

# 538 KARANGAHAPE ROAD REGENERATION: ARCHAEOLOGICAL ASSESSMENT

Prepared for James Kirkpatrick Group Ltd

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By

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## Contents

Introduction .....	1
Project Background .....	1
Methodology .....	1
Historical Background .....	6
Māori Settlement .....	6
European Settlement .....	6
Archaeological Background .....	8
Previous Archaeological Work .....	8
Recorded Archaeological and Historic Heritage Sites/Areas .....	8
Karangahape Road Streetscape .....	9
Historical Survey .....	11
Information from Early Maps, Plans and Photographs .....	11
Information from Aerial Photographs .....	20
Later Development .....	21
Field Assessment .....	28
Site Inspection .....	28
Discussion and Conclusions .....	30
Summary of Results .....	30
Māori Cultural Values .....	30
Survey Limitations .....	30
Archaeological Value and Significance .....	30
Effects of the Proposal .....	31
Resource Management Act 1991 Requirements .....	31
Heritage New Zealand Pouhere Taonga Act 2014 Requirements .....	32
Conclusions .....	33
Recommendations .....	34
Bibliography .....	35
Appendix A: Building Plans for Commercial Building and Additional Documentation ..	37

## INTRODUCTION

### Project Background

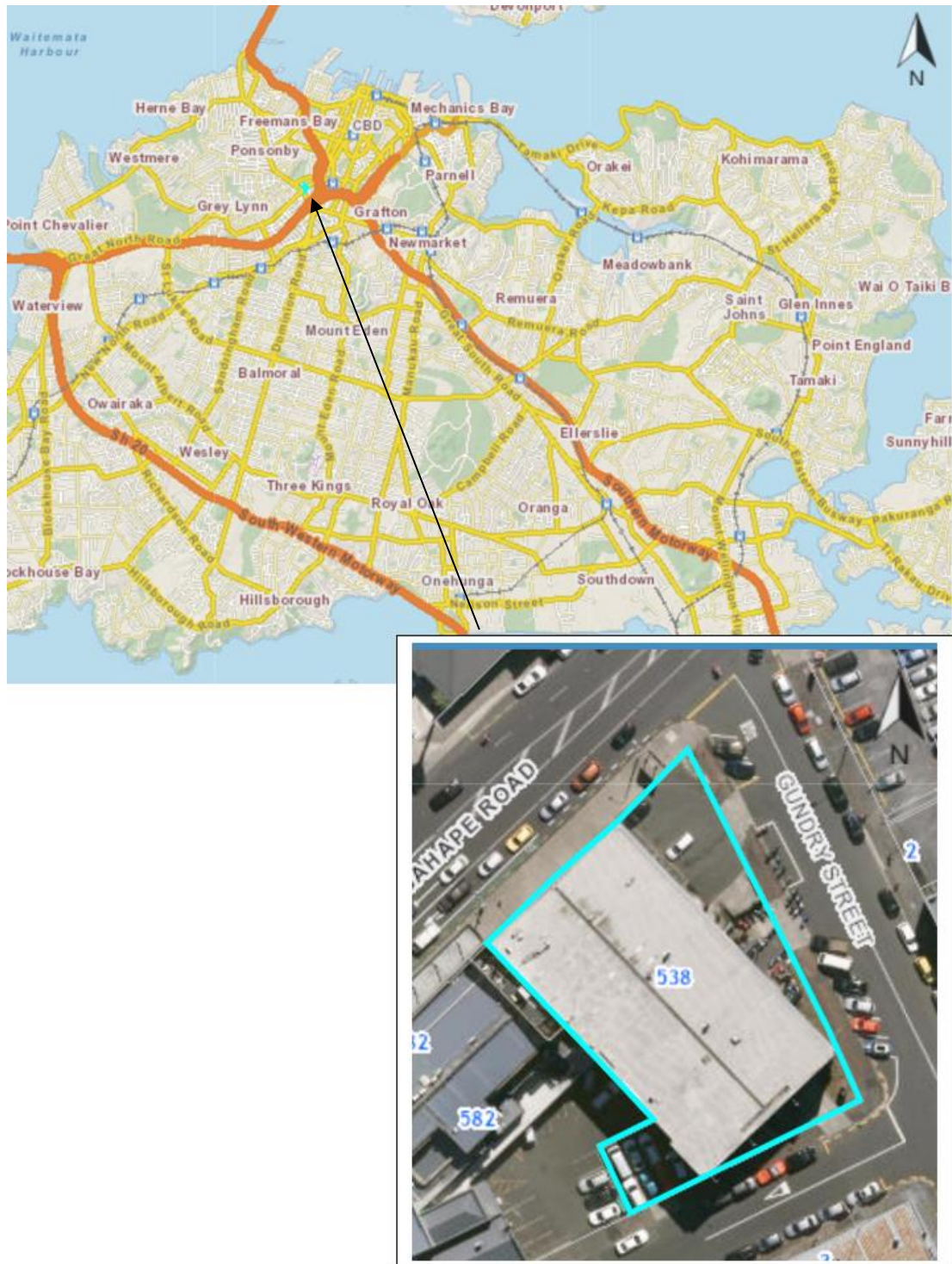
James Kirkpatrick Group Ltd is proposing the redevelopment of a property at 538 Karangahape Road (legal description - Lot 1 DP 570848) to be referred to as the Project Area in this report (Figure 1). The site is currently vacant and a commercial building was present on the property from the 1970's until recently when it was demolished. The current proposal consists of the construction of a new nine level commercial building including two basement levels. Figure 2 shows the level 1 layout plan; Figure 3 shows a section drawing of the lower levels, and the two basement and ground floor layout is shown in (Figure 3).

An archaeological assessment was commissioned by James Kirkpatrick Group Ltd to establish whether the proposed work is likely to impact on archaeological values. This report has been prepared as part of the required assessment of effects accompanying a resource consent application under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

### Methodology

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), the Auckland Unitary Plan Operative in Part (AUP OP) schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched for information on sites recorded within and in the vicinity of the Project Area. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early survey plans and aerial photographs were checked for information relating to past use of the property.

Archaeological sites beneath modern buildings and sealed surfaces in urban environments can rarely be identified prior to being exposed in the course of redevelopment work, and the approach to archaeological assessment is therefore to identify historically recorded activities and assess the potential for archaeological evidence to have survived on the basis of later modifications to the site.



**Figure 1. Upper map showing the location of the Project Area in Auckland and lower inset showing the detail of the Project Area prior to the demolition of the commercial building (source: Auckland Council Geomaps)**

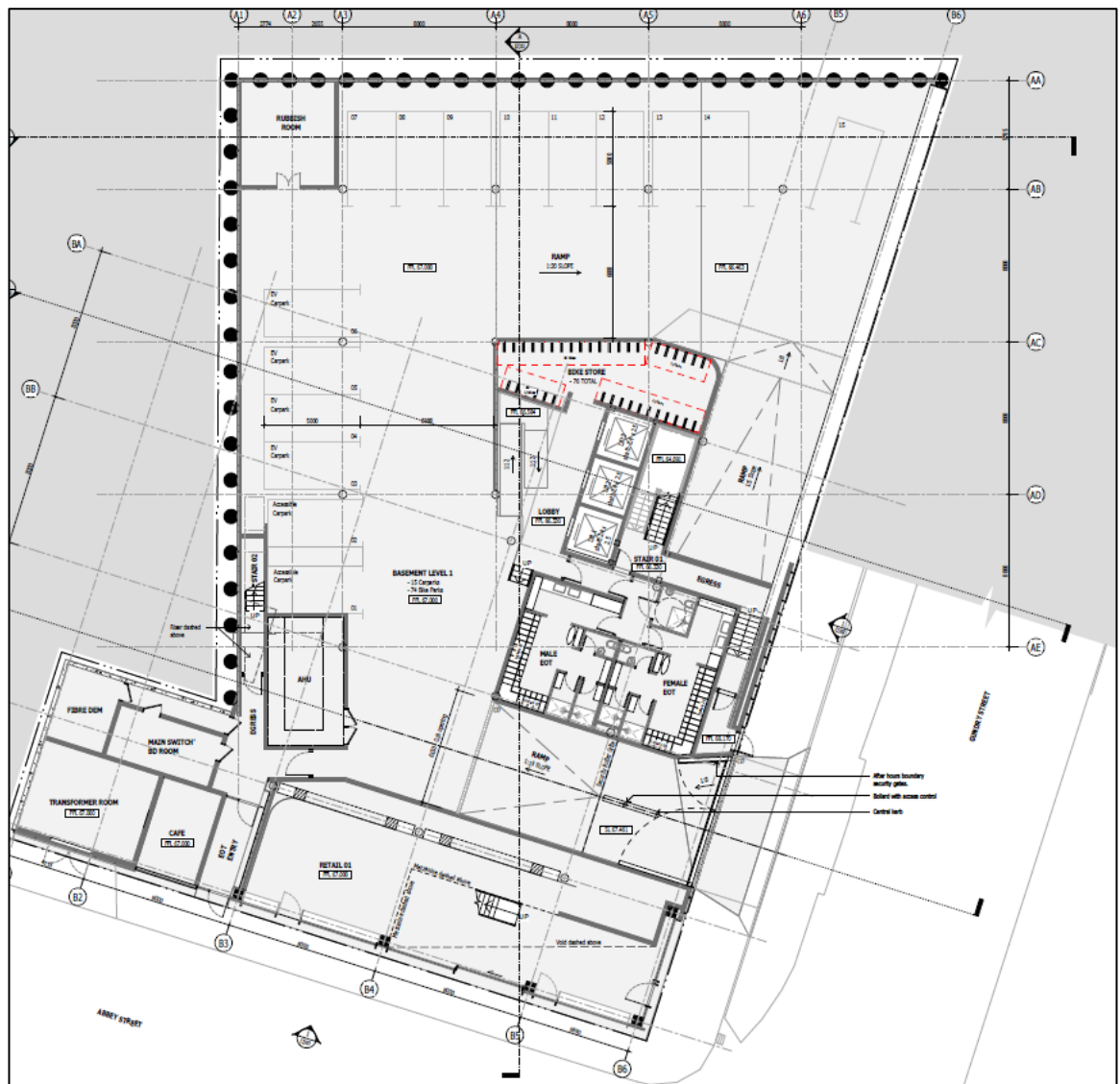


Figure 2. Level 1 Layout Plan of the proposed new commercial building (source: Fearon Hay)

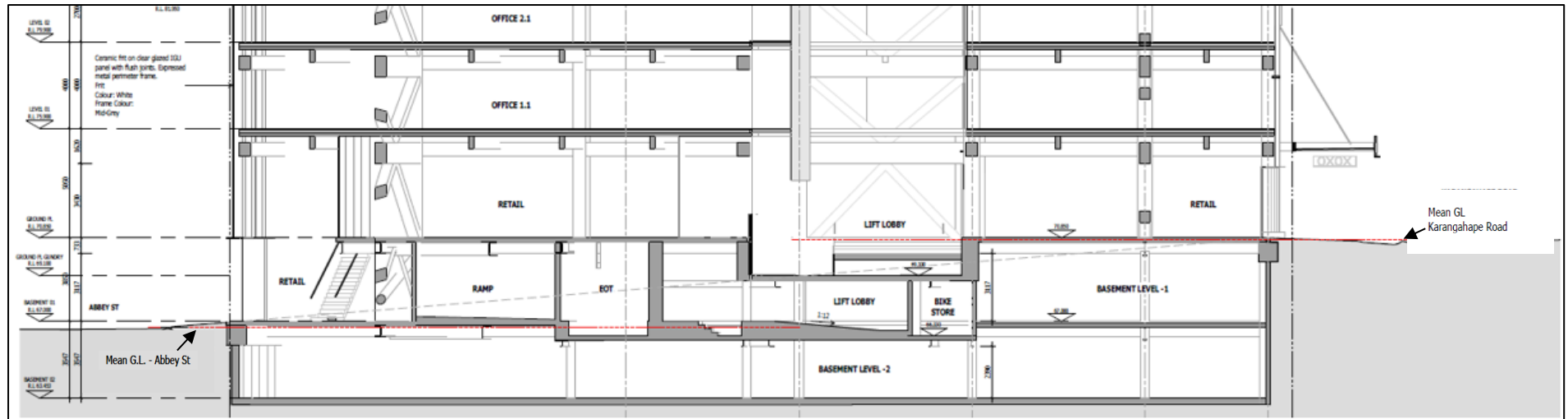


Figure 3. Section drawing showing the basement and lower levels of the proposed new commercial building with mean ground level indicated by red dashed lines (source: Fearon Hay)

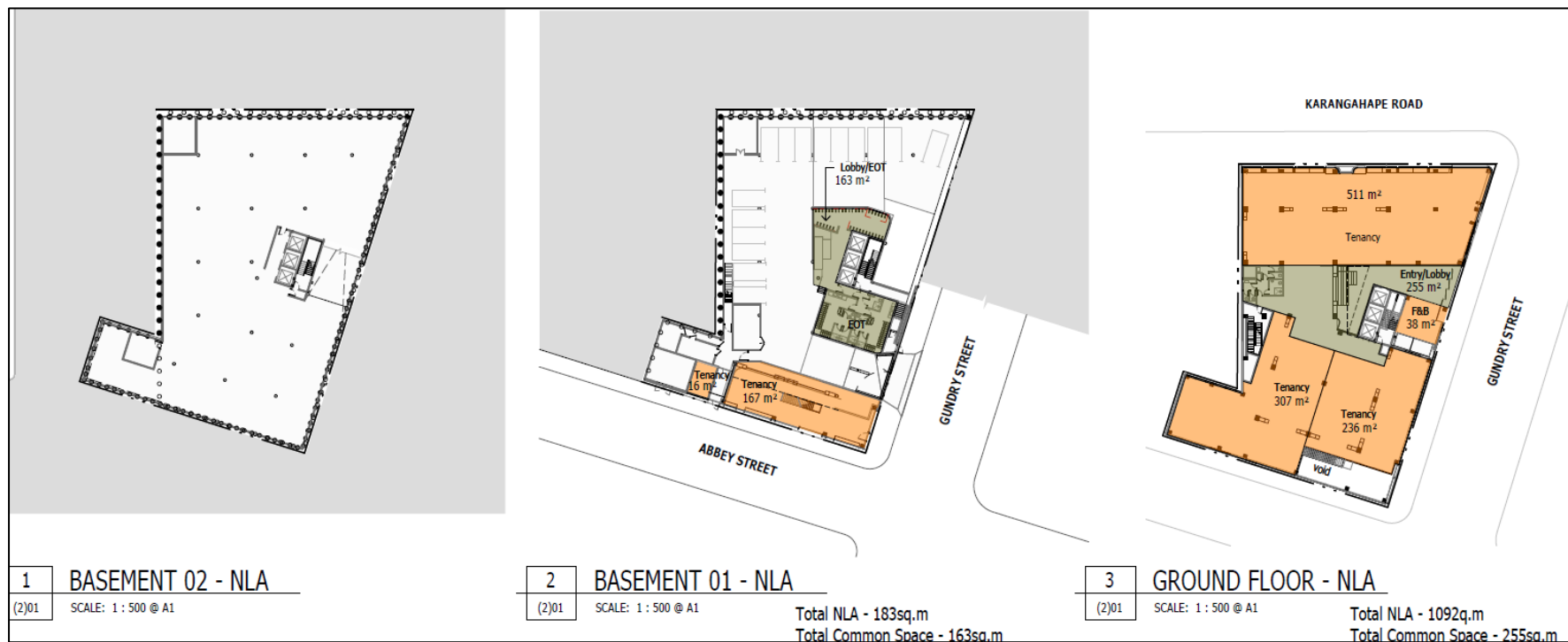


Figure 4. Layout Plans of the two basement levels and ground floor level (source: Fearon Hay)

## HISTORICAL BACKGROUND<sup>1</sup>

### Māori Settlement<sup>2</sup>

The Auckland area was previously known as Tāmaki-Makau-Rau, or Tāmaki of a hundred lovers (Stone 2001: 81). As the name suggests, Māori had prized the isthmus for centuries. It offered fertile land, abundant fishing grounds and a temperate climate (Stone 2001: 3). It also boasted a valuable portage at Ōtāhuhu where canoes were dragged across a short distance of land separating the Tasman Sea and Pacific Ocean. The area also offered access to the hinterland through the Awaroa Creek leading into the Waikato River (Stone 2001: 2).

Māori settlement encompassed the City Centre where, in the immediate Britomart area, a major pā site known as Te Rerengaoraiti was constructed on the point between what was to become Commercial Bay and Mechanics Bay. Another pā (Ngāhu Wera) was recorded on the former headland at the end of Albert Street. A small stream (Waihorotiu) that was at least partly navigable by canoe ran down from the Karangahape ridge through what is now Myers Park and into the valley that was to become Queen Street and led to the shallow mudflats that typify much of the Waitematā coast. Māori gardening was recorded in the Queen Street valley as late as c.1838-40, the large village of Horotiu once covered what is now Albert Park, and a settlement known as Nga Wharau a Tako was located on the Swanson Street ridge with a track (Te Tarapounamu) leading down to the Queen Street valley.

The ridge that became Karangahape Road was used as a travel route by Māori prior to the arrival of Europeans, and a place name is recorded in the vicinity of the Symonds Street cemetery – Te Iringa-o-rauru, or ‘the hanging up of Rauru’s body’, referring to a Ngāti Whātua chief killed by Waiohua, whose body was hung on a tree in this location.

### European Settlement

European settlement in Auckland began in 1840 after the first Governor of New Zealand, Captain William Hobson, chose the isthmus as the site of the capital of the new colony. A group of Ngāti Whātua chiefs had encouraged Hobson to choose the area they knew as Tāmaki-Makau-Rau. With the decision to move the capital from Russell (Kororāreka) to Auckland in 1840, the initial defence for the town of Auckland was provided by Fort Britomart, replacing the earlier abandoned pā there. This site became the headquarters of the imperial military forces in New Zealand and barracks to house the small contingent of troops were built by the troops (Stone 2001: 266).

To the west of Point Britomart was the small harbour, initially named Store Bay, later Commercial Bay, that was to become the main harbour for the city (Stone 2001:267).

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<sup>1</sup> Adopted from Clough et al. 2012

<sup>2</sup> While based on reliable documentary sources, this information should not be viewed as complete or without other context. There are a large number of iwi historically associated with the Auckland region and many other histories known to tangata whenua.



Settlement proceeded relatively quickly, with tents set up for government officials on the eastern side of Point Britomart in what was called Official Bay and further along the coast in Mechanics Bay. As infrastructure developed, Foreshore (Fore) Street, later Fort Street became the waterfront area with various hotels and businesses.

The shallow mudflats that typify the coastline of the Waitematā, however, provided poor anchorage for a growing capital and development of the area was quickly deemed essential. The dual factors of improved harbour facilities and the high value of land in the centre of town drove the reclamation of the foreshore area. In less than 50 years, more than 50 hectares had been added to downtown Auckland, with smaller reclamations continuing in the 20th century.

The population of Auckland grew rapidly after initial settlement. By 1843, there were 3,000 people living in Auckland. By the end of the 1860s this had grown to more than 12,000 and by the turn of the century the population was almost 70,000 (Bush 1971). From its original centre near the waterfront, the city rapidly expanded up towards the Symonds Street ridge and out into suburban areas, initially into Parnell, Grafton and Ponsonby. The city's first gaol on the corner of Queen Street and Victoria Street West, initially on the outskirts of town, was removed to Mt Eden as early as 1856 (Best 1992). The cemetery on Symonds Street, established in 1841-2, was soon absorbed within the urban boundaries and for public health reasons a new cemetery was opened in 1886 at Glen Eden, once the rail link was established (Clough et al. 2008). From the 1860s onwards the early timber houses and shops in the central city were gradually replaced with more substantial brick structures, the process accelerated by a number of fires which spread rapidly through the streets of timber buildings.

The area between Newton Road, upper Symonds Street and Great North Road was subdivided in the 1860s (Clough et al. 2012). This land originally belonged to naval officer and newspaper editor David Burn, who was living there by 1850, and whose house was known as 'Cotele' (Platts 1971: 154, 156). In the 1860s, 1870s and 1880s settlement spread along Pitt Street and Upper Queen Street, along Karangahape Road and the Newton Ridge, through Great North Road to Surrey Crescent, and in the mid-1880s to Grey Lynn (Stone 2007: 23-4). Much of the surrounding area was occupied by farmland, which was gradually subdivided to make way for urban expansion.

Karangahape Road as mentioned above was a pre-European travel route. After European settlement the area developed as a location for commercial premises with many businesses setting up shop and for a time from the early 1900s to the mid-1960s, it was Auckland's busiest shopping street. After the construction of the motorway system in the mid-1960s, up to 50,000 people had to move out of the area. As a result many of the shops closed or relocated to other parts of Auckland

## **ARCHAEOLOGICAL BACKGROUND**

### **Previous Archaeological Work**

Over the past 30 years several archaeological investigations have been carried out in the City Centre which have demonstrated the potential for the survival of archaeological remains beneath buildings and city streets. These have included the Britomart Transport Centre investigations within the Commercial Bay reclamation area (Bickler et al. 2005); Auckland's early gaol site at the corner of Queen Street and Victoria Street West (Best 1992); an early hotel site on Fort Street (Brassey & Macready 1994); the site of His Majesty's Theatre on Queen Street (Felgate 1998); Browns Mill in Durham Lane (Brassey 1990); and an area of early settlement around the former Mechanics Institute, Chancery Street (Macready & Robinson 1990); and more recently works for the City Rail Link's Aotea Station which have exposed early building foundations, wells and infrastructure remnants (Low et al. 2021; Clough-Macready & Macready 2022). The vast majority of the large-scale archaeological investigations were carried out around downtown CBD with few being located around uptown and the Karangahape Road area.

Archaeological monitoring and investigation works during the construction of the Karangahape Station to the east of the current Project Area have been carried out from December 2019 to the present day, and have been monitored by Clough & Associates. Archaeological monitoring at Mercury Lane, Pitt Street and Beresford Square within the Karangahape Station zone revealed few areas of archaeological interest. Features identified included a brick cesspit on Mercury Lane; a 20th century structure (possibly a laundry building), a wall and wall foundation at Beresford Square; and a tram track foundation on Pitt Street (Low et al. 2020).

### **Recorded Archaeological and Historic Heritage Sites/Areas**

There are no recorded archaeological sites within the boundaries of the Project Area. It is noted that a 19<sup>th</sup> century church was located there between 1886 and 1968 which was demolished along with the church hall that was also present on the property, although the construction date of the hall has not been able to be confirmed to be pre-1900. The presence of subsurface remains associated with use of the church is not considered likely based on the previous modifications to the property, as it was redeveloped from the 1970s (see below).

One archaeological site has been recorded within c. 300m of the Project Area. This is R11/2660 (CHI: 2446; AUP OP ID: 1800 and AUP OP Special Character Area - Business Ponsonby) which is Allendale, an historic residence with gardens located at 50 Ponsonby Road, c. 260m to the northwest of the Project Area. The Extent of Place also contains an historic botanical site (CHI:12824 a magnolia tree and two Pohutukawa trees) which are also included on Schedule 10 – Notable Trees ID: 124. A gas lamp is located near No. 8 Ponsonby Road, c. 96m to the west northwest of the Project Area (CHI: 12729; AUP OP ID: 1799). The former Newton Police Station Extent of Place (AUP OP ID: 1797; AUP OP Special Character Area-Residential Isthmus A) contains the former station building (CHI: 2672), a cellblock (CHI: 22310), Upper Toilet Block (CHI: 22411) and Lower Toilet Block (CHI: 22311). The buildings are located c. 150m to the northwest of the Project Area. The Unitarian Church (CHI: 2472; AUP OP ID: 1798; AUP OP Special Character Area-Residential Isthmus A) opened in 1901 and was the first purpose built Unitarian Church in

New Zealand. It is located in the property bordering the Police station to the north and is c. 175m to the northeast of the Project Area. The property bordering the Unitary Church to the north also contains an historic building (villa) (CHI: 21991; AUP OP Special Character Area-Residential Isthmus A). The Public Toilets - Western Park Men’s Conveniences (CHI: 22313) is located further to the northwest, c.260m from the Project Area. The Auckland Girls Grammar School (CHI: 2465; AUP OP ID: 1699) Extent of Place is located c. 190m to the north of the Project Area. The school moved to its present site in 1909. The locations of the sites discussed above are shown in Figure 5 and a brief description provided in Table 1.

## Karangahape Road Streetscape

The Project Area is located within the Karangahape Road Historic Heritage Area which is recognised in the Auckland Unitary Plan (OP) (Schedule 14.2.12; Schedule 14.1 ID: 2739). The Historic Heritage Area extends along the length of most of Karangahape Road and is separated by the existing motorway. The Project Area is located in the western part of the Historic Heritage Area (bordered by the motorway to the east and Ponsonby Road to the west). There is one scheduled historic heritage site within the Historic Heritage Area in the vicinity of the Project Area, located c. 80m to the east. This is the Foresters Hall (Former Māori Hall, CHI: 19743; AUP OP ID: 1645). The building was constructed in 1909 as a meeting place for people with woodland related occupations (see Figure 5 and Table 1).

The Karangahape Road Streetscape contains a cohesive built form and unity of scale and form that reflects the historical development of the area with a predominance of Victorian and Edwardian buildings which were established as a retail and commercial precinct along one of the most prominent natural ridges in the city centre. It currently contains a variety of built form which includes later periods of development through adaptive reuse and modern comprehensive development, including a number of larger scaled buildings, including residential blocks and commercial structures of varying heights (Archifact 2023: 1).

**Table 1. Brief description of archaeological and other historic heritage sites in the vicinity of the Project Area (c.300m)**

NZAA Ref	CHI Ref	AUP ID	Site Type	Description	NZTM Easting	NZTM Northing
R11/2660	2446	1800 (Cat B)	Historic – Land Parcel	Allendale - an historic residence built in 1890	1756037	5919373
n/a	12824	124*	Historic Botanical Site	Magnolia; two Pohutukawa trees	1756037	5919373
n/a	12729	1799 (Cat A)	Historic Structure	A gas lamp	1756191	5919281
n/a	2465	1699 (Cat B)	Historic Structure	Auckland Girls Grammar School	1756330	5919570
n/a	19743	1645 (Cat B) 2739**	Historic Structure	Foresters Hall - former Māori Hall	1756434	5919303
n/a	22313	n/a	Historic Structure	Public Toilets - Western Park Men’s Conveniences	1756081	5919437

n/a	21991	n/a	Historic Structure	Residence at 3 Ponsonby Road	1756129	5919370
n/a	2472	1798 (Cat B)	Historic Structure	Unitarian Church	1756141	5919362
n/a	2672	1797 (Cat B)	Historic Structure	Former Newton Police Station	1756159	5919347
n/a	22311	1797 (Cat B)	Historic Structure	Former Newton Police Station- Lower Toilet Blocks	1756158	5919363
n/a	22411	1797 (Cat B)	Historic Structure	Former Newton Police Station- Upper Toilet Blocks	1756169	5919352
n/a	22310	1797 (Cat B)	Historic Structure	Former Newton Police Station- Cell Block	1756176	5919349

\*The trees are scheduled in Schedule 10 Notable Trees

\*\*Karangahape Road Historic Heritage Area

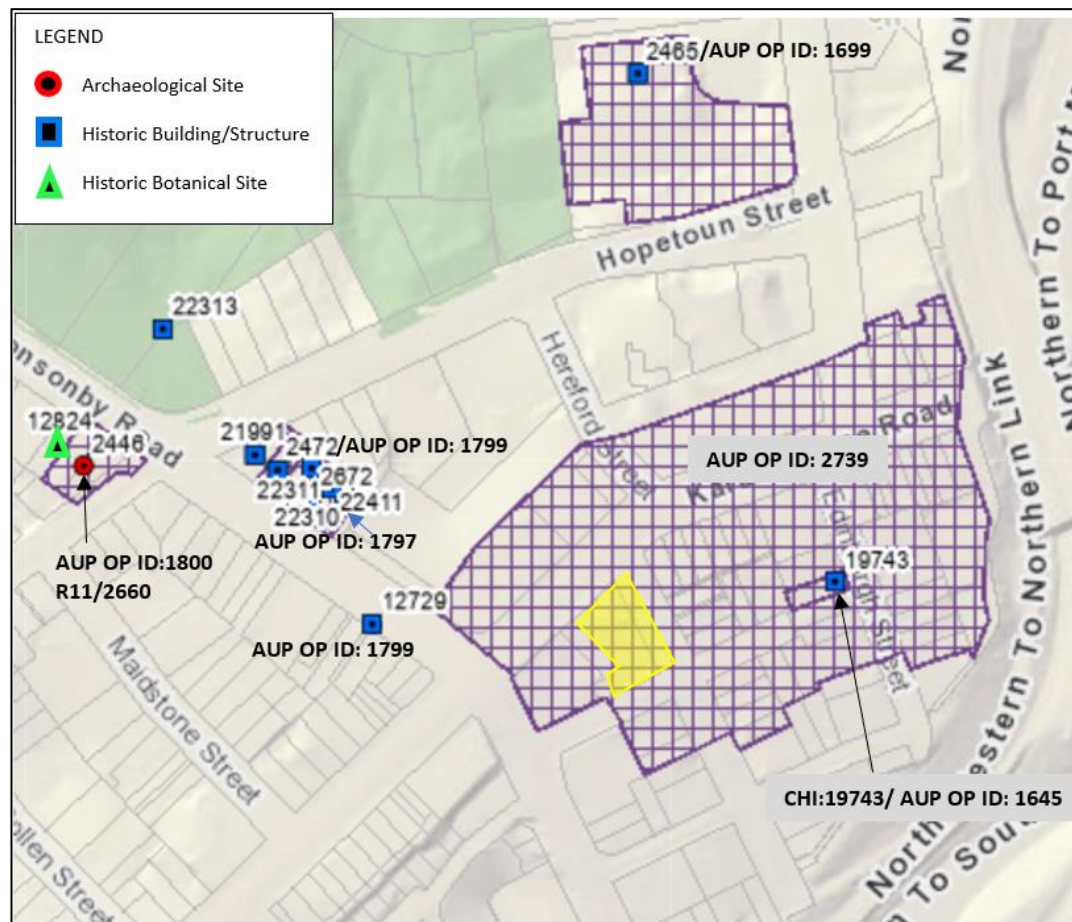


Figure 5. Map showing the location of the archaeological and other historic heritage sites in the vicinity (c. 300m) of the Project Area which is outlined and shaded in yellow, with the Extent of Place of scheduled sites indicated by the purple hashed areas (source: Auckland Council Geomaps)

## HISTORICAL SURVEY

### Information from Early Maps, Plans and Photographs

As can be seen in the 1865 plan in Figure 6, Karangahape Road marked the southern boundary of the city of Auckland at that time with the current Project Area being located on the southern side of Karangahape Road with subdivision of lots on the northern side of the road already underway. The undated plan in Figure 7 shows subdivision to the south of Karangahape Road in Allotment 11 Suburbs of Auckland with the Project Area comprising lots 1,2,3,8 and 9 as shown on the plan. The 1873 plan in Figure 8 shows lots in Allotment 11 to be sold at auction, including those making up the Project Area.

Based on historical research it is known that the Church of the Epiphany was constructed in the Project Area in 1886, as an 1886 newspaper article in the *Auckland Star* reported that “the laying of the foundation stone of the new Epiphany Church at the corner of Gundry-street and Karangahape-road attracted a large concourse of people on Saturday afternoon.” The article also states that “By the foresight of some of our people this ground was purchased more than 10 years ago; one of those purposes being the securing of a suitable site for a church” (*Auckland Star*, 5 July 1886). The timing of the purchase as mentioned in the article matches the timing of the auction of lots as shown in Figure 8, which was 13 years earlier in 1873. Plans for the new church were already underway in 1882, as it is noted in a newspaper article that a meeting of members of the Church of England on 30 June 1882 was held to “consider the advisability of building a church on the Church Ground at the corner of Gundry-street and Karangahape-road” (*New Zealand Herald*, 1 July 1882).

It is noted that a plan dated 1880 (Figure 9) shows a building present in the northeast part of the Project Area. Based on the likely purchase date in the early 1870s it is possible that a structure was built prior to the construction of the church, although no information on this structure was able to be established during the research for this assessment.

A plan dated 1927 (Figure 10) shows the Project Area and contains annotations noting the presence of a “stone wall” along Karangahape Road and a “low wall of loose boulders” along Gundry Street. Information on the dates for the construction of the stone walls is provided in photographs. The photograph dated 1910 (Figure 11) shows a wooden picket style fence along the property boundary at the corner of Karangahape Road and Gundry Street, while a later photograph believed to date from the 1930s-40s (Figure 12) no longer shows the wooden fence, indicating a construction date for the stone walls being within this period. In addition, the extent of the stone wall on Gundry Street would appear to reflect that shown on the 1927 plan, as a photograph taken from Gundry Street in 1932 shows a wooden fence bordering Gundry Street in the southern part of the Project Area with a low stone wall visible to the north leading up to Karangahape Road (Figure 13).

Along with the church the Project Area also contained a church hall situated along the southern boundary of the property, bordering Abbey Street as can be seen in the photographs in Figure 14 and Figure 15. The church was damaged by a fire in 1932 (*Wairarapa Age*, 16 April 1932; Figure 16) but continued in use until it was decommissioned in 1966, when after the construction of the motorway, the congregation numbers dropped substantially. It was eventually demolished in 1968 and the land remained vacant over several years until a commercial building was constructed in the 1970s (K Road Heritage Facebook Page).



Figure 6. Plan of the City of Auckland dated 1865 with the arrow indicating the approximate location of the Project Area (source: Auckland Libraries Heritage Collections Map 7623)

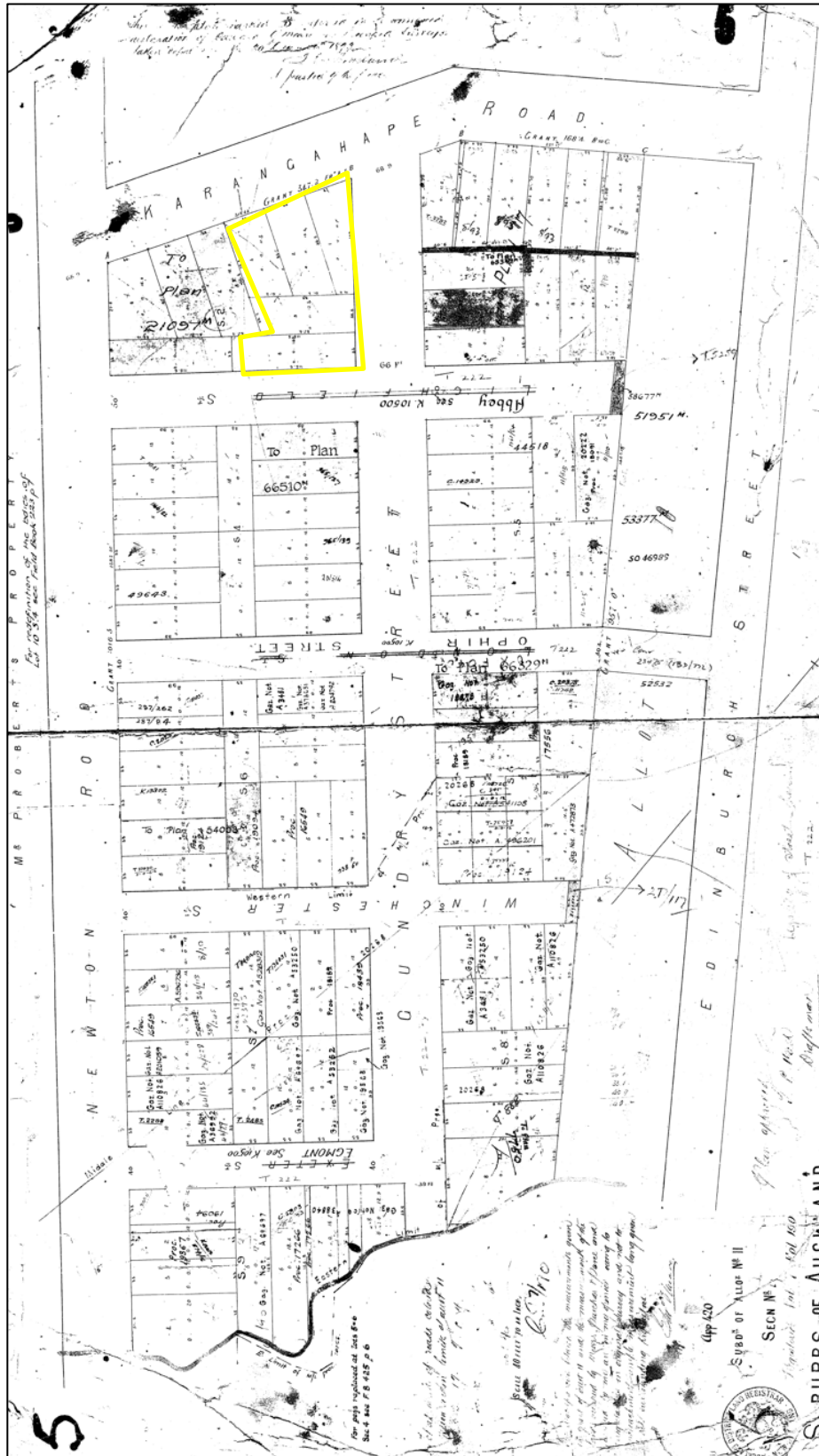


Figure 7. AK DP 5 plan (n.d.) showing subdivision of lots in Allotment 11 with the Project Area outlined in yellow (source: Quickmap)



Figure 8. Detail from 1873 plan showing allotments to be sold by auction including the lots making up the Project Area outlined in yellow (source: Auckland Libraries Heritage Collections Map 4495-5)





**Figure 9. Detail from Map 4668 “City of Auckland Karangahape Ward” dated 1880 showing a building in the Project Area (outlined in yellow). NB Lichfield Street was later renamed Abbey Street (source: Auckland Libraries Heritage Collections Map 4668)**

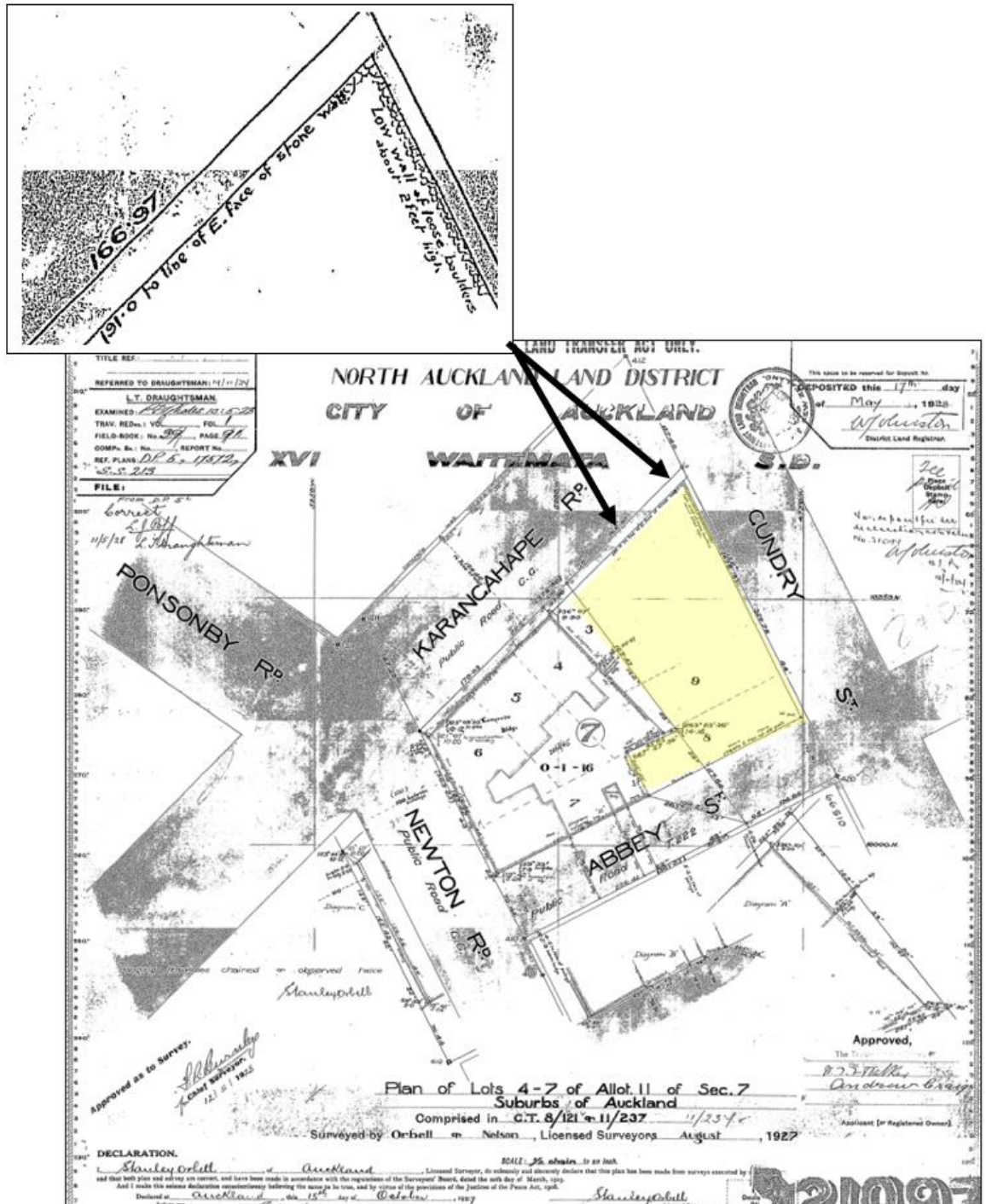


Figure 10. AK DP 21097 plan dated 1927 with the Project Area shaded yellow and location annotated with “stone” and “loose boulder” walls shown in detail in upper inset (source: Quickmap)



**Figure 11. Photograph dated 1910 showing the Church of the Epiphany facing onto Karangahape Road with a wooden fence along the perimeter (source: Auckland Libraries Heritage Collections 1-W0069)**



**Figure 12. Photograph of the Church of the Epiphany dating from the 1930s or 1940s showing the wooden fence has been removed. The church hall is also visible in the background (indicated by arrow (source: K Road Heritage Facebook Page)**



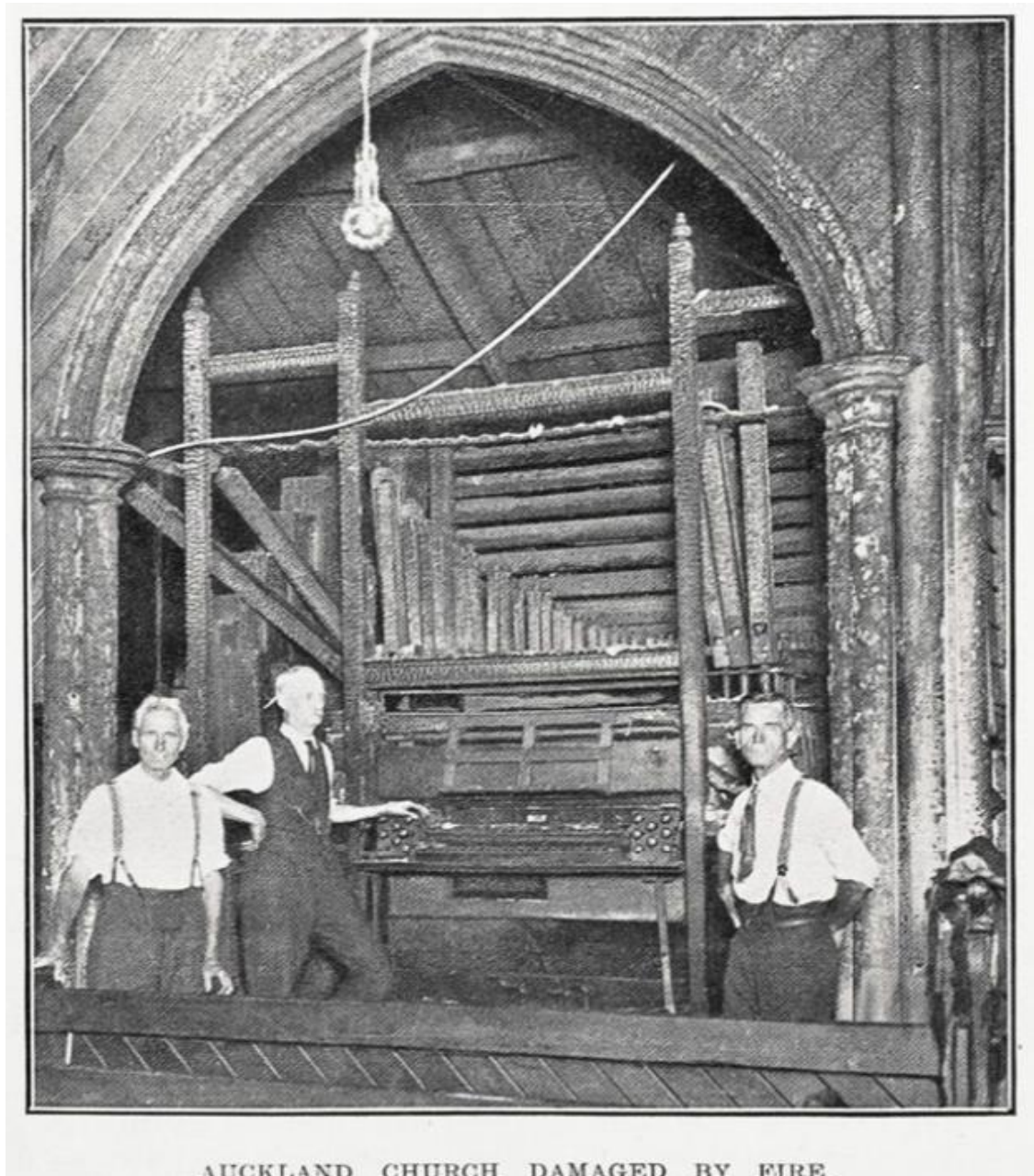
Figure 13. Photograph dated 1932 taken from Gundry Street looking north-northwest showing the Church of the Epiphany with a wooden fence at the back of the church and a low stone wall running up towards Karangahape Road (indicated by yellow arrow) (source: [Digitalnz.org/records/30079798](https://digitalnz.org/records/30079798))



**Figure 14. Photograph looking south down Gundry Street dated 1924 with the Church Hall indicated by the arrow (source: Digitalnz.org/records/30079540)**



**Figure 15. Photograph dated 1932 showing the church hall taken from Gundry Street looking southwest towards Abbey Street (source: Digitalnz.org/records/30079799)**



AUCKLAND CHURCH DAMAGED BY FIRE.

Figure 16. Photograph dated 1932 after the fire at the Church of the Epiphany that occurred on 15 April 1932 (source: Auckland Libraries Heritage Collections AWNS-19320420-38-03)

## Information from Aerial Photographs

Aerial photographs dated 1940 and 1963 (Figure 17) show the church and hall present with the remainder of the property in lawn with two trees visible in the northeast corner near the junction of Karangahape Road and Gundry Street. The 1976 aerial photograph in Figure 18 shows the Project Area after the demolition of the church and church hall, although it is noted that the two trees in the northeast corner were still present. The 1985 aerial photograph in Figure 19 shows the modern commercial building covering most of the Project Area, but again with the two trees still present in the northeast corner. At some point prior to 2006 the trees were removed and that part of the Project Area was converted to a car parking area (Figure 20). The aerial photograph from 1985 in Figure 19 also shows

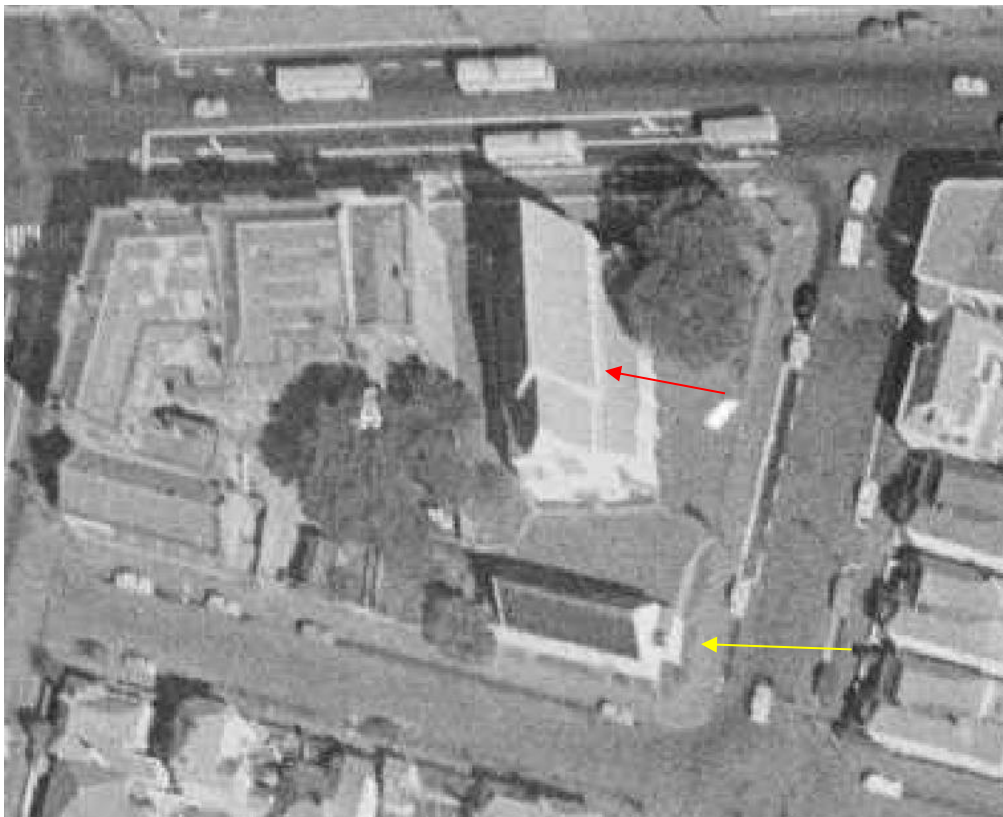
that the southwest corner of the Project Area was not within the footprint of the commercial building and was in use as a car parking area at that time.

## Later Development

As noted above, after the demolition of the church and church hall, a commercial building was constructed on the property. As can be seen on the aerial photographs in Figure 19 and Figure 20 the building covered most of the property apart from the northeastern, southwestern and southeastern corners. Plans for the commercial building show that it contained basement and sub-basement levels (Figure 21- Additional plans are also provided in Appendix A), although the depth of the excavation required for the original construction has not been able to be determined. The construction works for the commercial building would, however, have required excavation through at least the upper layers of soil in the footprint of the building with hardfill deposited and excavation for foundation support by pad and strip footings. These works would most likely have destroyed any surviving subsurface archaeological remains within the footprint of the new building. The building plan in Figure 22 also shows that a “showroom” was constructed in the northeast corner of the Project Area and also notes that the existing trees were to remain. According to a compliance document (see Appendix A), the showroom was demolished in 2003. The aerial photograph from 2006 (Figure 20) shows the area of the demolished showroom, now with the trees removed and the area in use for car parking.

Recent geotechnical testing has been carried out, which included a borehole in the northeast part of the Project Area. The borehole showed the ground surface consisted of a 2cm thick asphalt slab over a granular fill layer down to 40cm below the surface (Soil and Rock Consultants: 2023). A second borehole was located in the southwest corner of the Project Area, which is also outside of the footprint of the modern building. This borehole showed a similar stratigraphy with a 4cm thick asphalt slab on the surface over a granular fill layer to 40cm below surface. It was also in use as a car parking area, as can be seen in the 2006 Aerial photograph (Figure 20). The locations of the boreholes are shown in Figure 23.

Based on the above findings, the Project Area can be seen to have been modified during the construction of the commercial building and showroom in the 1970s and also through later works for car parking areas. The construction works within the footprint of the commercial building would have likely destroyed any subsurface archaeological remains and other activities across the site would have destroyed or damaged any subsurface archaeological remains down to at least 40cm, although features which can continue to deeper levels, such as wells may have partially survived.



**Figure 17. Upper aerial photograph dated 1940 (Crown 146 64 9) and lower dated 1957 (Crown 1052 K 5) showing the Project Area containing the Church (red arrow) and Church Hall (yellow arrow) (source: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)**





**Figure 18. Aerial photograph dated 1976 (Crown 3288 V 6) showing the Project Area after the demolition of the church and church hall (sourced from: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)**



**Figure 19. Aerial photograph dated 1985 (Crown 8464 C 5) showing the commercial building in the Project Area (sourced from: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0)**



**Figure 20. Aerial photograph showing the Project Area in 2006 with the trees in the northeast corner now removed and replaced by a car parking area (source: Auckland Council Geomaps)**

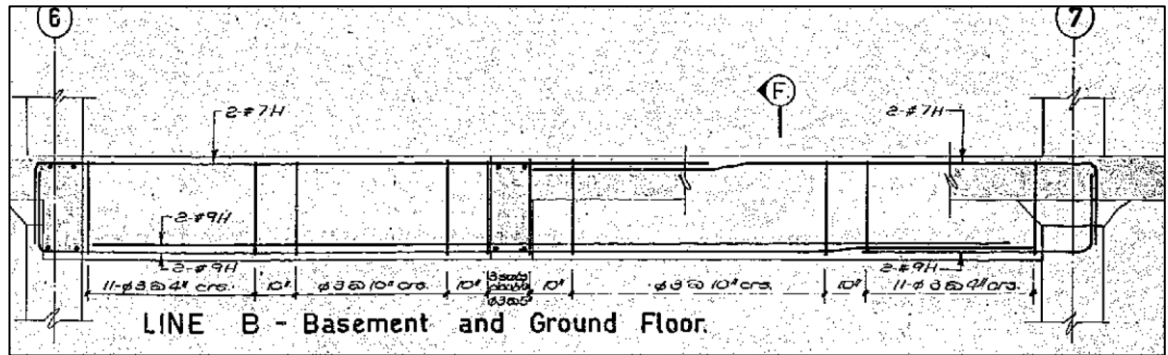


Figure 21. Section plan of the basement and ground floor (source: James Kirkpatrick Group Ltd)

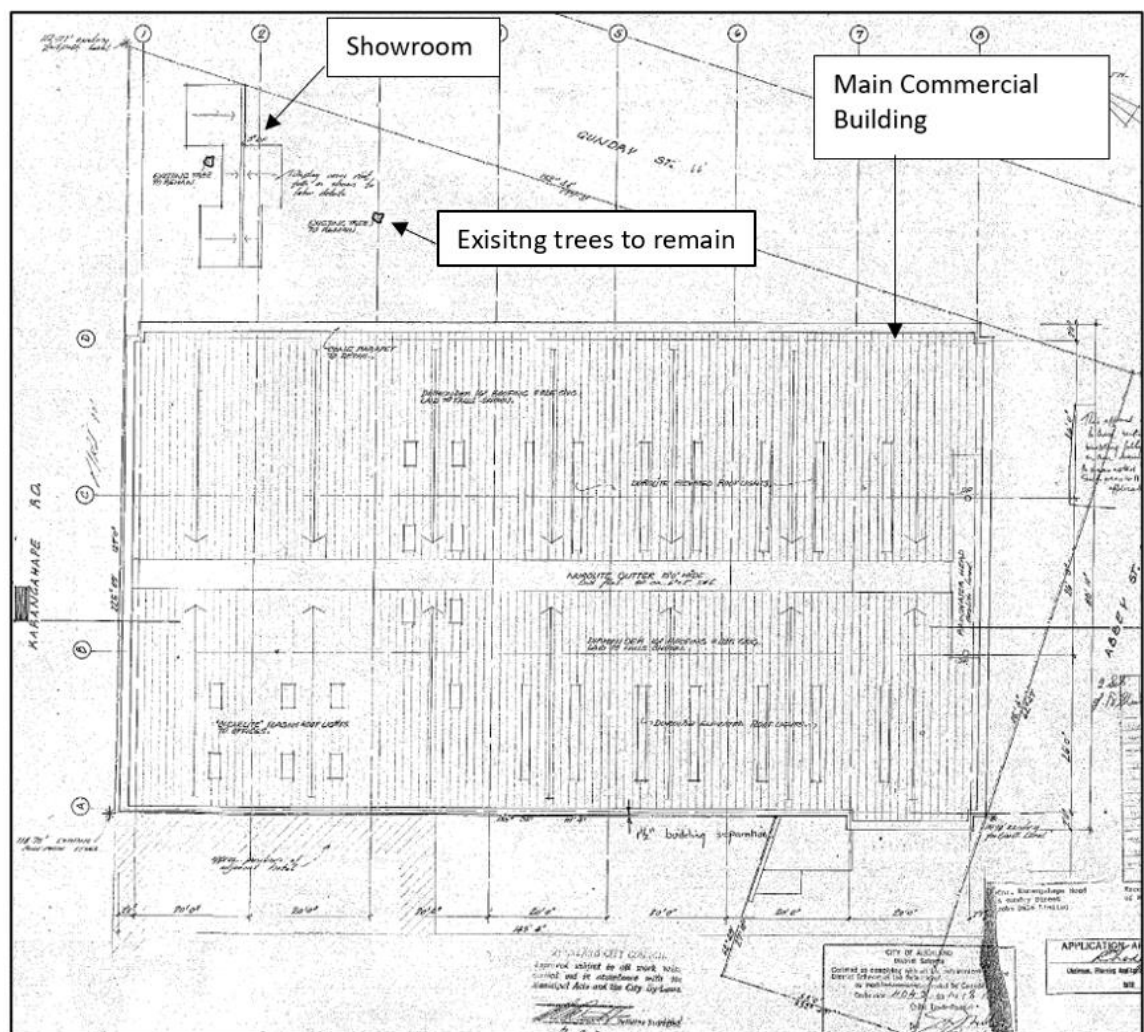


Figure 22. Building Plan for the Commercial Building and Showroom dated 1972 with a notation that the existing trees were to remain (source: James Kirkpatrick Group Ltd)

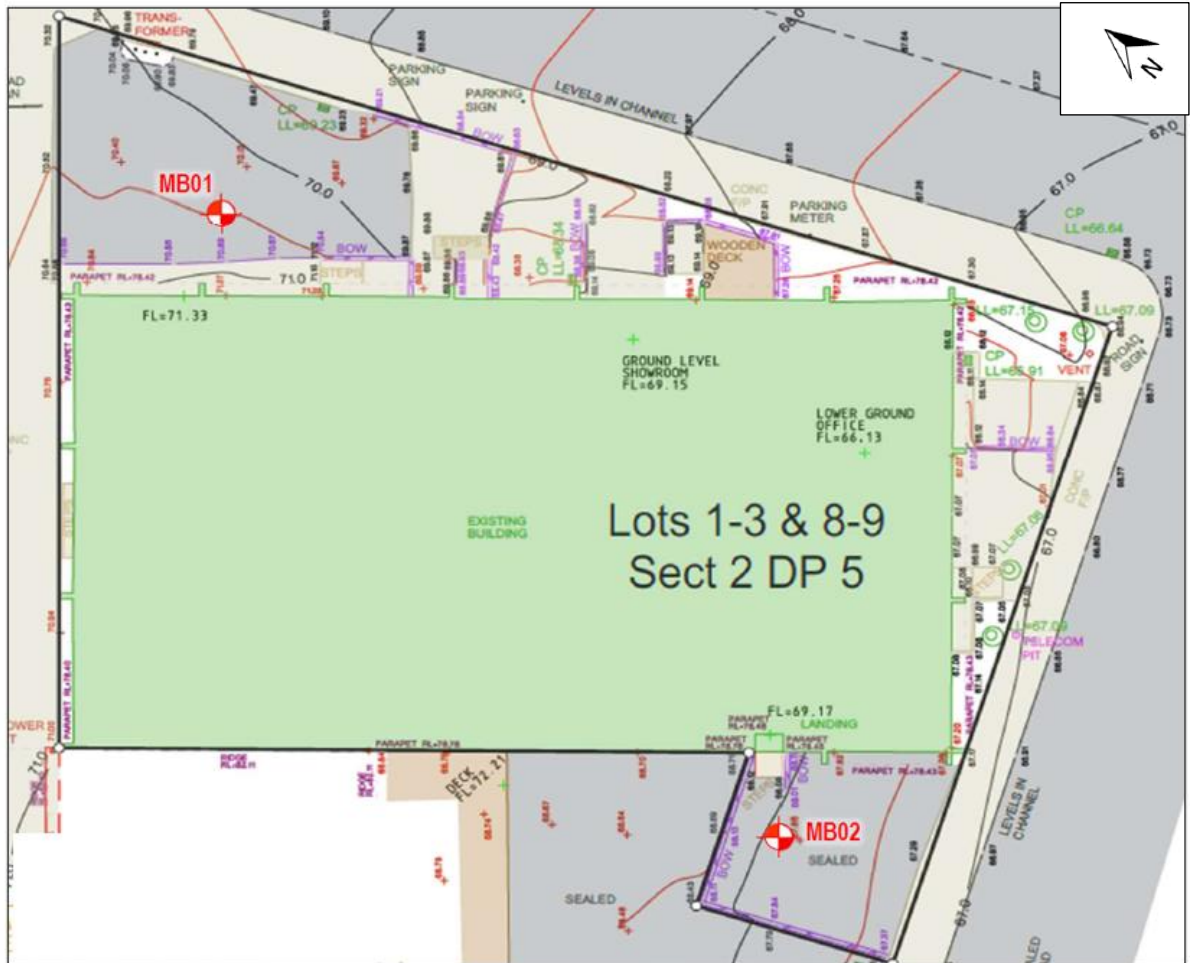


Figure 23. Plan showing the location of the two boreholes MB01 and MB02 (source: Soil and Rock Consultants 2023)

## FIELD ASSESSMENT

### Site Inspection

The Project Area was visited on 15 August 2023 to inspect the site to help assess the likely effects of the proposed redevelopment on any archaeological values. The site was visually inspected as hard surfaces were present which did not allow for any subsurface testing. At the time of the site visit the commercial building had for the most part been demolished with only the basement and lower basement slabs and the lower part of the basement walls still present. The northern part of the property along Karangahape Road had been cleared and had a gravel surface with some areas of broken pavement and building debris from the demolition works. The northeast corner of the Project Area, where the showroom and parking area had been located showed a mix of gravel and asphalt ground cover (Figure 24). The central part of the Project Area contained the remains of part of the basement of the demolished building with a strip along the eastern side bordering Gundry Road consisting of broken asphalt with manholes visible.

This southern part of the Project Area also contained the remains of the basement of the commercial building, which was being used as a carpark at the time of the site visit (Figure 25). The area bordering Abbey Street along the edge of the demolished building contained low concrete retaining walls, sets of concrete steps and manholes visible (Figure 26).

As has been noted the southwest and southeast corners of the Project Area were not included in the footprint of the commercial building. The southwest corner was in use as a carpark at the time of the site visit (Figure 27). The southeast corner was partially covered by a concrete vehicle ramp leading into the property from Abbey Street and by a gravelly weed covered area (also shown in Figure 27).

Overall, the field assessment confirmed that the Project Area has been heavily modified through modern development and that any remains of the church and church hall, along with any additional subsurface archaeological remains that had survived prior to the construction of the commercial building would likely have been destroyed by those works (a possible exception being a deep feature such as the base of a well in areas not included in the footprint of the commercial building).



**Figure 24. Left photograph showing the northern part of the Project Area bordering Karangahape Road, looking northeast toward Gundry Street, and right photograph showing the northeast corner of the Project Area at the junction of Karangahape Road and Gundry Street looking north**



**Figure 25. Left photograph showing the lower basement of the former commercial building in the southern part of the Project Area in use as a car park, looking north-northwest, and right photograph showing the basement remains in the central part of the Project Area, looking southeast**



**Figure 26. Left photograph showing a concrete retaining wall, and right photograph showing a set of concrete steps, both cut into the southern part of the Project Area**



**Figure 27. Left photograph showing the southwestern corner of the Project Area, looking north northeast, and right photograph showing the southeastern corner of the Project Area from the vehicle ramp, looking east towards the junction of Gundry Street and Abbey Street**

## DISCUSSION AND CONCLUSIONS

### Summary of Results

The Project Area contained the Church of the Epiphany from 1886 to 1968. A church hall was also present, although the construction date of the hall has not been able to be confirmed. Subsurface testing was not undertaken during the site visit for this assessment, however, based on the past modifications to the Project Area, the archaeological potential of the site is considered low. The past modifications include the construction works for the commercial building, which included excavations for basement and sub-basement levels and also ground disturbance from the construction of a showroom and later works including car parking areas. Geotechnical testing has indicated that the upper soil levels have been removed to a depth of c. 40cm below surface and replaced with a gravel fill. It is noted, however, that the potential for buried deeper subsurface features in areas not included within the footprint of the commercial building, including wells, cannot be completely excluded.

No archaeological remains relating to Māori occupation would be expected in the Project Area due to the modifications that have occurred since the 19<sup>th</sup> century.

### Māori Cultural Values

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

The historical association of the general area with the tangata whenua is evident from the recorded sites, traditional histories and known Māori place names. The Karangahape Road ridge was used as a travel route by Māori prior to the arrival of Europeans.

### Survey Limitations

Archaeological sites beneath modern buildings and sealed surfaces in urban environments can rarely be identified prior to being exposed in the course of redevelopment work, and the approach to archaeological assessment is therefore to identify historically recorded activities and assess the potential for archaeological evidence to have survived on the basis of later modifications to the site. This assessment is based on desktop analysis, a visual site inspection and the results of geotechnical testing.

### Archaeological Value and Significance

Uptown Auckland was established early in the city's history, with the area between Newton Road, upper Symonds Street and Great North Road subdivided in the 1860s. This continued through the 19th century with settlement spread along Pitt Street and Upper Queen Street, along Karangahape Road and the Newton Ridge. Places of worship were established north of Karangahape Road in the late 19th century. Commercial sites were established in the late 19th century around the Karangahape Road ridge. While Karangahape Road generally was used as the city limit, the area south of the road was well developed by the early 20th century. A major shift in the landscape came with the construction of the motorway



interchange that demolished large areas of occupation and necessitated road realignment in other areas.

The archaeological value of sites relates mainly to their information potential, that is, the extent to which they can provide evidence relating to local, regional and national history using archaeological investigation techniques, and the research questions to which the site could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pā are more complex sites and have higher information potential than small midden (unless of early date). Archaeological value also includes contextual (heritage landscape) value. Archaeological sites may also have other historic heritage values including historical, architectural, technological, cultural, aesthetic, scientific, social, spiritual, traditional and amenity values.

The Project Area currently has no known archaeological value as no archaeological remains have been identified within its boundaries.

## **Effects of the Proposal**

The proposed redevelopment works will not affect any known archaeological sites, and as the Project Area has been highly modified through 20<sup>th</sup> century development, the potential for any subsurface archaeological remains to be present is considered low. If any archaeological remains are present the redevelopment would destroy them as two basement levels are proposed across the site and excavations to a depth of 1.4m below the existing basement slab will be required for the proposed new building. Overall, it is considered unlikely that unidentified archaeological remains will be affected by the proposed works, as modern development would have likely destroyed any archaeological features or deposits that were once present. It is noted, however, that deeper features, such as wells, may have survived in areas not covered under the footprint of the 20<sup>th</sup> century commercial building; however, it is unknown if any such features were ever present in the Project Area.

## **Resource Management Act 1991 Requirements**

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

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when ‘managing the use, development and protection of natural and physical resources’. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) as ‘those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological’. Historic heritage includes: ‘(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Māori, including wahi tapu; (iv) surroundings associated with the natural and physical resources’.

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA. The Auckland Unitary Plan Operative in Part 2016 (AUP OP) is relevant to the proposed activity. The Project Area is located within the Karangahape Road Historic Heritage Area (ID: 2739); however the effects of the proposal have been assessed by Archifact (2023) separately and are not included here.

This assessment has established that the proposed activity will have no effect on any known archaeological sites and is unlikely to affect unrecorded archaeological remains. However, there is some potential to affect unidentified subsurface archaeological remains if any have survived at deeper levels outside of the footprint of the commercial building. Any effects on archaeological deposits or features can be appropriately mitigated through archaeological investigation and recording to recover information relating to the history of the area under the archaeological provisions of the HNZPTA (see below).

If suspected archaeological remains are exposed during development works, the Accidental Discovery Rule (E12.6.1) set out in the AUP OP must be complied with. Under the Accidental Discovery Rule works must cease within 20m of the discovery and the Council, Heritage NZ, Mana Whenua and (in the case of human remains) NZ Police must be informed. The Rule would no longer apply in respect to archaeological sites if an Authority from Heritage NZ was in place. It is recommended that an advice note regarding the provisions of the HNZPTA is included, as an Authority under that Act will be required for any modification and investigation of archaeological remains.

## **Heritage New Zealand Pouhere Taonga Act 2014 Requirements**

In addition to any requirements under the RMA, the HNZPTA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ (Section 42).

An archaeological site is defined by the HNZPTA Section 6 as follows:

**‘archaeological site** means, subject to section 42(3)<sup>3</sup>, –

(a) any place in New Zealand, including any building or structure (or part of a building or structure) that –

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

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<sup>3</sup> Under Section 42(3) an Authority is not required to permit work on a pre-1900 building unless the building is to be demolished.

(b) includes a site for which a declaration is made under section 43(1)<sup>4</sup>

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)). Applications that relate to sites of Māori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapu and are subject to the recommendations of the Māori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

While no known archaeological sites will be affected by the proposed works, the possibility that the works will encounter unidentified subsurface archaeological remains at deeper levels in areas not included under the footprint of the commercial building cannot be completely discounted.

To avoid any delays should unidentified subsurface features be exposed by the proposed works, consideration could be given to applying for an authority under Section 44(a) of the HNZPTA to cover all works undertaken for this project, as a precaution. This should be obtained before any earthworks are carried out. The conditions of the authority are likely to include archaeological monitoring of preliminary earthworks, and procedures for recording any archaeological evidence before it is modified or destroyed. This approach would have the advantage of allowing any archaeology uncovered during the development of the property to be dealt with immediately, avoiding delays while an Authority is applied for and processed.

## Conclusions

There will be no effects on any known archaeological sites and the presence of unidentified subsurface remains is considered low based on the previous modifications to the Project Area. However, the possibility that features at deeper levels (such as wells) may be exposed during the proposed works in areas not included within the footprint of the former commercial building cannot be completely excluded. The extent of any surviving subsurface remains cannot be confirmed prior to the proposed works being undertaken, although they would likely have been modified by 20<sup>th</sup> century development..

Any effects on archaeological remains exposed during the works can be appropriately mitigated through investigation and recording to recover information relating to the history of the area, under an Authority from Heritage NZ.

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<sup>4</sup> Under Section 43(1) a place post-dating 1900 (including the site of a wreck that occurred after 1900) that could provide ‘*significant evidence relating to the historical and cultural heritage of New Zealand*’ can be declared by Heritage NZ to be an archaeological site.

## RECOMMENDATIONS

- There should be no major constraints on the proposed development on archaeological grounds, as no known archaeological sites will be affected, and the potential for subsurface archaeological remains to be present is limited.
- If subsurface archaeological evidence should be unearthed during construction (such as wells), or if human remains should be discovered, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) must be followed. This requires that work ceases within 20m of the discovery and that the Auckland Council, Heritage NZ, Mana Whenua and (in the case of human remains) the NZ Police are notified. The relevant authorities will then determine the actions required.
- If modification of an archaeological site does become necessary, an Authority must be applied for under Section 44(a) of the HNZPTA and granted prior to any further work being carried out that will affect the site. (*Note that this is a legal requirement*).
- Alternatively, consideration could be given to applying for an Authority in advance of works as a precaution, to minimise delays if archaeological remains are exposed once works are under way.
- Since archaeological survey cannot always detect sites of traditional significance to Māori, such as wahi tapu, the tangata whenua should be consulted regarding the possible existence of such sites on the property.

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## APPENDIX A: BUILDING PLANS FOR COMMERCIAL BUILDING AND ADDITIONAL DOCUMENTATION

### Compliance Document dated 2003 for showroom demolition

4 February 2003

Ward Demolition  
P O Box 12720  
Penrose  
Auckland 1135

Dear Sir/Madam

**Building Consent No:** AC/02/08888  
**Address:** 538 Karangahape Road, Newton, 1001  
**Description:** Demolition of showroom

As requested a final inspection of the works under the above Building Consent was carried out on 10 January 2003.

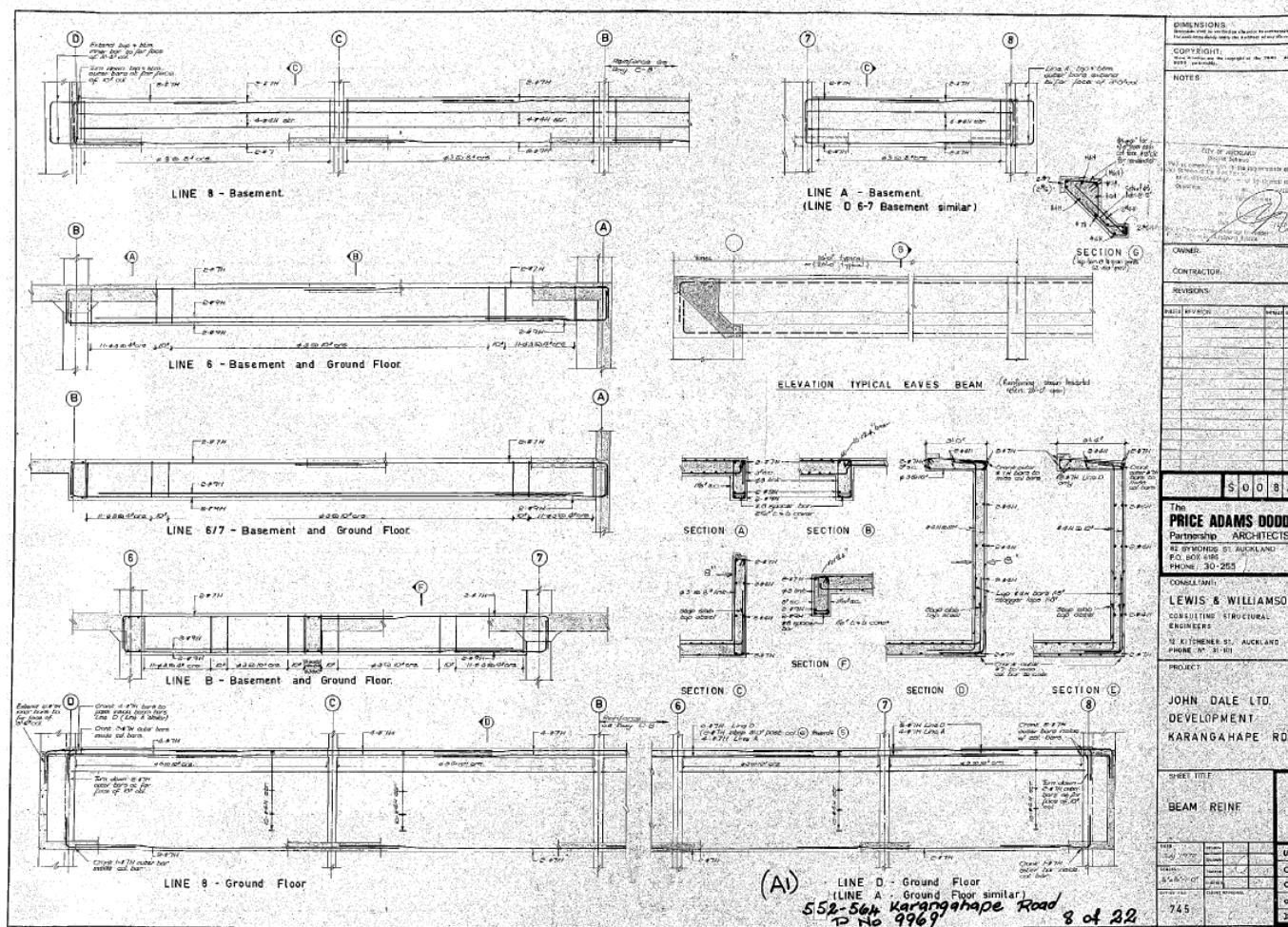
A Code Compliance Certificate will be issued on receipt of the following:

1. The Total payment due is \$60.00, this is made up as follows:
  - The fee of \$60.00 *relates to the cost of inspections needed in addition to those estimated and paid for when the Building Consent was issued*
2. Provide Site inspection records.

Should you require any further assistance in this matter, please do not hesitate to contact the writer directly.

Yours faithfully

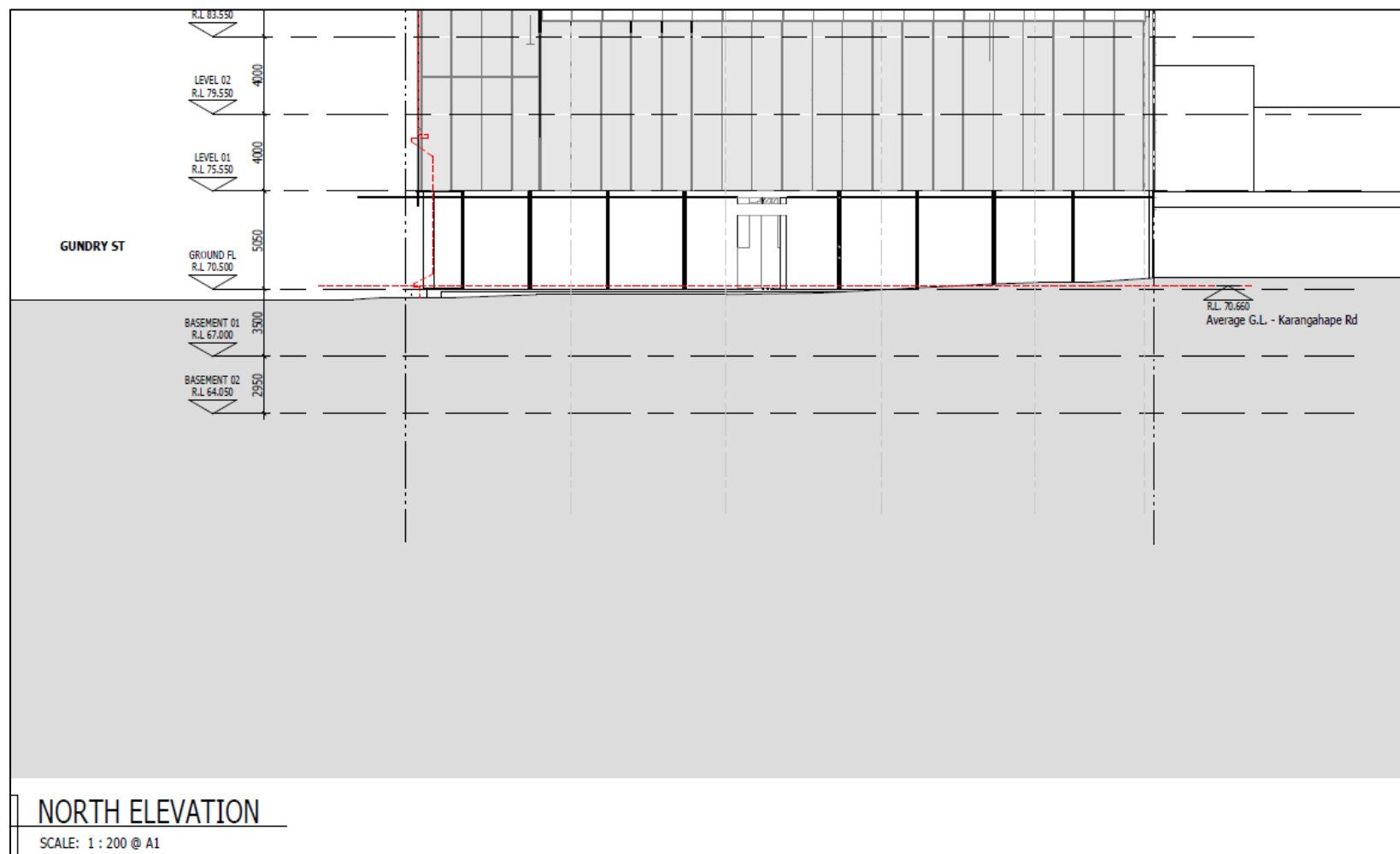
Courtney Beals  
Compliance Monitoring



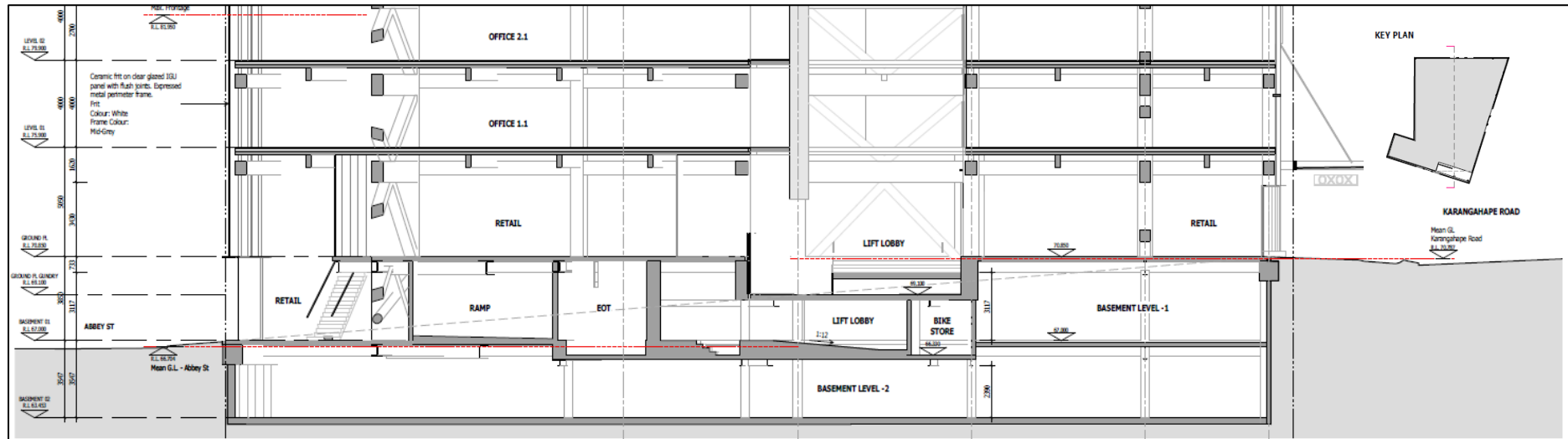
Plan dated 1972 showing the basement plans for the commercial building (source: James Kirkpatrick Group Ltd)



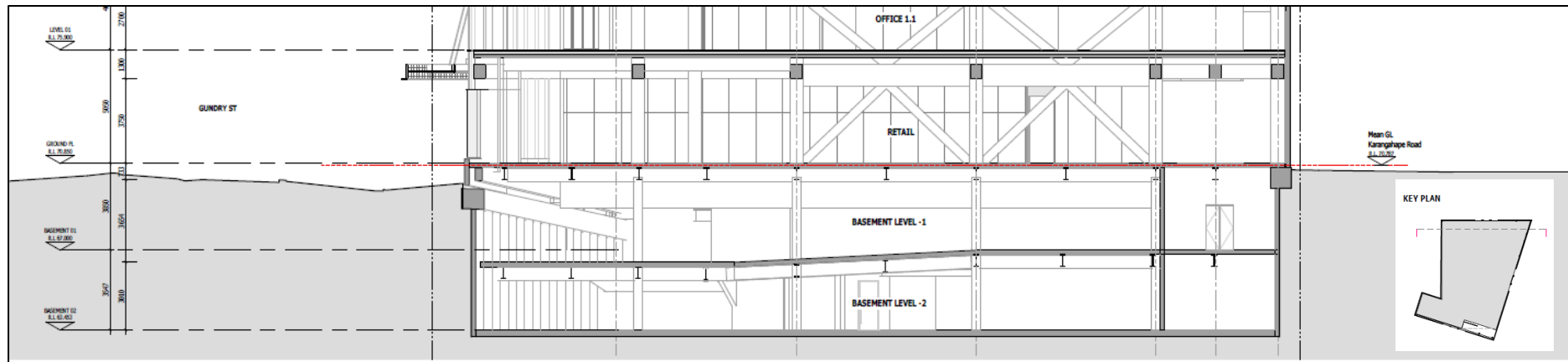




North elevation of the proposed new building (source: Fearon Hay)



Section A of the proposed new building (source: Fearon Hay)



Section B of the proposed new building (source: Fearon Hay)

