attributes** – the extensive use of bluestone gives the park a distinctive and consistent character, that while not unique in Auckland, provide an enclosed and readily identifiable presence. The large open and green park provides a counterpoint to its commercial and industrial neighbours.

**Context-** Waikaraka Park and Cemetery is significant in terms of local context, being a historic place that extends from Neilson Street to the Māngere Inlet foreshore. To the south of the cemetery, the road, stone walls, pōhutukawa trees and low hedges provide an understanding of the historic design and development of the park and cemetery. This edge is a distinctive feature of the foreshore cycleway and walkway. Views are possible through the mangroves to the Manukau Harbour and to Māngere.



Figure 7-7: Illustration of Waikaraka Features [Heritage Assessment Waikaraka Park, Auckland Council, September 2013]



(Figure 3) Illustration of features to be included and excluded in this evaluation.  
**Places of historic interest to be included in this evaluation**

- A 'Old' Cemetery and Soldier's Memorial
- B 1930s Grandstand
- C Ticket Booth
- D 1948 Toilet Block
- E 1942 "Caretaker's Cottage"
- F 1930s/40s Toilet block
- G Sports Fields
  
- H 94-98 Captain Springs Road - this includes two modern buildings, one relocated transitional villa, a kiln complex and small car park near the entryway to Waikaraka Park on Captain Springs Road
- I Modern toilet and changing rooms
- J Modern service buildings for sports fields
- K Modern service buildings for motor speedway

Places of historic interest, A-G included in Auckland Council's evaluation are those in yellow

Recent buildings and structures H-K, excluded from Auckland Council's evaluation are those in blue

### 7.1.7 Summary of significant historic heritage buildings/ structures in Sector 3 - Anns Creek

There are no scheduled or listed buildings or structures in Sector 3. Historic sites included in the CHI in this sector include a Timber Sea Wall on the south bank of Anns Creek (CHI No. 641), and the Anns Creek Portage (CHI 361). These items are considered in *Volume 3: Technical Report 3 - Archaeological Assessment* prepared by Dr Mathew Felgate.

**Figure 7-8: Timber Sea Wall ('Last visited Nov 1993' – CHI List)**



**General Location of CHI ID 641 – Timber Sea Wall, Anns Creek Area**

### 7.1.8 Summary of significant historic heritage buildings structures in Sector 4 – Great South Road to State Highway 1

There are no scheduled or listed buildings or structures in Sector 4.

### 7.1.9 Summary of significant historic heritage buildings/structures in Sector 5

There are no scheduled or listed buildings or structures in Sector 5. Pre-1944 Building Demolition Control was applied to some houses to the east of SH1 including:

- 19 McLennan Rd, Mt Wellington;
- 21 McLennan Rd, Mt Wellington;
- 132 Avenue Road East, Ōtāhuhu;
- 136 Avenue Road East, Ōtāhuhu;
- 136a Avenue Road East, Ōtāhuhu.

Auckland Council’s survey of the Pre-1944 Overlay resulted in it being deleted from these properties.<sup>83</sup>

**7.1.10 Summary of significant historic heritage buildings/structures in Sector 6 – Local Works**

Scheduled and listed historic heritage buildings in Sector 6 include Onehunga Woollen Mills 273 Neilson Street (Category B, ID. 1756, and HNZ List No. 524) and Waikaraka Park (Refer section 7.1.6.).

**Figure 7-9: Onehunga Woollen Mills. Photo Matthews & Matthews Architects Ltd August 2016.**



**7.1.10.1 Outline History**

The Onehunga Woollen Mills were established at Te Papapa in 1886 to manufacture woollen goods for the colony's domestic market, and reinforced Onehunga's early importance as Auckland's west coast port and a centre of heavy industry. It was a very successful industry and was extended and redeveloped over the intervening 140 years until closing in 1984.

A strong local source of employment for many in Onehunga over the years, the mill produced high quality blankets and received much acclaim for its work in its early years of production.

The distinctive brick building which housed the woollen mills was designed by an Onehunga architect, R. Skinner, whose surviving works include Auckland's St Paul's Anglican Church, and the Grand Hotel. The exterior incorporated simple detailing including polychromatic brickwork and corbelling, louvered bulls-eye windows in gable ends, and bargeboards with simple fretwork and finials. The complex held mill machinery imported from the United Kingdom.

The Onehunga Woollen Mills appears to have one of the first buildings in Onehunga to have received electric lighting, and this was recorded in a newspaper article of 1887. Extensive additions occurred in 1960.<sup>84</sup>

<sup>83</sup> Map 57, Maps attached to evidence of Rebecca Fogel, Auckland Council evidence for Auckland Unitary Plan Hearings, Topic 079.

<sup>84</sup> 273 Neilson Street, Onehunga, Draft Comparative Assessment of Historic Heritage Significance; Archifact, April 2015, and Onehunga Heritage Survey, Report, December 2013 (Final) Auckland Council Heritage Unit



### 7.1.10.2 Statement of Significance

**Historical** - The buildings have considerable historical and social values for their association with the national woollen mill industry, the local industrial and economic growth, and notable companies of the colonial period. The place illustrates the development and importance of woollen manufacturing in colonial New Zealand. It also reinforces Onehunga's important role in the economic and industrial development of colonial Auckland, and the ongoing contribution of the Onehunga woollen mills to the economic and social well-being of the local community for more than 140 years.

**Knowledge** - As an example of the woollen mill type in New Zealand and as a marker of the colonial-period economic and industrial growth within the local area, the mills have the ability to inform us about commercial manufacturing processes and the changes in New Zealand society and economy that led to their demise.

**Physical Attributes** - The place has architectural significance for the survival of elements of a 19<sup>th</sup> century, purpose-built woollen mill, and as an industrial architectural work by William Skinner, an Auckland architect of note.

**Aesthetic** – The buildings provide a recognisable and important visual presence on the Neilson Street frontage, which have remained physically unchanged, and which also exhibit many distinctive aesthetic qualities of late Victorian industrial architecture.



## 8 Assessment of Effects-Built Heritage

Effects on built heritage have been assessed in six geographic areas associated with the Project works including:

- Sector 1: Te Hōpua ā Rangi / Onehunga;
- Sector 2: Māngere Inlet;
- Sector 3: Anns Creek;
- Sector 4: Mutukāroa-Hamllins Hill;
- Sector 5: State Highway 1;
- Sector 6: Local Works (on Neilson Street, Alfred Street, Captain Springs Road, the new ports link and at Great South Road and Church Street intersection).

Potential impacts of the Project on significant buildings and structures can be direct or indirect. Direct impacts can result in the physical loss of part or all of a building/structure and/or changes to its setting. Direct impacts are usually permanent and irreversible occurring as a consequence of construction and confined within the project footprint. Indirect impacts occur as a secondary consequence of construction or operation and can result in physical loss or changes to the setting beyond the project footprint. The magnitude, geographic extent, duration and frequency, reversibility and context of the effects should be considered. The scale or severity of impacts or changes can be assessed taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The cumulative effect of separate impacts should also be considered.

The potential effects on built heritage in each sector have been considered in terms of the following:

- Direct/indirect impacts on buildings and structures;
- Changes to setting;
- Connectivity to context and related sites;
- Visual impacts including effects on historic context and views;
- Potential construction and operational impacts.

### 8.1 Sector 1: Te Hōpua ā Rangi/Onehunga

The main issues with regards to the Project works in Sector 1 are the direct and indirect impacts of the alignment on the scheduled Aotea Sea Scouts Hall and the Landing (former Manukau Tavern) adversely affecting their relationship to the surrounding context. The Project has some impact on the Onehunga Wharf and requires the removal of the concrete and stone railway bridge. There will be little impact on the scheduled former Shaldrick Residence. The Project has limited impact on the Manukau Cruising Club and scheduled Brays Landing.

#### **Effects on the Aotea Sea Scouts Hall and nearby stone sea walls and wharf remains.**

In its existing location, the category B scheduled Aotea Sea Scouts Hall provides evidence of its original location close to Te Hōpua ā Rangi/Geddes Basin. It is preferable for historic buildings to remain on their original sites where practicable, to enable understanding of the context, historic patterns of use, and relationships with other buildings and features.

The building, built in 1910-11 for the Manukau Yacht and Motor Boat Club, was built in this location on the foreshore, on the edge of Geddes Basin, because it was well-suited to the requirements of the club. The building is located close to the stone sea walls that extend southwards to the early wharf structure, and these components may currently be viewed together from the existing foreshore footpath and cycleway. The building is a distinctive part of views southward from the waterfront park, Taumanu.



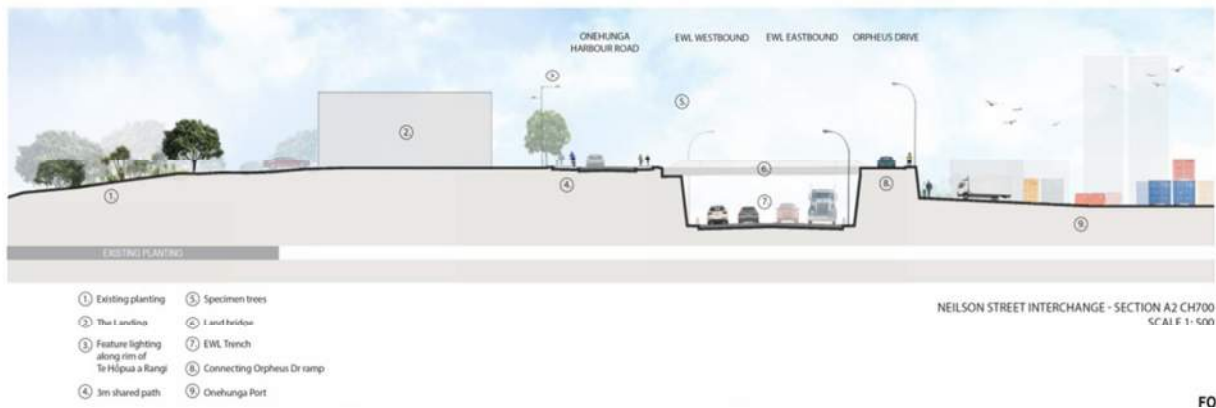
close to the building, restricted views to the building with the requirement for ramps leading to the overbridge, and loss of views to east elevation. The alignment may affect the way the building can be used in future, if the existing limited adjacent land and the change to access to Gloucester Park affect its current use. During construction, use and access may be limited to the Aotea Sea Scouts building and there may be other impacts due to construction vibration, settlement, changes to groundwater or in-ground services. These potential effects will need to be managed.

The building’s relationship with the harbour will be maintained, as will the relationship to adjacent stone sea walls and the remnant stone wharf. Views towards the Aotea Sea Scouts building from the south when using the foreshore footpath or cycle path, and from the north when walking or cycling along paths in Taumanu Reserve and Orpheus Drive, which show how it projects out over the water, will be maintained. The cycleway and pedestrian route past the building along Orpheus Drive will be enhanced by the connection over the landbridge to Onehunga Harbour Road and around to connect to Onehunga Mall.

**Effects on the Landing (former Manukau Tavern)**

The Landing (former Manukau Tavern) was built in this location in 1879 to meet the need for hotel accommodation close to the Onehunga Wharf.

**Figure 8-2: Cross Section AEE-LA-201 near The Landing**



While the building remains on its original site, there are moderate adverse effects created by the alignment. The building is currently visible from and accessed directly from Onehunga Harbour Road, which has one lane in each direction.

The EWL will create a busier and more complex road arrangement in front of The Landing. The new east and westbound lanes will pass directly in front of the Landing in a trenched section (Refer Figure 23 Draft Urban and Landscape Design Framework which shows the relationship of the Landing to the trenched road section). Vehicle access will be available from Onehunga Harbour Road, which connects across to Orpheus Drive via a land bridge, at approximately the same level as the road partially in front of The Landing (refer Cross Section AEE-LA-201 and Road Alignment plan AEE-AL-102). Cycle and Pedestrian access will be available across the landbridge. Vehicular access to the Onehunga Wharf remains off Orpheus Drive. Reduced traffic volumes on the southern part of Onehunga Mall will enhance the connection for pedestrians to Onehunga town centre

The building remains in its existing position and the trenched section of road maintains the visual connection across to Onehunga Wharf. While there is a change introduced by the trench to the road environment in front of The Landing, a physical connection to Onehunga Wharf and Orpheus Drive is provided via the landbridge, including pedestrian and cycle paths.



Effects on Onehunga Wharf

Figure 8-3: Perspective view Figure 22 Draft Urban and Landscape Design Framework



It is unlikely that the EWL works will directly impact on the built heritage values of the Onehunga Wharf and Port area, however its connection with other historic places such as The Landing and with the Onehunga town centre is important to its historic understanding. While the direct impacts on Onehunga Wharf are reasonably minor, the wharf does become isolated from the surrounding context to a greater degree by the trenched EWL east and westbound lanes. The effect of the new alignment is mitigated by the connection via the landbridge. There will be a ramped connection from the landbridge down to Orpheus Drive, shown in the perspective view Figure 22 Draft Urban and Landscape Design Framework. Vehicular access to Onehunga Wharf remains from Orpheus Drive. The provision of pedestrian and cycle access is retained. The proposed New Old Māngere Bridge will retain the relationship of Onehunga Wharf to the bridge connection across to Māngere Bridge.

An adverse effect of the Project is the required removal of the concrete and stone rail bridge, located beneath the north end of the Old Māngere Bridge, to allow for the EWL westbound lanes. The railway bridge demonstrates where the railway line was located historically and demonstrates the relationship between rail and the Onehunga Port (Refer AEE-AL-102). It is not possible to retain this element and it should be carefully recorded with photographs and drawings.



Figure 8-4: Rail bridge. Photo Matthews & Matthews Architects Ltd August 2016.



#### Effects on the Former Shaldrick residence

The former Shaldrick residence at 50 Onehunga Mall was built c.1880 and is a surviving reminder of the residential development earlier located close to the Onehunga Wharf. It is now an isolated residential building amongst surrounding industrial development.

The Project will have no direct impacts on the scheduled building. There will be a positive impact as heavy traffic volumes on Onehunga Mall are reduced as a result of the EWL, with potential to improve the context and connectivity of this section of Onehunga Mall.

## 8.2 Sector 2: Māngere Inlet

#### Effects on Waikaraka Park and Cemetery

In Sector 2, the alignment has been designed to avoid direct impacts on Waikaraka Park and Cemetery, including the road, pōhutukawa trees and stone walls to the south. The Project will result in a change to the relationship and views from the road south of the cemetery to the Māngere Inlet, as well as the peaceful quality of this area. The existing road, which forms part of the foreshore walkway and cycleway, is adjacent to the harbour, with views through the mangroves to the harbour and to Māngere.

The new alignment will have a two metre high embankment in proximity to the existing road to the south of Waikaraka Cemetery, which will obscure views towards the harbour. (Shown on drawing AEE-AL-104 and 105 and Cross Section: Geotech Embankment Treatment; Des Geotech- Control Line MC00, Sheet 1 of 25, 8 /09/16).

The retention of the existing road, trees and walls to the south of the cemetery is positive. The moderate adverse effect of the change in relationship of the cemetery to the Māngere Inlet and loss of views is mitigated to some degree by the opportunity for pedestrians and cyclists to access a new boardwalk on the harbour's edge. Although glimpses of the harbour will be lost, the planted embankment for the EWL in this location will provide a vegetated outlook from the existing road to the south of the cemetery. The re-naturalised shoreline and a coastal path to the south of Alfred Street and Captain Springs Road near Waikaraka Park and Cemetery will provide opportunities to experience the

Māngere Inlet close to the cemetery. A pedestrian overbridge is proposed to the south of the Waikaraka Cemetery. This has been positioned at the southern end of Alfred Street on the eastern side. The location of the pedestrian bridge in this location minimises the visual effect of the new structure in relation to the cemetery. The pedestrian overbridge has the positive effect of enabling access to the harbour edge, in close proximity to the cemetery.

The EWL will introduce traffic noise to the currently quiet environment of the cemetery.

The EWL may have a positive effect by reducing traffic on Neilson Street, allowing Waikaraka Park and the Cemetery to reconnect along this road to the Onehunga town centre.

### 8.3 Sector 3: Anns Creek

There are no scheduled or listed historic heritage buildings or structures in Sector 3. Low stone walls and stairs leading to the harbour edge (mangroves) are evident along the walkway which is located to the south of the shared path-cycleway along the edge of this part of the Māngere Inlet. Comparison of the 1940, 1959 and subsequent aerial photos on Auckland Council's GIS Viewer suggests that this path and the walls and stairs which form part of it were constructed post reclamation in the late 1960s-early 1970s. Column supports for the viaduct road sections in this part of the EWL may have limited impact, where the alignment crosses over the walkway.

### 8.4 Sector 4: Mutukāroa-Hamllins Hill

There are no scheduled or listed historic heritage buildings or structures in Sector 4.

### 8.5 Sector 5: State Highway 1

There are no scheduled or listed historic heritage buildings or structures in Sector 5.

While some modifications are required to the site of the Tip Top factory including retaining walls on SH1, the factory building, which is a well-known local landmark, remains unaffected. (Refer AEE-AL-111)

The transitional villa (c. early 20<sup>th</sup> century) located at 69 Panama Road, directly to the east of SH1, is likely to be removed as part of the Project works (Refer AEE-AL-112). It was not covered by the Pre-1944 overlay in the notified Proposed Auckland Unitary Plan and is not on the CHI. It appears to be evident in the 1940 aerial photo and may have been shifted eastwards when the Auckland Southern Motorway was constructed, in comparison with the 1959 aerial photo, on Auckland Council's GIS Viewer. Although not formally identified, its removal will result in the loss of an early 20<sup>th</sup> century house in this locality.

A hip-roofed timber villa at 31 Frank Grey Place near the Princes Street overbridge is likely to require removal, with two metre high retaining walls required at this corner. The site of this house has previously been heavily modified by roading associated with the motorway. While the house is not formally identified, its removal will result in the loss of a c.early 20<sup>th</sup> century house in this locality. If it is possible to relocate these houses in the local area, that option should be investigated and photographic records should be made prior to removal.

### 8.6 Sector 6: Local Works (on Neilson Street, Alfred Street, Captain Springs Road, the new port link and at Great South Road and Church Street intersection.)

The intersection of Captain Springs Road and Neilson Street is to be reconfigured. There will be no change to the existing stone walls, gateway piers or the stone Caretaker's Cottage at the southwest corner of this intersection, which are scheduled as part of Waikaraka Park<sup>86</sup>. (Refer AEE-AL-115).

<sup>86</sup> Clarified in discussions with representatives of the EWL project team, 30 08 2016.

The widening of Captain Springs Road within the current road reserve and its connection to the EWL may increase the amount of traffic on this road. This will potentially affect the pedestrian experience of this road. Some of the stone walls surrounding Waikaraka Park are in poor condition. Increased traffic in Captain Springs Road, particularly use by heavy vehicles, could add to the vibration effects on these structures.

The scheduled Onehunga Woollen Mills at 473 Neilson Street are not directly impacted by the Project. There are likely to be positive effects on these two scheduled places due to the reduced heavy traffic volumes on Neilson Street as a result of the EWL.

**Table 8.1: Summary of Effects on Scheduled Built Heritage**

Place/ Address	Significance Evaluation	Potential effects
<p><b>Aotea Sea Scouts</b> 1 Orpheus Drive, Onehunga</p>	<p><b>Considerable Significance</b> AUP ID. 2598, Category B: <i>historic heritage place of considerable significance to a locality or greater geographic area</i>  AUP Heritage Criteria A Historical Values, F Physical Attributes, G Aesthetic Values, H Context Values.</p>	<p>Moderate to significant adverse effects on aesthetic values and Context values due to proximity of the new alignment and retaining walls directly opposite the building. Views to the east elevation are restricted, reducing the presence of the building within its original context. Existing use affected by reduced access to Gloucester Park</p>
<p><b>The Landing (former Manukau Tavern)</b> 2 Onehunga Harbour Road, Onehunga</p>	<p><b>Considerable Significance</b> AUP ID. 2610, Category B AUP Heritage Criteria A Historical Values, B Social Values</p>	<p>Moderate adverse effects in terms of context, with busier road environment including trenched lanes in front of the building. Mitigated by provision of road connection via new landbridge which maintains visual and physical connections..</p>
<p><b>Shaldrick Building</b> 50 Onehunga Mall, Onehunga</p>	<p><b>Considerable Significance</b> AUP ID. 2617, Category B AUP Heritage Criteria A Historical Values, F Physical Attributes</p>	<p>Neutral-Positive  There are no direct impacts on the building or its site. Reduced traffic volumes on south end of Onehunga Mall may enhance the environment for users, with a positive effect.</p>
<p><b>Onehunga Wharf</b> 55 Onehunga Harbour Road, Onehunga</p>	<p><b>Considerable Significance</b> AUP ID. 2736, Category B AUP Heritage Criteria A Historical Values, B Social Values, H Context Values.</p>	<p>Neutral  Existing access to Onehunga Wharf is maintained.</p>
<p><b>Waikaraka Park Stone Walls, Grounds and Cemetery</b> Waikaraka Park, 21 Waikaraka Road, Te Papapa</p>	<p><b>Considerable Significance</b> AUP ID. 1755, Category B AUP Heritage Criteria A Historical Values, B Social Values, H Context Values.</p>	<p>Moderate adverse effects in terms of context. Existing glimpsed views of Harbour will be lost due to embankment for EWL and traffic noise is a change to existing generally quiet environment near the south side of cemetery.  Positive effects include access for pedestrians and cyclists to the</p>

Place/ Address	Significance Evaluation	Potential effects
		harbour edge, via a pedestrian overbridge in proximity to the cemetery.
<p><b>Onehunga Woollen Mills</b> 273 Neilson Street, Onehunga</p>	<p><b>Considerable Significance</b> AUP ID. 1756, Category B AUP Heritage Criteria A Historical Values, F Physical Attributes</p>	<p>Neutral-Positive There are no direct impacts on the building or site. Reduced traffic volumes on Neilson Street may enhance the environment for users.</p>



## 9 Mitigating and Managing Effects

### 9.1 Consideration of Potential Mitigation and Management

General and site-specific measures have been considered to mitigate and manage potential adverse effects on built historic heritage including:

- Those needed before the Project;
- Those needed during construction;
- Any post-construction measures such as interpretation, access measures, awareness building, education and reconstruction.

#### Design phases

Consideration has been given to mitigating or avoiding direct impacts on historic heritage structures through the design of the alignment. However, it has not been possible to mitigate all potentially adverse effects. Continued attention should be given in the detailed design phases to minimise adverse impacts.

Signage, lighting, street furniture, kerbs and paving treatments can all impact positively or negatively on the historic environment. The EWL presents an opportunity for a coordinated approach to these smaller interventions along the route to ensure a sensitive and potentially positive outcome for built heritage. Investigation of existing paving, walls, street furniture and lighting types should be undertaken to help guide the design and selection of these elements.

The design of new structures associated with the EWL, for example the retaining walls in proximity to the Aotea Sea Scouts building, should respond appropriately to the particular context.

The design and construction methods should meet the requirements of all relevant statutory legislation, codes of practice and standards in relation to the protection of built heritage.

#### Heritage Management Plan

An agreed mitigation programme for potential impacts on built heritage will need to be prepared through the development of a heritage management plan, prior to the commencement of construction work and monitored during construction as appropriate. This will bring together the specific mitigation actions required for specific properties.

#### General measures pre commencement

To manage potential adverse effects of the construction phase, pre-commencement condition reports including a structural assessment should be made for the scheduled historic heritage places in close proximity to the project works. This would include the Aotea Sea Scouts building and adjacent structures including the stone walls and wharf to the south of the Aotea Sea Scouts Hall, The Landing, stone walls to the south of the Waikaraka Cemetery and stone walls in Waikaraka Park immediately adjacent to proposed work.

The assessments should be undertaken prior to commencement of works to inform the selection of any specific items of plant and working methods.

Recording - An appropriate level of building recording should be agreed and implemented in a format suitable for potential public dissemination. Building recording should document in detail the context and physical features of the building. A building recording specification will need to be included in a heritage management plan to inform the contractor about requirements prior to construction. This may include photographic, site survey and measured drawing records, for example. Recording should be allowed for buildings and structures in close proximity to the work including the Aotea Sea Scouts building and surrounding context, The Landing and surrounding context, the road and walls to the south of the

Waikaraka cemetery and stone walls and the caretakers building adjacent to the works in Captain Springs Road.

Photographic recording should also be made of buildings and structures to be removed as part of the project works including the stone railway bridge, near Onehunga Wharf, the house at 69 Panama Road and house at 31 Frank Grey Place.

Salvage Strategy – Procedures may need to be established and agreed for the removal, storage and later reinstatement of elements, if required, for specific historic buildings or structures. This should be in the form of a salvage strategy, with clear identification of actions, responsibility and any approvals required.

Important features - Specific protective measures will need to be undertaken, where necessary, to protect historic buildings or significant heritage features. Appropriate procedures will need to be established and agreed for any emergency repair of damage to historic buildings brought about by construction works or operation of the EWL.

Precautions – Suitable precautions will need to be taken to avoid any unplanned impacts on identified heritage assets. Where necessary, for instance, suitable screening and other protective measures will need to be erected to protect historic buildings within and adjacent to works areas.

Vacant buildings – Procedures should be agreed for the management and maintenance of historic buildings that may be left empty during construction, until subsequently occupied. Security procedures should be established to prevent unauthorised access to historic buildings or damage or theft of historic elements and fittings from them.

### **General measures during construction phase**

Monitoring – Monitoring should be undertaken during the construction phase to ensure heritage buildings and structures are not adversely affected by vibration, settlement, changes in ground water or other effects of construction activity.

### **Construction Effects – Vibration**

Vibration can affect heritage assets, depending on their location, construction and condition. An assessment should be made of potential risk to buildings from vibration during the construction phase. This will allow for the identification of any properties or structures that are likely to require detailed research and analysis and detailed structural assessment.

### **Construction Effects – Work Sites**

The creation of work sites should avoid built heritage places within the area. Depending on the finalised construction methodology, type and sequencing, specific mitigation procedures will be required to safeguard historic heritage properties.

### **Construction effects - Protection**

Scheduled and listed historic buildings and structures should be appropriately protected, braced or propped as required, relative to types of construction activity in proximity. The heritage management plan should identify where this may be necessary.

### **Construction Effects – Logistics**

The redirection of services, whether permanent or temporary, is likely to impact on a wider area than that immediately adjacent to the proposed route, potentially affecting buildings that may not be otherwise affected by the construction process.

**General measures post-construction**

The making good of any effects from construction activity such as movement, dust, or damage should be budgeted, allowed for and undertaken.

Appropriate interpretive information should be budgeted, planned for and implemented to highlight and celebrate historic heritage places, particularly along shared paths as part of the Project. The Project is likely to raise the profile of localities along the route. The Project offers an opportunity, via presentation and interpretation, to increase awareness of historic heritage places along the alignment.

**9.2 Site Specific mitigation and management measures****Sector 1**

The Project has been designed to avoid direct impacts on scheduled and listed historic heritage buildings and structures. However, there will be moderate to significant adverse cumulative effects on the Aotea Sea Scouts Hall, which is scheduled in category B. The cumulative effects of different impacts include increased isolation of the building from Gloucester Park and its surrounding context, limiting views, and the effects of a busy road environment, with differing road levels and retaining walls directly in front of the building. These effects may have impacts on the existing use of the building.

There appear to be limited opportunities to minimise these adverse effects with the alignment located in close proximity to the Aotea Sea Scouts Hall. However there may be opportunities to enhance the heritage values of the building by undertaking targeted repair or maintenance works, in keeping with the conservation plan.

The provision of a road connection via the landbridge from The Landing to Onehunga Harbour Road and Orpheus Drive enables the connection of the historic building to the surrounding context. There may be opportunities to enhance this connection through the design and landscape treatment of the landbridge, and the road environment connecting the Landing to Onehunga town centre.

The Project requires the removal of the rail bridge near the north end of the Old Māngere Bridge. There is limited opportunity to avoid this impact due to the road alignment. This feature should be carefully recorded photographically and using site survey/drawn records. The general measures outlined above including pre-commencement condition assessments, site-specific management plans, photographic and other appropriate recording and monitoring should apply to all affected historic heritage buildings and structures, as well as stone walls, the wharf remains and the rail bridge in Sector 1.

**Sectors 2-6**

Mitigation and management measures applicable for places in Sectors 2-6 include the general measures outlined above, including pre-commencement condition assessments, site-specific management plans, suitable recording and monitoring, for the stone walls and built features in Waikaraka Park adjacent to works in Captain Springs Road and stone walls to the southern side of Waikaraka Cemetery.

Development of appropriate interpretive information will also enhance awareness of built heritage places in these sectors.

Photographic recording should be undertaken for the early 20th century houses at 69 Panama Road and 31 Frank Grey Place, to be removed as part of the Project works.