

Technical Report 10

# Assessment of Built Heritage Effects

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## 1 Executive Summary

This report provides an assessment of effects on built heritage arising from the proposed MacKays to Peka Peka Expressway Project. The report confirms that there are ten structures entered on the New Zealand Historic Places Trust (NZHPT) Register and/or the Kāpiti Coast District Council (KCDC) Heritage Register that are within a distance of one kilometre from the proposed Expressway Alignment. This measure was selected as an appropriate distance within which there could be potential visual or physical effects, which might have an impact on heritage values. Of these ten heritage structures the report confirms that there are two heritage structures that are potentially negatively affected to a low or negligible extent by a possible increase in noise levels and light modifications to their setting. These are the Greenaway Homestead and the former St Luke's church at El Rancho, both located at Waikanae.

The proposed Expressway may have a low to negligible impact on the settings of both structures. The removal of four adjacent houses to the Greenaway Homestead may slightly enhance its setting by returning this area to a state similar to when the house was first built. With respect to the church, the view of the proposed Expressway is only possible from the rear of the churchyard but will only have a low to negligible effect as this area is too narrow to be used on a regular basis.

Any increase in noise levels will not affect heritage values for the Greenaway Homestead but may affect amenity values and these effects are outside the scope of a heritage assessment. Cultural heritage values for the former St Luke's church at El Rancho, associated with spiritual worship, may be affected by any perceptible increase in noise levels. However, acoustics experts consider any noise increase falls within accepted standards for the church and no mitigation is proposed.

## **2 Introduction**

### **2.1 Purpose**

The purpose of this report is to identify any built heritage in close proximity to the NZTA's proposed MacKays to Peka Peka Expressway and any potential effects that the proposed Expressway may have on the places identified. The report recommends mitigation measures where any effects have been identified.

### **2.2 Scope**

The scope of the report is to identify built heritage entries included on the Kāpiti Coast District Council (KCDC) Heritage Register and the New Zealand Historic Places Trust (NZHPT) Register of Historic Places that are within, or in close proximity to, the proposed MacKays to Peka Peka Expressway Alignment. A distance of one kilometre either side of the centre line of the proposed Alignment was selected as the catchment for this purpose. Beyond this distance, it is assumed that there would be little or no visual or physical effects and no effects on heritage values.

With structures identified, the impacts of the proposed MacKays to Peka Peka Expressway on their heritage values were assessed from both a construction and operational perspective, including any actual and potential effects, to determine which of these structures might be directly affected by the proposed Expressway. Recommendations were then developed regarding appropriate measures to mitigate the impact of the Project on the structures considered to be affected.

### **2.3 Information supplied**

A plan of the entire Alignment shows identified built heritage within one kilometre of the proposed Expressway, included in Appendix 10.A. Aerial plans of the Alignment showing the potentially affected listed or registered heritage buildings with contours of each site were also used and are included in Appendix 10.B. These plans were used to more precisely identify the Alignment and assess distances from the structures, as well as views to and from each of the structures. Cross sections between the former St Luke's church and the Greenaway Homestead and the proposed Expressway were also used to inform assessment of the relative levels of the church and homestead. These are included in Appendix 10.C and 10.D.

### **2.4 Site visit**

Each of the potentially affected built heritage structures was visited on 10 October, 2011.

## **3 Existing Environment**

### **3.1 Built heritage and the Alignment**

Along the entire proposed Expressway route, ten structures were identified that are entered on the NZHPT Register and/or the KCDC Heritage Register and are located within a distance of one kilometre from the centre line of the proposed Alignment. A plan showing the locations of these built heritage structures is included in Appendix 10.A.

## 4 Project Description

### 4.1 Design of the areas surrounding affected built heritage

The proposed Expressway may affect two buildings of heritage value. These are the Greenaway Homestead and the former St Luke's church now located at the El Rancho Camp. These two heritage structures are roughly opposite each other either side of the proposed Expressway to the north of the Waikanae river bridge.

The proposed Expressway will be approximately six metres above the existing ground level where it passes by the two heritage structures.

It is proposed to erect a bund between the proposed Expressway and the Greenaway Homestead by extending the existing sand hill and planting trees on top<sup>1</sup>. Four houses will be removed to the north and west of the Greenaway Homestead to enable the construction of the proposed Expressway. The proposed Expressway is proposed to be finished with a quiet surface<sup>2</sup> (through use of OGPA) as it passes by these two properties.

## 5 Potentially affected built heritage

### 5.1 Method for identification of potentially affected built heritage

Built heritage considered for the purposes of this report are those buildings that have been statutorily identified by listing on the KCDC District Plan heritage register, or those buildings on the NZHPT Register of Historic Places, Wahi Tapu and Wahi Tapu Areas. One building, which is not listed or registered but has been identified by the NZHPT as having potential heritage values, the Stinger Wind Rain house, has been the subject of a separate report.

Those KCDC listed or NZHPT registered buildings within a distance of one kilometre from the centre line of the proposed Alignment were inspected. This measure was selected as it represents a likely distance where possible permanent or temporary visual or physical effects on heritage values might result from construction or operations associated with the proposed Expressway.

Ten such structures were identified and each was inspected from the local road. The conclusion from this assessment is that all but two of these structures are either too distant from the proposed Alignment to experience any physical or visual effects, or there were no assessed changes in circumstance from the existing situation. The structures identified as being negatively affected are:

- the relocated church at El Rancho, lot 1 DP 24354, lot 1 DP 27661, Lot 1 DP 57749, Historic Building number B41 on the KCDC Register, and
- the Greenaway Homestead, lot 57 DP 16850, Historic Building number B72 on the KCDC Register.

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<sup>1</sup> Dimensions scaled from supplied drawings, included in the appendices

<sup>2</sup> Description by Noel Nancekivell pers com 12 October 2011

## 5.2 List of potentially affected built heritage

The 10 buildings assessed as potentially being affected by the proposed Expressway are as follows:

KCDC Register No	NZHPT Reg	Location	Significance	Distance From Centre Line Of Proposed Alignment (metres) <sup>3</sup>
B15	II	29 Hadfield Road	Constructed 1905 for J H Hadfield, nephew of Octavius Hadfield, one of the first Church Missionary Society missionaries to be assigned to the Kāpiti Area known as Lovat House	415
B41	nil	El Rancho, Kauri Road	Former St Luke's church, constructed in 1896, relocated from Apiti	180
B50	Nil	Tutanekai Street, Paraparaumu	Gates in memorial to soldiers who fought in WW1 And WW2, built 1924	885
B72	Nil	14 Kauri Road	Greenaway homestead, built 1911	150
B81	Nil	31 Alexander Road, Raumati	Site of original Wharemauku Homestead built in 1850s	895
B94	Nil	Waterfall Road Paraparaumu	House built 1905 by Ossian Lynch, son of Captain Henry Lynch who was granted farmland by the NZ Government for services with the 65 <sup>th</sup> Regiment	540
B98	Nil	58 Peka Peka Road, Waikanae	House built in 1865 by Rev R J Allsworth	540
B107	Nil	31 Crown Hill, Paraparaumu	Ngatoto trig	320
B111	Nil	Otaihanga Road Paraparaumu	Concrete memorial to opening of Wellington Manawatu Railway	590
B112	Nil	9 Kāpiti Road, Paraparaumu	Stone memorial commemorating the sale of the first sections in Paraparaumu in 1888	875

## 5.3 Selection of affected built heritage

The following schedule lists the ten potentially affected heritage structures and identifies reasons as to why they are considered to be affected or unaffected.

<sup>3</sup> Information supplied by Boffa Miskell



KCDC register no	Item	Affected	Reason
B15	Lovat house	No	The proposed Expressway is located slightly further away from the house than the existing State Highway and there will be little change from the existing situation. The existing State Highway cannot be seen from the house because it is obscured by a hill and dense vegetation. There will be no effects on heritage values.
B41	Former St Luke's church	Yes	The proposed Expressway will be in close proximity to the rear of the church and will be visible from the rear of the site. An element of heritage significance of the historic church is its quiet ambience and there may be increased noise levels near or in the church, particularly during services.
B50	Gates	No	The structure is a considerable distance from the proposed Expressway and will not be visible from it. There will be no effects on its heritage values.
B72	Greenaway homestead	Yes	The house is likely to be obscured from the proposed Expressway by tall sandhills and additional bunding, but there may be possible noise effects because of the close proximity to the proposed Expressway. The house is located in a quiet suburban street, and that quietness may be affected by the proposed Expressway. Four houses are proposed to be removed from the neighbourhood and this may have a positive effect on heritage values of the house by partially returning its setting to a less developed state.
B81	Historic site	No	The site is a considerable distance from the proposed Expressway and will not be visible from it and there will be no effect on the heritage significance of the site.
B94	1905 house	No	There will be little or no change from the existing situation as the Alignment matches the existing State Highway. There will be no impact on heritage values.
B98	1865 house	No	The existing State Highway is not visible from the house. While the proposed Expressway is located slightly closer than the State Highway, there is unlikely to be any significant change from the existing situation. There will be no effect on heritage values.
B107	Ngatoto trig	No	The trig is on a small hill and the proposed Expressway will be visible from it. However, as the significance of the site is as a location marker, rather than a built structure, there will be no effect on any heritage values.
B111	Railway memorial	No	The proposed Expressway is sufficiently distant from the memorial to not be visible from it. Any noise effects will have no effect on heritage values.
B112	Memorial	No	The memorial is a considerable distance from the proposed Expressway and will have no effect on its heritage values.

## 6 Heritage values of affected built heritage

### 6.1 Greenaway Homestead, KCDC Heritage Schedule no. B72



**Figure 1.1 Greenaway Homestead, photo Ian Bowman**

Kelly and Murray have identified the heritage values associated with the house (Kelly & Murray, 2010), based on the RMA definitions of historic heritage. It should be noted that their assessment excluded any consideration of archaeological values. Summarising their findings the heritage values of the house are:

#### **Historical**

The house is associated with a locally significant figure, Leonard Greenaway, for whom the house was built. The house is also associated with its architect, Cyril Mountfort, son of Benjamin, a celebrated Christchurch architect. The house is a locally early structure, which now has a mature setting of large trees.

#### **Aesthetic**

The immediate setting has high significance in terms of a mature landscape and developed gardens.

#### **Architectural**

The house has significance in its architectural design, composition and relationship to its immediate setting while its interior is of high quality. The house is a rare domestic example of the work of Cyril Mountfort who is known mainly for his church design work.

#### **Technological**

The house has high technological significance for its unusual concrete raft foundations and the high quality of materials, finish and craftsmanship.

The report does not assess whether the house is of local, regional or national significance.

## 6.2 Church, El Rancho, KCDC Heritage Schedule no. B41



**Figure 1.2 former St Lukes, El Rancho, photo Ian Bowman**

The church at El Rancho, is the former St Lukes Anglican Church, previously located opposite 713 Oroua Valley Road, Apiti, Manawatu. The files held on the church at El Rancho state that the church was designed by Mr Greenhow of Bunnythorpe and located on land donated by a Mr Johnston in Apiti. Construction of the church began in 1896. The first service was held in 1899 and the church was consecrated by Bishop Wallis in 1902 (Times, 1902). The church was relocated to El Rancho in 1990 in two sections. All fittings and fixtures came with the church including pews, the altar and brassware. The stained glass window was replaced but all other windows are original. It was sited to overlook the camp. A private cemetery around the church was approved by the KCDC in 1996.

The church is designed in a simplified Gothic style, known as Carpenter Gothic, with sharp pointed openings, not dissimilar to the churches designed by Frederick de Jersey Clere in the same period.

According to the Ian Matheson archives, held in the Palmerston North City Council, William Greenhow (c1859-1942), worked as a builder in Wellington, before moving to Bunnythorpe c1890-91.

No heritage values of the church have been assessed or are stated in the relevant Heritage Register form held by KCDC. However, based on the definition of historic heritage included in the RMA (i.e. archaeological, architectural, cultural, historic, scientific, and technological qualities)<sup>4</sup> and the very limited extent of information on the church, the following outline assessment of values is provided:

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<sup>4</sup> Refer section 2 Resource Management Act 1991

## **Archaeological**

No specific archaeological assessment has been prepared. It is understood that, although relocated, the building retains status as an archaeological object.

## **Architectural**

The church has moderate architectural values as a 115 year old rural timber church designed by a builder in a version of the Carpenter Gothic style.

## **Cultural**

The church has moderate cultural values being used as a place of spiritual worship for the Anglican congregation of Apiti for nearly 100 years. It has been associated with the Christian El Rancho camp facility for 21 years and has been used as a church for that period.

## **Historic**

The building had moderate historical values in its association with the Anglican community of Apiti for nearly 100 years, with which it is now dissociated.

## **Scientific**

The church has no known scientific values associated with it.

## **Technological**

Consistent with the style, the building uses typical timber technology of the period.

Based on this assessment, the church has moderate, local-only, heritage significance.

## **7 Basis for assessing effects on identified built heritage**

Relevant documents for assessing effects of roadways on built heritage include publications by the NZHPT and the International Council on Monuments and Sites (ICOMOS) New Zealand Charter for the Conservation of Places of Cultural Heritage Value, 2010 (the ICOMOS NZ Charter). The applicable sections of these documents are listed below.

The topics discussed and assessed in this report are based on those recommended in the NZHPT Information Sheet 9: Preparing a Heritage Impact Statement.

Following each assessment is a concluding statement based on the RMA Section 6 - Matters of national importance:

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*

*6(f) the protection of historic heritage from inappropriate subdivision, use, and development.*

It should be noted that neither of the potentially affected properties are considered archaeological sites. While the church was constructed prior to 1900, it was relocated

from its original site in the Manawatu and the Greenaway house was constructed post 1900.

## **7.1 NZHPT Criteria**

### **7.1.1 Sustainable Management of Historic Heritage Guidance Information Sheet 1: Principles for Assessing appropriate or inappropriate Subdivision, Use and Development on Historic Heritage Values**

The relevant sections of this document are:

#### *Respect for physical material*

*The degree to which interventions involve the least possible loss of heritage significance and the least loss of material of heritage value, including those arising from irreversible or cumulative effects.*

#### *Understanding significance*

*Whether the values of the place are clearly understood before decisions are taken that may result in change. Decision-making, where change is being contemplated, should take into account all relevant values, cultural knowledge and disciplines. Understanding significance should be assisted by methods such as the preparation of heritage assessments and conservation plans.*

#### *Respect for contents, curtilage and setting*

*The extent to which interventions respect the contents and surroundings associated with the place. This may be achieved by ensuring, for example, that any alterations and additions to buildings, and new adjacent buildings, are compatible in terms of design, proportions, scale and materials.*

### **7.1.2 NZHPT Sustainable Management of Historic Heritage Guidance Information Sheet 16: Assessing Impacts in Surroundings associated with Historic Heritage**

The relevant sections of this document are:

#### *Principles*

*Assessing the significance and impacts on surroundings will require an understanding of the significance of the original relationship of the heritage item to its site and locality, adequacy of setting, visual catchments and corridors, and the need for buffer areas to screen unsympathetic development.*

#### *General*

- *The original relationship of the heritage item to its site and locality should be retained. All the main structures associated with the heritage item (for example, homestead, garden, stables, etc.) should be retained in single ownership.*
- *Where a historic place has landmark values, the proposed activity should not be visually dominating or distract from the landmark qualities of the historic place. The relative scale of the activity is an important consideration.*



- *The proposed activity should provide for an adequate setting for the heritage item, enabling its heritage significance to be maintained. The significance and integrity of the setting should be identified. Well-preserved, authentic, essential and substantial settings should be retained and protected.*
- *The proposed activity should provide for adequate visual catchments, vistas and sight-lines or corridors to the heritage item from major viewing points and from the item to outside elements with which it has important visual or functional relationships.*

### **7.1.3 NZHPT Sustainable Management of Historic Heritage Guidance Information Sheet 22: Assessing Impacts of Designations on Historic Heritage**

The relevant sections of this document are:

#### *Principles*

*Designations of land should not provide for any public work, project or other work that compromises the protection, condition, integrity, or public appreciation of historic heritage.*

*Requiring authorities should be encouraged to seek essential designations outside of, and sufficiently distant from, sensitive historic heritage areas.*

*Where land must be designated over, or near, historic heritage, particular attention should be paid to the extent of the area involved, the specific location, and the nature of activity involved, so that adverse impacts on historic heritage are minimised to the greatest practical extent. This will require a heritage impact assessment (and normally an archaeological assessment).*

#### *Checklist for assessing proposed designations*

- *Alternative locations for designations should be explored. Requiring authorities need to seek locations for essential designations outside of, and sufficiently distant from land associated with historic heritage sites or areas.*
- *Planning for designations must be informed by adequate research and assessment, including a heritage impact assessment and archaeological assessment.*
- *Where land must be designated over, or near, historic heritage, particular attention should be paid to the extent of area involved, the specific location, and the nature of activity involved, so that adverse impacts on historic heritage are minimised to the greatest practical extent...*
- *Outline plans should be prepared in relation to designations to provide for historic heritage values where appropriate. Outline plans should be informed by professional research and assessment and cover matters such as: ...*
- *Any other initiatives (e.g. painting) to avoid, remedy or mitigate any adverse effects on historic*

## 7.2 ICOMOS NZ Charter

The ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value, 2010 (ICOMOS NZ Charter) establishes principles of practice to guide the conservation of places of built heritage value in New Zealand and is a statement of professional principles for members. The Charter recommends that its principles be used in statutory or regulatory heritage management processes.

The relevant sections of this document are:

### 4. CONSERVATION METHOD

(ii) *show the greatest respect for, and involve the least possible loss of, material of cultural heritage value.*

### 6. SETTING

*The historical setting of a place should be conserved with the place itself. If the historical setting no longer exists, construction of a setting based on physical and documentary evidence should be the aim. The extent of the appropriate setting may be affected by constraints other than heritage value.*

## 7.3 KCDC District Plan

The KCDC District Plan contains two heritage related sections relevant to this assessment. Section C.8 of the Plan includes heritage objectives and policies, with Policy 2 - General assessment criteria specifically focusing on the "destruction, demolition, alteration, modification or removal of any heritage feature recorded in the Heritage Register". As none of these activities are proposed, this policy is not relevant for the purposes of this report.

Equally, the section relating to discretionary activities, D.2.1.3, is also considered not to be of any relevance to this report as no modifications are proposed to any scheduled built heritage item, nor is any subdivision proposed.

## 8 Assessment of effects on the Greenaway Homestead

The proposed Expressway will have no physical effects on the Homestead but proposed mitigation measures may contribute a minor positive impact on its setting. The relevant documents for assessing any effects on heritage values are listed above in 7.1 and 7.2.

### 8.1 NZHPT Guidance Information Sheet 1

#### 8.1.1 Respect for physical material

In relation to Greenaway Homestead the proposed Expressway will result in no loss of heritage fabric and there are no effects on any of the areas of historical, aesthetic, architectural, or technological significance identified in the Kelly and Murray report. Only the setting will change and this is discussed below.

#### 8.1.2 Understanding significance

The significance of the property is assessed in the Kelly and Murray report, which is summarised above in 6.1.

### 8.1.3 Respect for contents, curtilage and setting



**Figure 1.3 Google maps showing Puriri and Kauri Roads, the Greenway homestead is at the centre of the map**



**Figure 1.4 Greenway homestead from Maketu's grave, photo Ian Bowman**

Neither the contents of the property nor its curtilage will be modified, however the wider setting will be modified with the removal of four neighbouring houses and the construction of a bund with planting. The curtilage of the house comprises a large, heavily planted section (see figure 1.3) with tall and mature trees around its boundary.

The house is located on the corner of Kauri and Puriri Roads in an isolated, elongated subdivision bordering on rural land off Waikanae's main road connecting the village and the beach. Puriri Road is a no exit Road, while Kauri road solely services the El Rancho camp. To the north west of the house is a small treed sandhill. It is approximately 200 metres long and 10 metres high to the north west of the house, and approximately three metres high at the end of Puriri Road.

The proposal to remove the neighbouring houses will change the visual setting of the Greenway Homestead, and result in a slight positive effect on its heritage values of the homestead. The Greenway Homestead was the first house to be built on the site, with the remainder of the immediate environs consisting of farmland. Removing the nearby houses will therefore partially reinstate the environs to this earlier state.

While a detailed assessment of the houses proposed for removal has not been carried out, from a road side visual observation, their recent age and architectural styles suggest that they have little or no heritage value. In addition, there has been no discussion in the Kelly/Murray Report to suggest these houses have historical values other than an association with the general history of the subdivision around the homestead.

The views from the house are unlikely to be changed greatly, with the exception of the new bund, due to the scale and extent of existing planting along the site boundaries. Should present or future owners wish to remove trees, or the existing trees die, a more open space not dissimilar to the original would be partially recreated.

The proposed Expressway will not be visible from the Greenway Homestead site. A cross section has been prepared through the site showing the proposed Expressway on one side of the sandhill containing Maketu's grave and the Greenway site on the other side of the grave. This is shown in Appendix 10.B. The finished road level will be approximately two



to three metres below the level of the sandhill, with the Greenaway Homestead site located approximately four metres below it on the opposite side. As the house is single storey and the roof level is only slightly above the level of the grave, the proposed Expressway will also not be visible from inside the house.

With respect to the auditory environment, plan EN-NV-009 (Appendix B of Technical Report Appendices, Report 15, Volume 5) shows assessments of neighbouring properties falling within acceptable noise levels where no mitigation is required according to the NZ Noise Standard NZ 6806. The Greenaway property was not assessed as it is considered to be beyond the 100m assessment corridor and below the thresholds for noise exposure. Nevertheless there may be an increase in noise levels during construction and a perceptibly noisier environment from traffic using the proposed Expressway, the extent of which has yet to be measured. Whether or not the noise levels are acceptable according to specified standards, a perceptible increase may have an effect on the enjoyment and use of the property, although not on heritage values. It is also possible that, with fewer houses, there will be less noise from traffic and residents in Puriri Road. This, in turn, could contribute to a slightly quieter immediate environment, thereby balancing any possible increase resulting from the proposed Expressway.

## **8.2 NZHPT Guidance Information Sheet 16**

### **8.2.1 Understand the significance of the original relationship of the heritage item to its site and locality**

As discussed above in 7.1.3 the original setting of the house will be partially reinstated and partially modified with the new bund. A key element of historical heritage value, according to the Kelly and Murray report, is the significance of the house as *"one of the few dwellings built during Waikanae's early 20<sup>th</sup> century that still stands. A pastoralists manor built in seaside Waikanae, it illustrates a level of living that is not typical of most houses built during that period in the area..."* (Kelly & Murray, 2010). Therefore, the original setting contributes to the significance of the house and its partial reinstatement is slightly positive.

### **8.2.2 The original relationship of the heritage item to its site and locality should be retained.**

The original relationship of the Homestead to its site and locality is discussed above in 8.1.3 and 8.2.1.

### **8.2.3 Where a historic place has landmark values, the proposed activity should not be visually dominating or distract from the landmark qualities of the historic place. The relative scale of the activity is an important consideration.**

"Landmark" has two meanings. One is being visually prominent, while the other is representing a significant or historic development. The Homestead might once have been visually prominent, but is no longer because of the landscaping around it. The house can, however, be considered as a local landmark due to its architecture and early construction date relative to development in the Waikanae area. These landmark qualities will be unaffected by the proposed Expressway.

#### **8.2.4 The proposed activity should provide for an adequate setting to maintain its heritage significance**

As discussed above in 8.1.3 and 8.2.1, the wider setting will be modified by the removal of four houses, the construction of a bund similar to the existing sandhill and planting of trees. This setting is appropriate to the heritage values of the house. The immediate curtilage will be unchanged by the proposed Expressway.

#### **8.2.5 The proposed activity should provide for adequate visual catchments, vistas and sightlines.**

The house was sited for views. "*The house was deliberately sited on top of a sand dune, with views in all directions*" (Kelly & Murray, 2010). Currently the house has few or no views and it is difficult to see the house from local roads because of the trees around the property. Should these trees die or be removed, then the views from the house will be over the existing housing to the south and east, with a more natural environment to the north once the four houses are removed and the area planted. The proposed bund will be similar to the existing sandhills, a feature of the Kāpiti Coast.

### **8.3 NZHPT Guidance Information Sheet 22**

#### **8.3.1 Designations of land should not provide for any public work, project or other work that compromises the protection, condition, integrity, or public appreciation of historic heritage.**

The proposed Designation will not compromise the protection, condition, integrity or public appreciation of the Greenaway Homestead. Apart from a minor change in the setting of the house, and a possible slight increase in ambient noise, there will be no other change that will affect the house.

James Whitlock, vibration expert, has stated that there will be no vibration effect on the house from either the operation or construction of the proposed Expressway because of the distance between the two. He indicated that potential vibration problems are only likely to occur within a 30 to 50 metre zone adjacent to construction and 10 metres from traffic. The house is approximately 125 metres from the closest point of the proposed Expressway and is therefore beyond the zone where vibration effects might be experienced.

#### **8.3.2 Where land must be designated over, or near, historic heritage, particular attention should be paid to the extent of the area involved, the specific location, and the nature of activity involved, so that adverse impacts on historic heritage are minimised to the greatest practical extent. This will require a heritage impact assessment (and normally an archaeological assessment).**

The Designation does not include the house or grounds, but has a common north boundary with the site. The land included in the Designation to the north is required for the construction of the bund and planting. These elements will maintain or slightly enhance the setting as discussed above.

## **8.4 ICOMOS NZ Charter**

### **8.4.1 CONSERVATION METHOD**

*(ii) show the greatest respect for, and involve the least possible loss of, material of cultural heritage value.*

As discussed in 8.1.1 there is no physical loss of any fabric or land from the proposed Expressway. The slightly modified wider setting proposed is appropriate for the heritage values of the house.

### **8.4.2 SETTING**

*The historical setting of a place should be conserved with the place itself.*

As discussed in 8.1.3, the immediate curtilage of the house is unchanged and the setting is little changed.

## **8.5 RMA Section 6(f)**

Based on the preceding assessment, there is minimal effect on the Greenaway Homestead. Therefore in my opinion historic heritage is appropriately protected in accordance with section 6(f) of the RMA.

# **9 Assessment of effects on the former St Luke's Church**

The church will not be physically affected by the proposed Expressway but its wider setting will experience both visual effects and increased noise effects, albeit within acceptable NZ Noise Standard limits. The relevant documents for assessing these effects are listed above in 7.1 and 7.2.

## **9.1 NZHPT Guidance Information Sheet 1**

### **9.1.1 Respect for physical material**

There will be no physical effects on the church or loss of fabric from the proposed Expressway. The significance of the church will be affected to a low to negligible extent by the proposed Expressway largely as a result of visibility of the proposed Expressway and possible noise effects.

### **9.1.2 Understanding significance**

The heritage values of the church are known and are summarised in 6.2 above.

### **9.1.3 Respect for contents, curtilage and setting**

There will be no change or effect on the contents or curtilage of the church, but the setting of the church to the rear will be modified.

A cross section of the proposed Expressway between the church and Maketu's grave, included in Appendix 10.D, shows that the level of the proposed Expressway will be slightly higher than the site of the church and will therefore be visible from the back of the church site. The church sits on a partially excavated sandhill, with the northern part being flat where the church and cemetery are located. The southern half is unexcavated and will

obscure the south and west sections of the proposed Expressway from all but the very rear of the church.

The boundary at the rear of the site is approximately two metres from the rear of the church building and is bounded by a small timber picket fence. However, there is little space for people to gather in this area and it is therefore unlikely to play a major part in ceremonies held at the church.

The two main foci of the church are its entrance, facing west, and a small private cemetery to the north. Access to the church is from a carpark sited several metres lower than the church (see figure 1.5). Consequently, the proposed Expressway will not be visible from either the carpark, the path up to the church, or the entry to the church.

The church was originally located in Apiti and, following its relocation to El Rancho, the heritage values of the original site associated with the church have been lost. The church has been on its existing site for 21 years.

Plan EN-NV-009 (Appendix B of Technical Report Appendices, Report 15, Volume 5), referred to above, has confirmed that the noise levels around the church from the proposed Expressway are within acceptable levels, such that no mitigation is required under the NZ Noise Standard NZ6806. Nevertheless, there may be an increase in noise levels during construction and a slightly noisier environment from traffic using the proposed Expressway. Whether or not the noise levels comply with specified standards, any perceptible increase in noise may have a negative impact on the use of the church and cemetery for services where an atmosphere of peace and quiet are important.



**Figure 1.5 the former St Luke's church entry, photo Ian Bowman**

## **9.2 NZHPT Guidance Information Sheet 16**

### **9.2.1 Principles**

**Assessing the significance and impacts on surroundings will require an understanding of the significance of the original relationship of the heritage item to its site and locality, adequacy of setting, visual catchments and corridors, and the need for buffer areas to screen unsympathetic development.**

As discussed in 9.1.3 above the church is no longer located on its original site in Apiti and therefore its relationship with this site has been lost. There will be a minor modification of the view from the rear of the church. However, this is not a significant area of the church, with the main focus being the entry and north side where there is a private cemetery.

### 9.2.2 General

**Where a historic place has landmark values, the proposed activity should not be visually dominating or distract from the landmark qualities of the historic place. The relative scale of the activity is an important consideration.**

The church has minor visual landmark qualities as it is located on a small sandhill in the El Rancho camp and visible from some areas of it. This quality will not be affected by the proposed Expressway. The church is likely to be visible from the eastern sections of the proposed Expressway as it is currently visible from Maketu's grave site as seen in figure 1.6.



**Figure 1.6 former St Luke's church from Maketu's grave site, photo Ian Bowman**

### 9.2.3 General

**The proposed activity should provide for an adequate setting for the heritage item, enabling its heritage significance to be maintained. The significance and integrity of the setting should be identified. Well preserved, authentic, essential and substantial settings should be retained and protected.**

The church has been relocated and is not on its authentic site, therefore the significance of the original site to the church has been lost. The current site has been located to face the camp and the proposed Expressway will not affect this. However, the current setting may be affected by a higher noise level than currently exists. This, in turn, may affect the quiet enjoyment of the cemetery and the use of the church for services.

With respect to heritage significance, the church has cultural heritage values as a place of spiritual worship. This value may be affected due to an increase in the existing noise level resulting from construction and traffic using the proposed Expressway. There will be no effects on other heritage values.

### 9.2.4 General

**The proposed activity should provide for adequate visual catchments, vistas and sight- lines or corridors to the heritage item from major viewing points and from the item to outside elements with which it has important visual or functional relationships.**

The views, vistas and sight lines associated with the original location of the church have been lost. The current visual connection between the El Rancho camp is not affected.

### 9.3 NZHPT Guidance Information Sheet 22

#### 9.3.1 Principles

**Designations of land should not provide for any public work, project or other work that compromises the protection, condition, integrity, or public appreciation of historic heritage.**

The proposed Expressway will not compromise the protection, condition, integrity or public appreciation of the church. There will be no effects from vibration, As the church is approximately 170 metres from the proposed Expressway it is too far away to experience either construction or vehicular vibration effects. The condition of the church is unaffected as is its integrity. The church is used for services and this use and any access by the public are unaffected. The church will be slightly more visible with the construction of the proposed Expressway so that the public may have greater awareness of the existence of the building. As discussed above, a slightly increased noise level on the site and inside the building may affect the quiet appreciation of the church and cemetery.

#### 9.3.2 Principles

**Where land must be designated over, or near, historic heritage, particular attention should be paid to the extent of the area involved, the specific location, and the nature of activity involved, so that adverse impacts on historic heritage are minimised to the greatest practical extent. This will require a heritage impact assessment (and normally an archaeological assessment).**

No specific archaeological assessment has been prepared.

### 9.4 ICOMOS NZ Charter

#### 6. SETTING

***The historical setting of a place should be conserved with the place itself. If the historical setting no longer exists, construction of a setting based on physical and documentary evidence should be the aim. The extent of the appropriate setting may be affected by constraints other than heritage value.***

As discussed above, the church has been relocated and is no longer sited in its original setting.

### 9.5 RMA Section 6(f)

Based on the preceding assessment, there is minimal effect on the former St Luke's Church. Therefore in my opinion historic heritage is appropriately protected in accordance with section 6(f) of the RMA.

### 9.6 Archaeology

As explained above, the building has retained its status as an archaeological object, although it has been relocated from its original site. Because the effects on the church are deemed to be minimal the need for an archaeological assessment of the church is not anticipated.

## 10 Conclusions

While 10 heritage structures within one kilometre of the centre line of the proposed Expressway Alignment are listed by Kāpiti Coast District Council and/or registered with the NZHPT, only two are identified as potentially affected. These are the Greenaway Homestead in Kauri Road and the former St Luke's church at El Rancho, both of which are located at Waikanae.

Both properties may be affected by slight noise increases from construction and traffic although levels are considered to be within the NZ Noise Standard. The heritage values of the Greenaway Homestead are not affected by an increase in noise levels, while a perceptible increase in noise levels in the church may have an effect on cultural heritage values of the church. Given the noise expert's advice, any increase is likely to be negligible and unlikely to affect services and other spiritual uses of the church.

The setting of the Greenaway Homestead may be slightly enhanced by the removal of four adjacent houses, returning this area to state similar to when the Homestead was the only house in the area. The middle distance setting of the church will only be affected at the rear of the churchyard by the proposed Expressway but will only have a low to negligible effect as this area is too narrow to be regularly used.

## 11 Recommendations

### 11.1 Greenaway Homestead

As discussed above, heritage values of the Homestead will not be affected by the proposed Expressway, but any slight increase in noise may affect amenity values. This is an area outside the scope of a heritage assessment.

### 11.2 The former St Luke's Church

Potential negative effects from the proposed Expressway are limited to noise, which may have an impact on heritage values, and visibility of the proposed Expressway from the rear of the church. As any increase in noise levels is within the NZ Standard and is likely to be low to negligible, no mitigation is recommended. The view of the proposed Expressway is from a largely unimportant and unused part of the site and no mitigation measures to hide the view to it are recommended.



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## Appendix 10.A

### Plan of proposed Expressway and built heritage

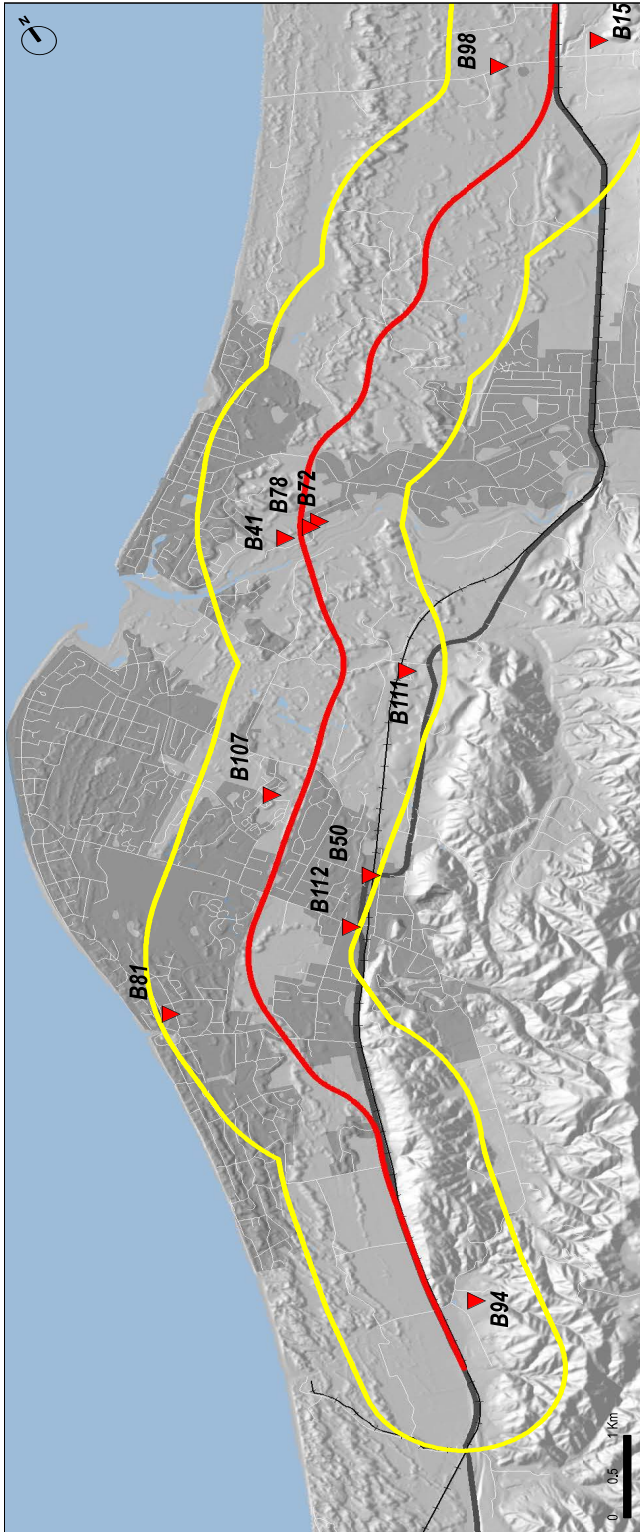


Figure 1.7 Plan showing identified built heritage within one kilometre of the proposed Expressway, Boffa Miskell

## Appendix 10.B

### Aerial view of the former St Luke's Church and the Greenaway Homestead

Appendix 10.B Aerial view of the former St Luke's Church and the Greenaway Homestead

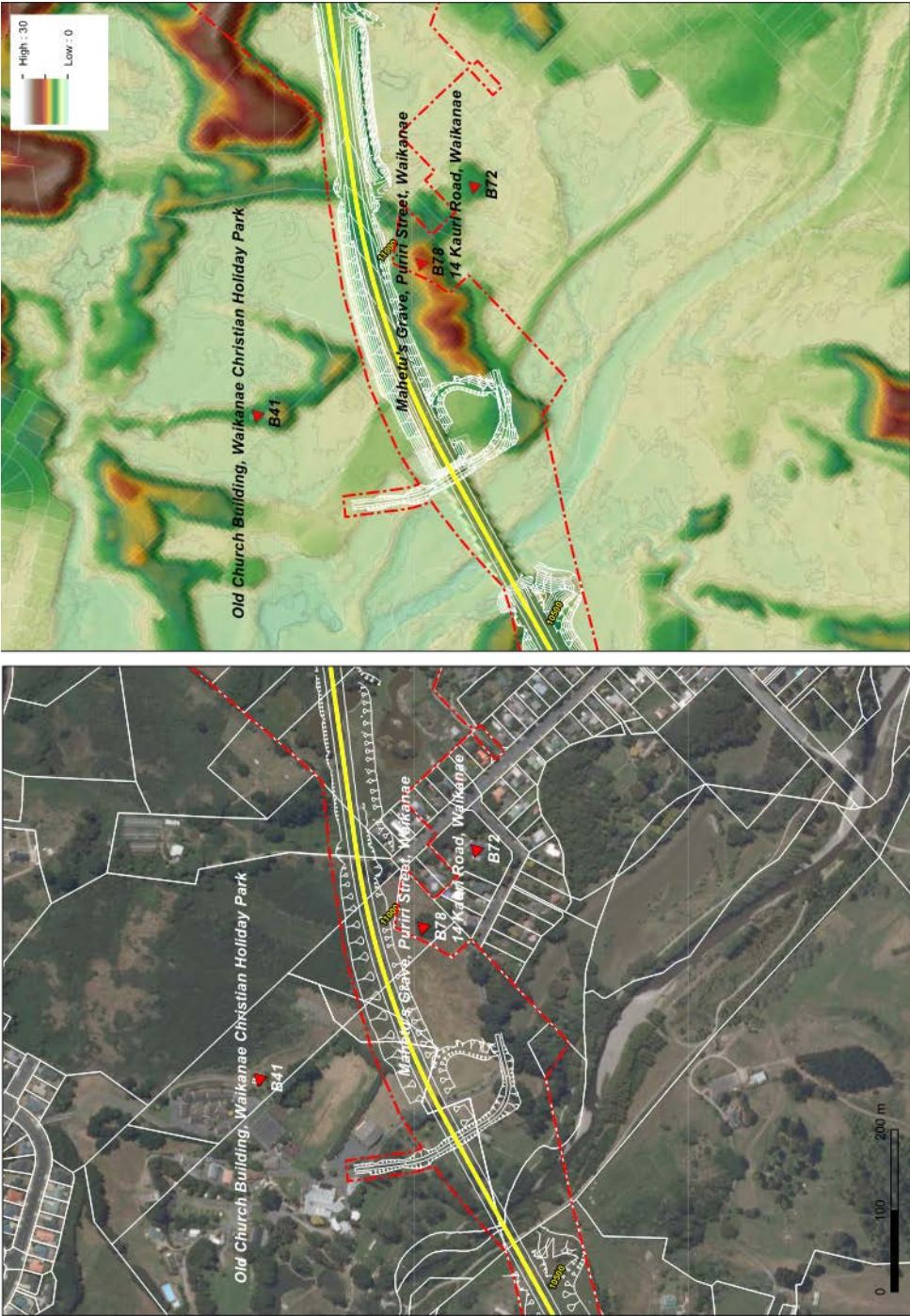


Figure 1.8 Aerial and contour plans of the former St Luke's church and the Greenaway Homestead, Boffa Miskell

Appendix 10.C  
Cross section of the proposed Expressway and the  
Greenaway Homestead



Appendix 10.C Cross section of the proposed Expressway and the Greenaway Homestead

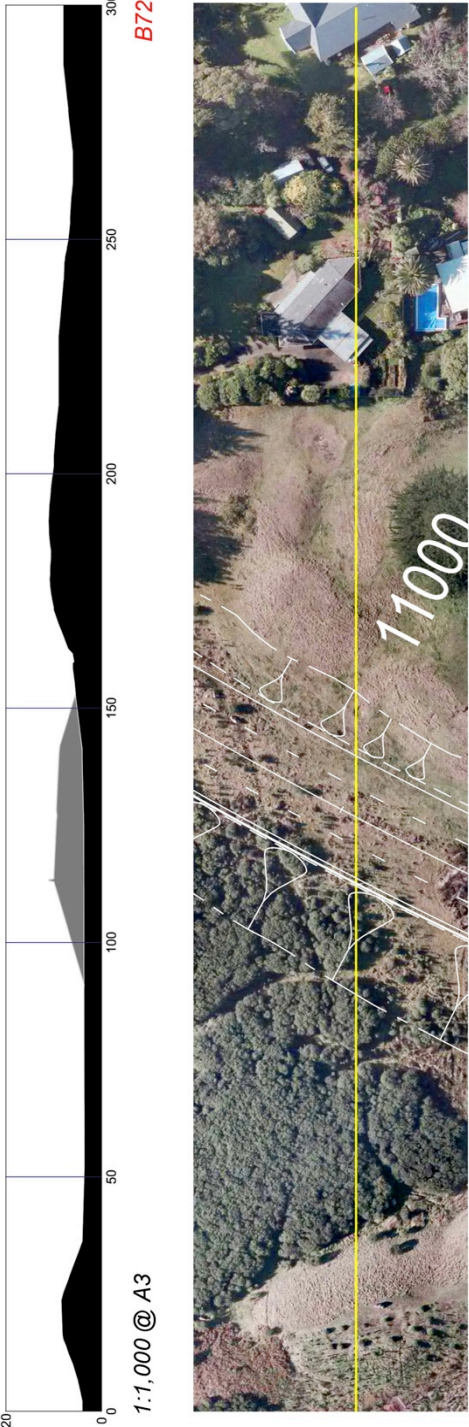


Figure 1.9 Cross section, showing proposed Expressway relative to the Greenaway homestead site, Boffa Miskell

Appendix 10.D  
Cross section of the proposed Expressway and the  
former St Luke's Church

## Appendix 10.D Cross section of the proposed Expressway and the former St Luke's Church



**Figure 1.10 Cross section showing Expressway relative to the former St Luke's church, Boffa Miskell**