

MERCURY LANE PUBLIC AMENITIES PROJECT
AUCKLAND
HERITAGE IMPACT ASSESSMENT
PREPARED FOR AUCKLAND COUNCIL
MAY 2024



Plan.Heritage Ltd.
48 Lake Road
Narrow Neck
Auckland 0624
info@planheritage.co.nz
www.planheritage.co.nz

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CONTROLLED DOCUMENT

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Plan.Heritage Ltd.
48 Lake Road
Narrow Neck
Auckland 0624
info@planheritage.co.nz
www.planheritage.co.nz
021 02973641

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EXECUTIVE SUMMARY

Auckland Council (AC) is seeking resource consent to construct a public amenity (Toilet Block) on Mercury Lane. This project is in addition to recently consented street enhancements and a cycleway upgrade along Mercury Lane and Pitt Street (LUC60420320).

Auckland Council require a heritage impact assessment (HIA) to be prepared as part of the application, and Plan.Heritage Ltd. were commissioned to undertake this work. This document has been prepared to meet the information requirements set out in Section D17 of the Auckland Council's Auckland Unitary Plan Operative in Part (AUPOP). This document provides a statutory assessment of potential effects to historic heritage under the provisions of the Resource Management Act 1991 (RMA 1991). This document also addresses requirements for an archaeological assessment under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA 2014).

The Project Area includes part of Mercury Lane (between the junction of Karangahape Road, Cross Street and Station Lane). The project includes the new public amenity and formation of a short accessible ramp. There will also be associated infrastructure upgrades to waste/stormwater and utility/infrastructure services to supply the Toilet Block.

Resource Management Act 1991 / Auckland Unitary Plan Operative in Part

The project area lies within the Karangahape Road historic heritage area. This HIA identifies that there are several scheduled / listed historic heritage places, and individually contributing sites to the historic heritage area, which will be slightly affected by the proposal, although only through changes in their setting.

This assessment of effects concludes that adverse impacts to the built heritage places and features within the project area will be of a low adverse (less than minor) effect overall. Any adverse effects arising from these activities are appropriately avoided through the complementary design and location of the toilet block. On this basis, the application meets the regional and district plan objectives and policies as they relate to Historic heritage.

Heritage New Zealand Pouhere Taonga Act 2014

The project area road (Mercury Lane) and several properties/sites adjacent the carriageway also meet the definition of archaeological sites as locations of pre-1900 occupation or activity set out in the HNZPTA 2014. Based on recent monitoring along Karangahape Road and investigation for the recently consented AT Enhancement Project along Mercury Lane and Pitt Street (LUC60420320), there is a very limited potential for pre-1900 archaeological sites or features to be present subsurface which may be affected by deeper trench construction for foundations and utilities connections.

Although the proposal does not impact on any recorded archaeological sites, the potential for unrecorded archaeological sites or features to be present subsurface cannot however be entirely discounted. Unidentified subsurface archaeological remains that may be exposed during development, could include former land formations and road surfaces, early infrastructure/ services, artefacts, building foundations, or deep cut subsurface features. If avoidance of any newly discovered archaeological sites within The Project Area is not possible the archaeological remains will be destroyed.

An application for a general Authority under section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) for the AT Karangahape-a-Hape Neighbourhood Improvements Project has already been granted (Authority no. 2024/495). This includes the entire footprint of this proposal, which if granted will be integrated into the wider project.

The conditions of the archaeological authority will ensure that if any archaeological remains are exposed during the earthworks, impacts will be offset by archaeological investigation and recording, and appropriate action can be taken ensuring delays will be minimised. It is recommended that a separate authority for this minor development is not required, as the proposed works can be readily monitored and captured under the authority already granted.

INTRODUCTION

Project background

The Karanga-a-Hape Station Neighbourhood Network Improvements is a joint AT-AC project that aims to create a quality street environment connecting City Rail Link Stations at Mercury Lane and Beresford Street to the recently upgraded Karangahape Road streetscape. The project will create a continuous and related urban landscaping design language between the two stations and Karangahape Road. The Project Area covers two separate sections – Pitt Street Section and Mercury Lane Section (Figure 1; Figure 2; Figure 3).

In an integration with this project, Auckland Council Communities Facilities are proposing new public amenities as a replacement for those previously near Beresford Street but removed as part of the CRL Masterplan. The proposal is to locate the new public amenities in Mercury Lane. These will be integrated into the Mercury Lane area of the project ().

This Heritage Impact Assessment (HIA) has been prepared for the Applicant by Plan.Heritage Ltd, to accompany the planning application. It assesses the actual and potential effects to historic heritage arising from the proposed streetscape upgrade. Plans showing the extent of the proposed works are shown in Appendix 2. Because the works take place within a scheduled historic heritage area, and extend into a historic heritage 'extent of place' for several scheduled historic heritage places along the route, resource consent is required.

This HIA considers the relevant objectives, policies, and any relevant assessment criteria of the Auckland Council Auckland Unitary Plan Operative In Part (AUPOP). This report also includes an archaeological assessment under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) to determine the effects of the proposed works on archaeological values. This report should not be relied on for any other purpose.

Methodology

Plan.Heritage Limited was commissioned to undertake an independent historic heritage assessment of the proposal. This involved desk-top research for which the following material has been reviewed:

- Proposed Karanga-a-Hape Neighbourhoods Improvements Project – civil plans prepared by Beca dated December 2022 and modifications for public amenities (2024);
- Proposed Karanga-a-Hape Neighbourhoods Improvements Project design prepared by Landlab dated December 2022 and modifications for public amenities (2024);
-
- AUPOP provisions for historic heritage, including planning maps and Schedule of Historic heritage (14.1);
- Auckland Council Cultural Heritage Inventory (CHI);
- Heritage New Zealand Pouhere Taonga (HNZ) New Zealand Heritage List/ Rārangī Kōrero (HNZ List);
- New Zealand Archaeological Association (NZAA) ArchSite Database; and,
- Additional resources are referred to in the reference section



Figure 1. General location of project area, marked red (Auckland Council Geomaps accessed December 2022)

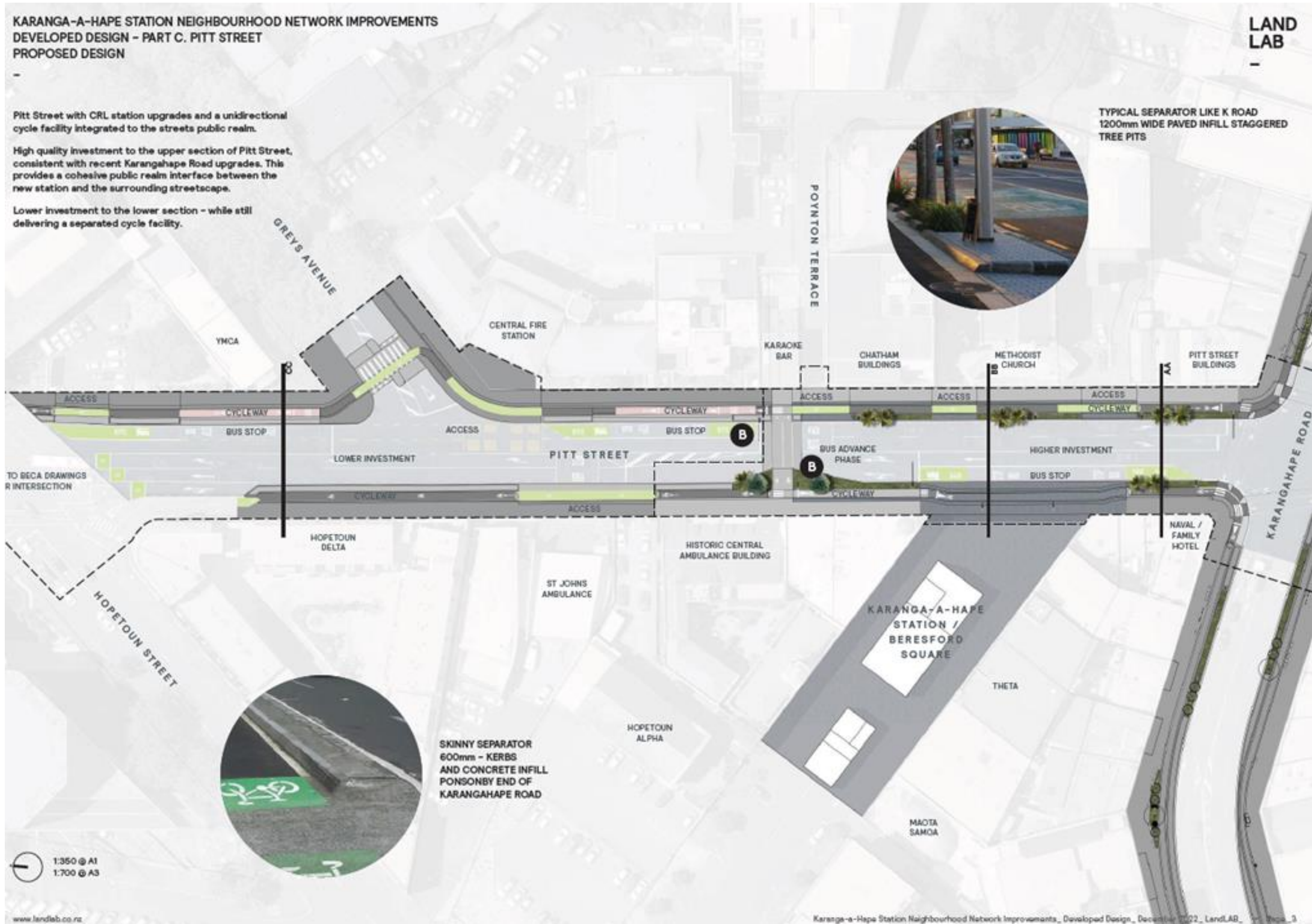


Figure 2. Site Plan showing the location of the Enhancement Project area – Pitt Street Section (Landlab December 2022)

KARANGA-A-HAPE STATION NEIGHBOURHOOD NETWORK IMPROVEMENTS
 DEVELOPED DESIGN - PART B. MERCURY LANE
 PROPOSED DESIGN

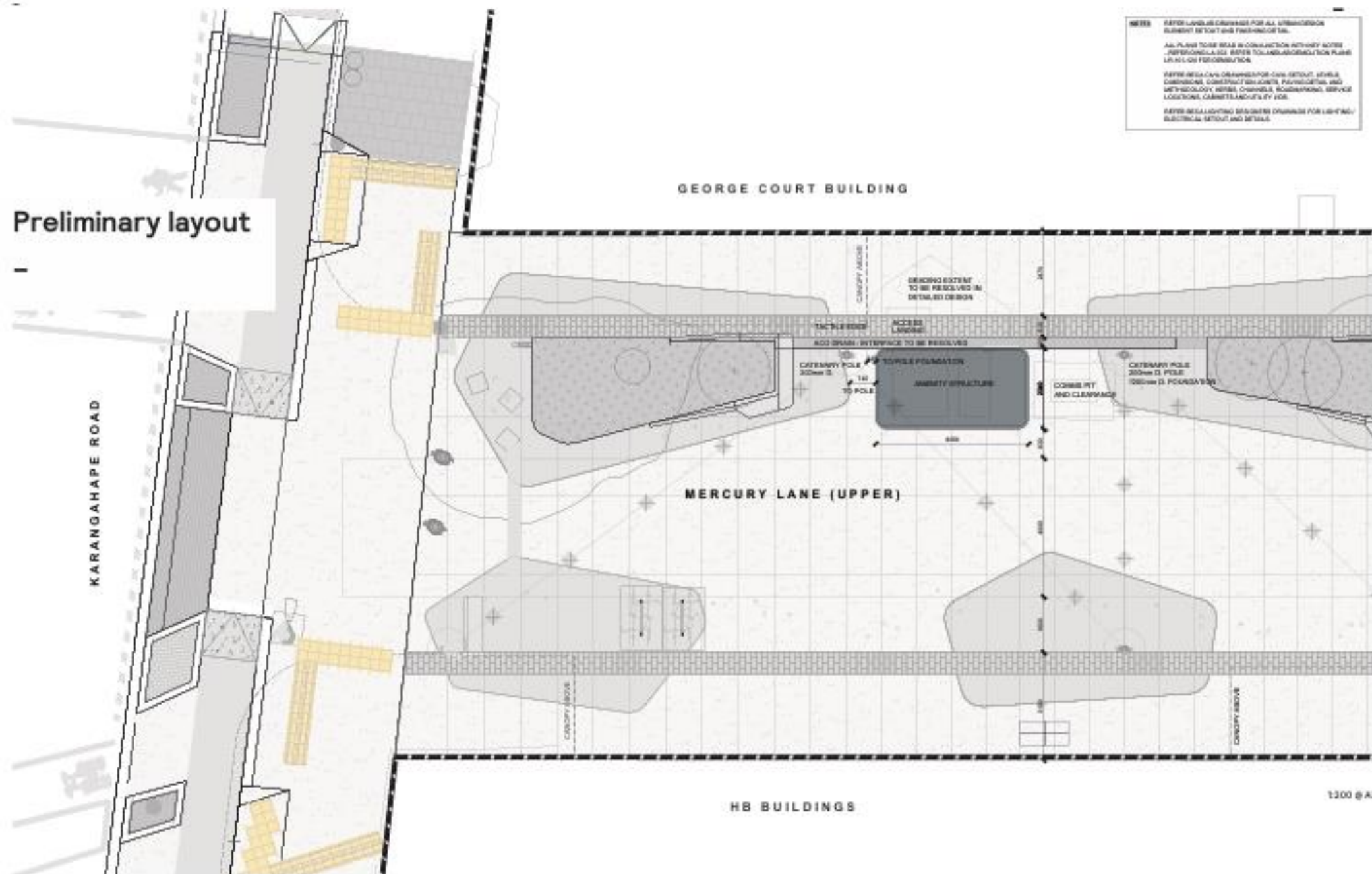
LAND
 LAB
 -



Figure 3. Site Plan showing the location of the Enhancement Project area – Mercury Lane Section (Landlab December 2022)

MERCURY LANE AMENITY STRUCTURE
PRELIMINARY DESIGN

LAND
LAB



Preliminary layout

Figure 4. Proposed location of Public Amenities (Landlab 2024)

Consultation on Historic Heritage Matters

A pre-application package was circulated to Auckland Council Heritage Unit and Heritage New Zealand on 26 April 2024. The response from Heritage New Zealand is provided in Appendix x. In summary:

- Auckland council Heritage Unit was generally supportive and preferred the matt finish proposed as being more recessive;
- Clarification was sought and confirmed that the building would not extend under the canopy of the George Courts Verandah;
- HNZPT considered that the location of a building was not ideal, due to the presence of a number of significant heritage buildings;
- However, it was acknowledged that if the building was not able to go elsewhere, the proposed location was an appropriate option, in line with the blank wall of the George Courts Building

A site visit to inspect the specific subject site was undertaken by John Brown of Plan.Heritage Ltd. most recently in April 2024.

SITE AND CONTEXT

General Location and topography

The Karanga-a-Hape Station Neighbourhood Improvements project area includes sections of two roads which both share a major junction with Karangahape Road in Central Auckland (Figure 2; Figure 3).

Pitt Street is a wide primary road falling north towards the harbour edge and Freemans Bay from Karangahape Road. It connects to Hobson Street which then heads northeast toward the harbour, and to Union Street which leads towards Victoria Park and then onwards to Freemans Bay. This historical street layout has been modified with the arrival of the motorway, but Pitt Street remains an important node for the road network. The historical importance of Pitt Street as a major road is indicated by the presence of the e station, St Johns Ambulance, Methodist Church and the Wesleyan Chapel. Toward the junction with Karangahape Road, this environment designed for social and administrative infrastructure' is replaced by commercial and mixed use residential buildings (Figure 5; Figure 6; Figure 7; Figure 8).

In between the two project area halves is the junction with Karangahape Road. Karangahape Road runs along a roughly east-west orientated ridgeline on the northern edge of the Newton Gulley and historically defined the city boundary during the 19th and early 20th centuries. The ridge is now enclosed to the south by the line of the motorway. it is a busy urban thoroughfare linking the central city to the historical western suburbs of Freemans Bay, St Marys Bay, Ponsonby, Arch Hill, Grey Lynn and Newton. Travelling west the K' Road Overbridge sails over the State Highway 1 motorway system which punched through the Newton and Freemans Bay areas in the 1950s and 1960s to connect to the Auckland Harbour Bridge and routes to the north (Figure 8; Figure 9).

Falling generally southwards from the ridgeline of Karangahape Road is Mercury Lane, originally an extension of Pitt Street Itself. The street is narrower and more enclosed than either Pitt Street or Karangahape Road, with a mix of commercial and former commercial (now mixed-use residential) buildings as well as the eponymous Mercury theatre. At the junction with Cross Street, the laneway exhibits more of a service lane characteristic, and the junction between the two streets is occupied by a car parking building (Figure 10; Figure 11).

The Mercury Lane design will be modified slightly to accommodate the proposed toilet block (Figure 4),

While both sections of the Neighbourhood improvements project either side of Karangahape Road are described here for context, only the section south, between Karangahape Road and Cross Street, is affected.



Looking SW towards Junction with Hopetoun Street



Existing ground treatment at Junction with Hopetoun Street
Looking NW



Looking S along Pitt Street from Junction with Hopetoun St



Looking S along Pitt Street, Greys Ave to left of frame



Detail showing pavement and carriageway



Detail showing Pavement and carriageway



Looking NW towards Hopetoun St Junction



Pavement and carriageway detail S of

Figure 5. Pitt Street - Hopetoun to Greys Avenue - general environs

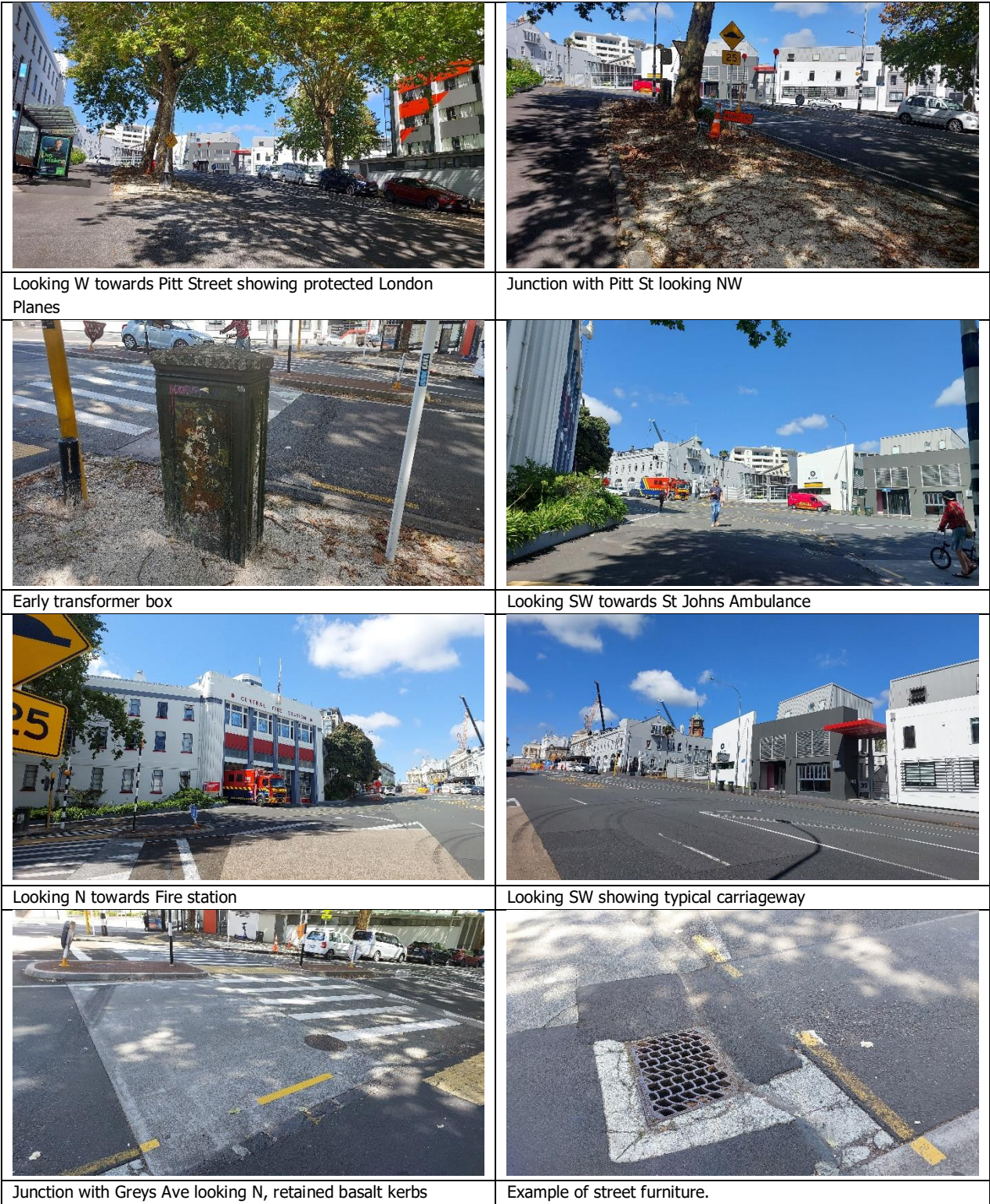


Figure 6. General Environs of Pitt Street from Greys Ave Junction

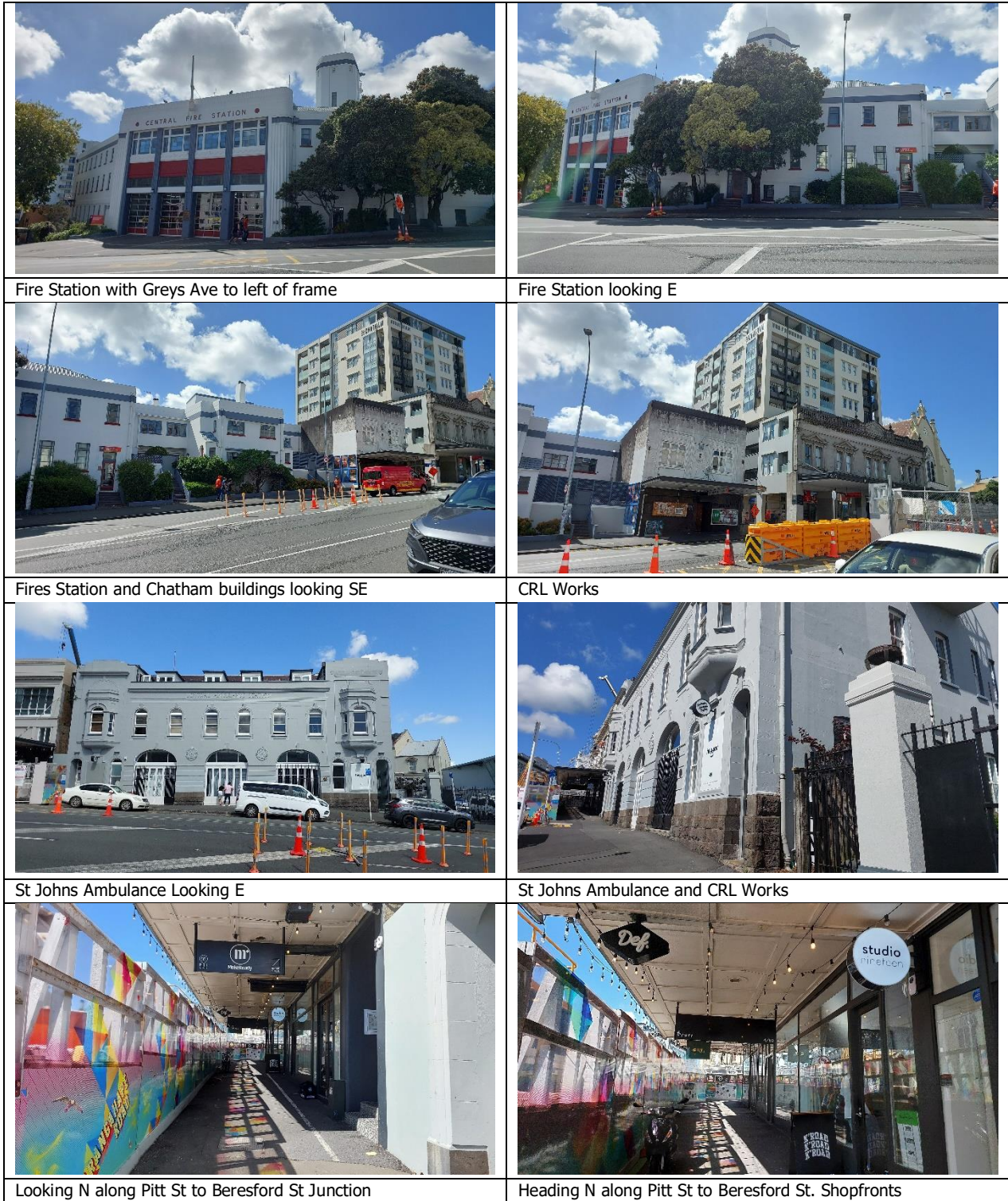
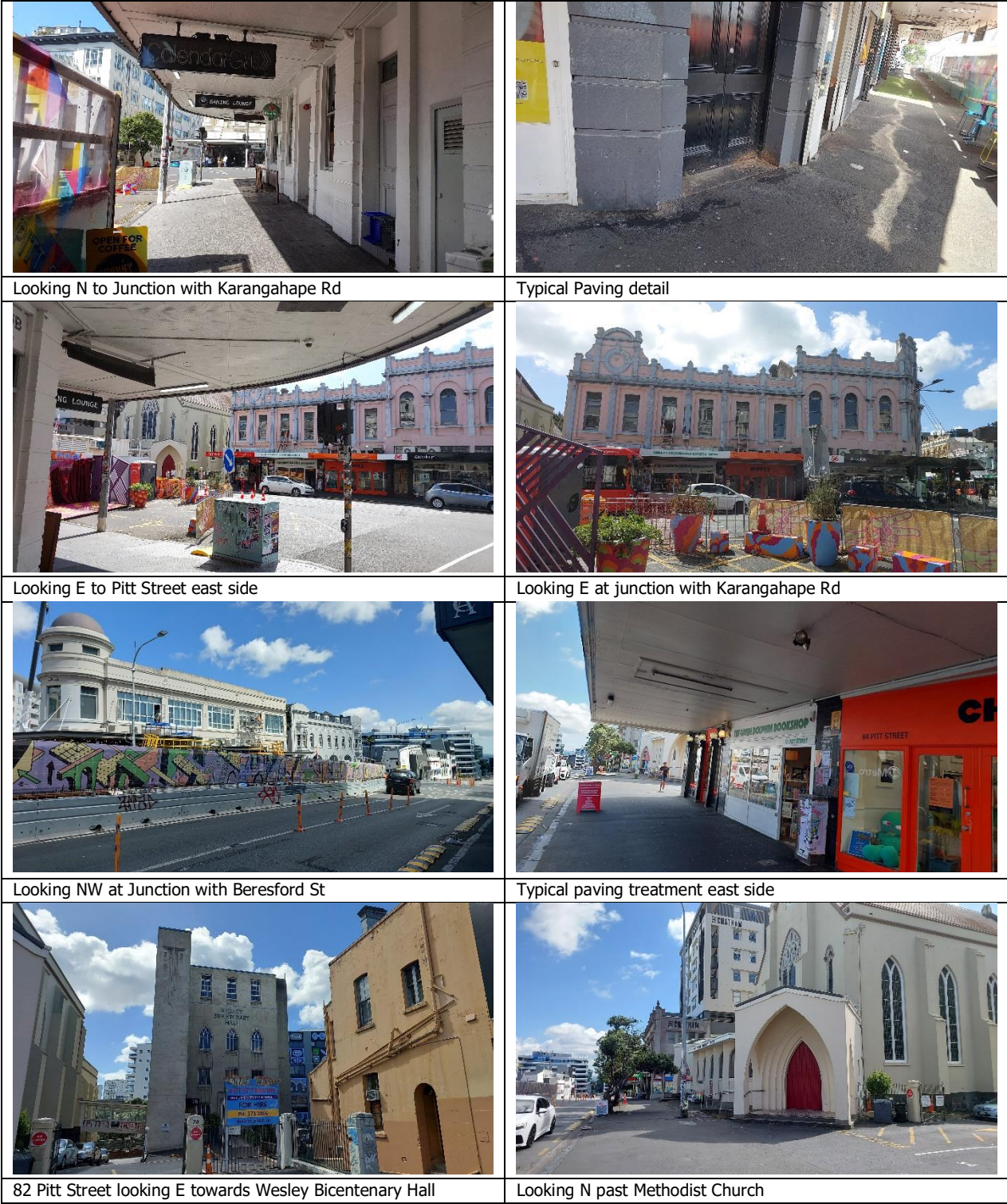


Figure 7. General Environs of Pitt Street - Greys Ave to Beresford St (Karangahape Road Historic Heritage Area)



Looking N to Junction with Karangahape Rd

Typical Paving detail

Looking E to Pitt Street east side

Looking E at junction with Karangahape Rd

Looking NW at Junction with Beresford St

Typical paving treatment east side

82 Pitt Street looking E towards Wesley Bicentenary Hall

Looking N past Methodist Church

Figure 8. General environs of Pitt Street. Beresford Street to Karangahape Road Junction



Recent paving treatment at Junction Karangahape Road



Looking S to Mercury Lane



Looking N from Mercury Lane



Looking NE from Mercury Lane



Looking SE from Pitt Street



Looking S from Pitt St



Looking N from Mercury Lane



Looking NW from Mercury Lane

Figure 9. General views of Karangahape Road Environs – Karangahape Road Junction



Entrance to Mercury Lane looking SE



Recent paving and road surfacing at Mercury Lane with reused kerbstones



Mercury Lane Looking S



Paving details



Looking S towards Mercury Lane Theatre entrance



Typical Paving treatment



Access Lane to rear of Theatre



Looking N towards George Court Building

Figure 10. General views of Karangahape Road Environs – Mercury Lane

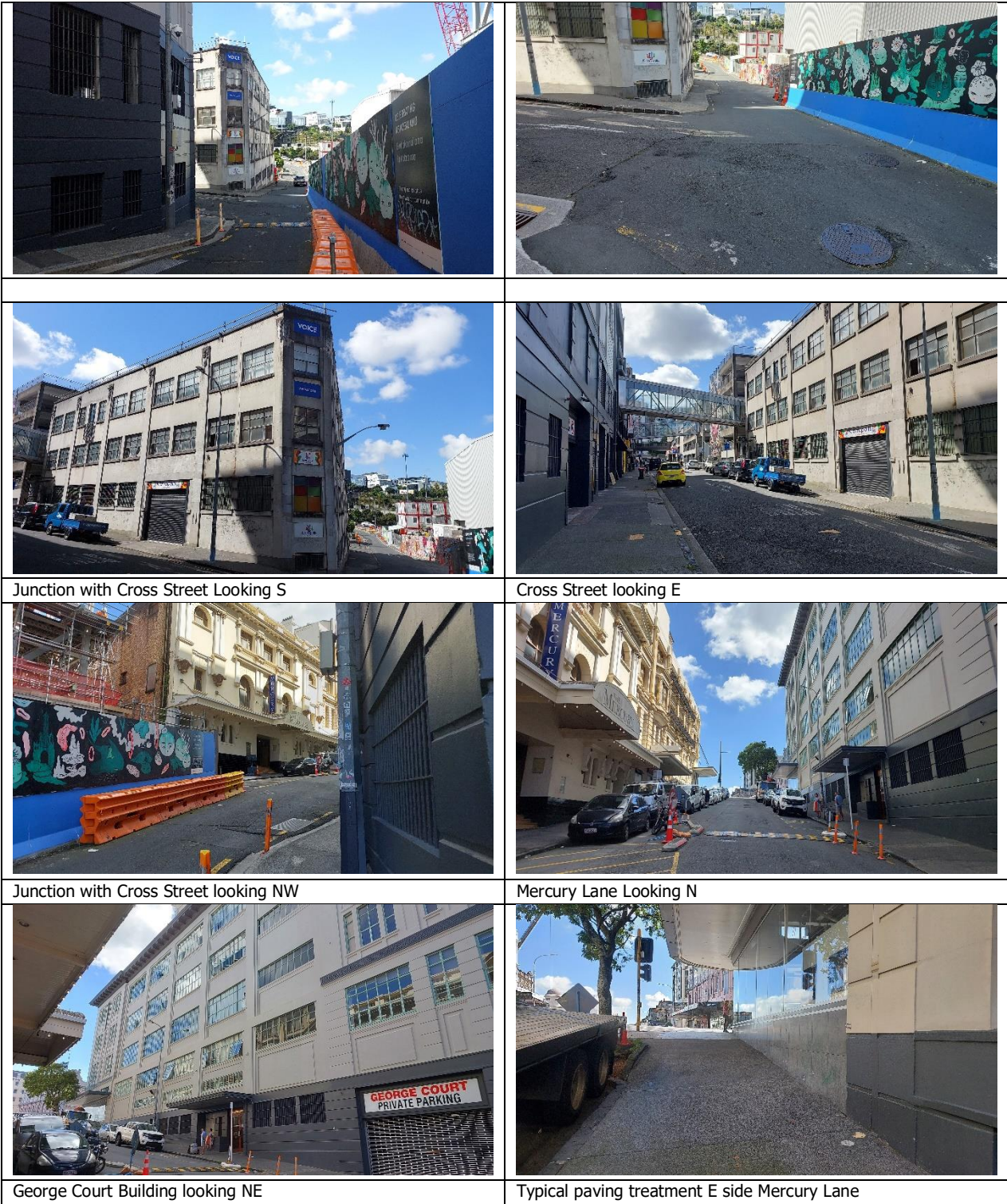


Figure 11. General views of Karangahape Road Environs – Mercury Lane and Cross Street.

HISTORICAL BACKGROUND¹

Brief Māori history

Māori occupation of the Auckland Isthmus can be traced back over centuries and is evidenced by the numerous pre-European archaeological sites and associated place names throughout the region (Figure 12). A number of iwi and hapu groups claim affiliation with the Auckland area including Ngati Whatua, Ngati Paoa, Te Kawerau a Maki, Ngai Tai, and Te Wai-o-Hua, whose tribal territories commonly changed in response to warfare, migration or intermarriage.² Early settlements were typically established near shorelines and major rivers and were occupied for varying periods according to the availability of food resources.³ The Waitemata shoreline, along what is now the Auckland CBD, originally comprised three main bays including Waiatarau, now beneath Victoria Park in Freeman's Bay; Te Toangaroa, roughly defined by Beach Road and The Strand; and Horotiu, near the foot of present day Queen Street, with its beach front along Fort Street.⁴ The Waihorotiu, a stream named after Horotiu Pa (situated on the hill above; now Albert Park), ran down the Queen Street valley and entered Horotiu Bay near the Queen Street/Fort Street junction.⁵

The following Māori historical summary is taken from the Karangahape - Newton Precinct Plan Māori Heritage Report (Blair N, 2014):

Tāmaki Herenga Waka (Tāmaki - where waka are tied to) is an ancient name for the Auckland Isthmus. This narrow piece of land between the Pacific Ocean and Tasman Sea was known well by the great Polynesian navigators who settled Aotearoa over a thousand years ago. Waka arriving from the Pacific Islands with new seed stocks and migrants sought the narrowest part of the isthmus at Otāhuhu, a mere 800m portage between the two great oceans. Later voyagers found Tāmaki heavily populated; some stayed and married into local communities while others continued south in search of new lands. With excellent gardening soils, a wide variety of fish stocks, and natural fortifications provided by a multitude of volcanic cones, Tāmaki became the centre of Māori civilisation in Aotearoa. As Tamaki Makaurau/Auckland, it remains the most populace Māori city in the world today.

Among the first arrivals to Tāmaki was Toi, the famous Polynesian explorer. He left his mark throughout the country, including at St Heliers Bay, also known as Te Whanganui o Toi (Toi's Great Bay). Some of the earliest known tribes in Tamaki were the Ngariki, Nga Iwi and Nga Oho. All Iwi of modern Auckland claim descent from Toi as the Te Tini o Toi (The Multitude of Toi) and these earliest tribes, and whilst all are related, Iwi today continue to fiercely practice their own mana motuhake or autonomy.

¹ Brown, J. and Brown, A. (2018) Karangahape Road Cycleway Upgrade Project, Auckland: Heritage Impact Assessment Revision 4. Plan.Heritage report prepared for Auckland Transport. December 2018.

² 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. D. Simmons, *Māori Auckland*, Auckland, 1987, pp.27-31.

³ Ibid., pp.14-17.

⁴ J. Kelly and J. Sturridge, Map of the Tamaki Isthmus with Māori Place Names Redrawn from Tamaki-makau-rau by Leslie Kelly. Department of Geography, Auckland University, 1990.

⁵ Ibid., Simmons, p,89.

Māori organised their food production in to gardening and fishing circuits that were dictated by soil changes, fish migrations and stock levels, and the maramataka (native calendar). There were many fishing stations supported by gardens throughout the Isthmus, including the Horotiu village at the base of Queen Street. These satellite fishing stations supported the main camps that by the 15th century included numerous volcanic, terraced Pa around Tamaki.

Through the leadership of Hua Kaiwaka in the 16th century, the various tribes of the Tāmaki Isthmus were united under the confederation known as Te Waiohua. Under his reign Tāmaki saw an unprecedented period of peace and prosperity that lead to the saying 'Te pai me te whai rawa o Tamaki' ('The wealth and luxury of Tamaki'). The Hauraki confederation of Iwi had periodic incursions onto the Isthmus as well as fishing stations on the Waitemata. Ngāti Whatua, domiciled in the north-west of Auckland, attacked Te Waiohua in the mid-17th century, eventually settling in the central isthmus and marrying into Te Waiohua. In 1840 a 3,000 acre block of land was exchanged between Ngāti Whatua leader Te Kawau, and Governor Hobson. The Karangahape-Newton area was included in that first transaction.

(Blair N, 2014, p3f)

The following statement is taken from the Karangahape Road Plan (Waitemata Local Board 2014) which also references the Blair 2014 Māori Heritage Report (see also Figure 13):

Karangahape is one of a number of original Māori names to have survived European settlement. When the Tanui waka set out from Aotearoa from Hawaiiiki, an ancestor, Hape, was left behind due to his disability, a 'clubfoot'. Some say he made the journey to New Zealand on the back of a stingray, preceding the arrival of his clansmen by several weeks. On their arrival they saw him standing on a hill (Karangahape Road) and he welcomed them with a Karanga, or greeting call, and the event became known as Te Karanga a Hape.

A number of Iwi have identified the following sites within the plan area or adjacent to that area of relevance. These include and are illustrated in Figure 13:

- Karangahape (The Call of Hape) – The ridge is named for the Tainui ancestor Hape. The Karangahape ridge was also the beginning of a Māori walking track from whence one would travel when embarking on the journey overland to Cornwallis, also called Karangahape, thus linking the two sites separated by almost 40km. Coincidentally, the two sites also have an early Pakeha connection; Symonds Street and Cornwallis are named for Captain Williams Cornwallis Symonds, a key player in the establishment of Auckland city
- Te Iringa o Rauru (The Hanging of Rauru's body) – Rauru of Ngāti Whātua was killed by Te Waiohua and hung in a tree near the old windmill junction Symonds Street and Karangahape Road. This act was part of an escalation of aggression between the two iwi that eventually lead to full scale warfare in the mid-1700s
- Wai Horotiu (Horotiu's Stream) – The Horotiu stream in part is spring-fed from behind St Kevins Arcade. Horotiu is a taniwha (spiritual guardian) that dwelt in the waters of the Horotiu and the Waitematā
- Te Rae o Kawharu (The Brow of Kawharu) – Kawharu was a Waikato ancestor who led Ngāti Whātua on a number of military campaigns in the 16th century into the Auckland Isthmus from the South Kaipara. At Arch Hill he rested after a battle and named it after his brow, as was the Māori custom to proclaim mana over the land.



Figure 12. Māori place names around the Waitemata Harbour and Central Auckland (source: Kelly, J. and J. Sturridge. 1990. Map of the Tamaki Isthmus with Māori Place Names Redrawn from Tamaki-makau-rau by Leslie Kelly. Department of Geography, Auckland University)

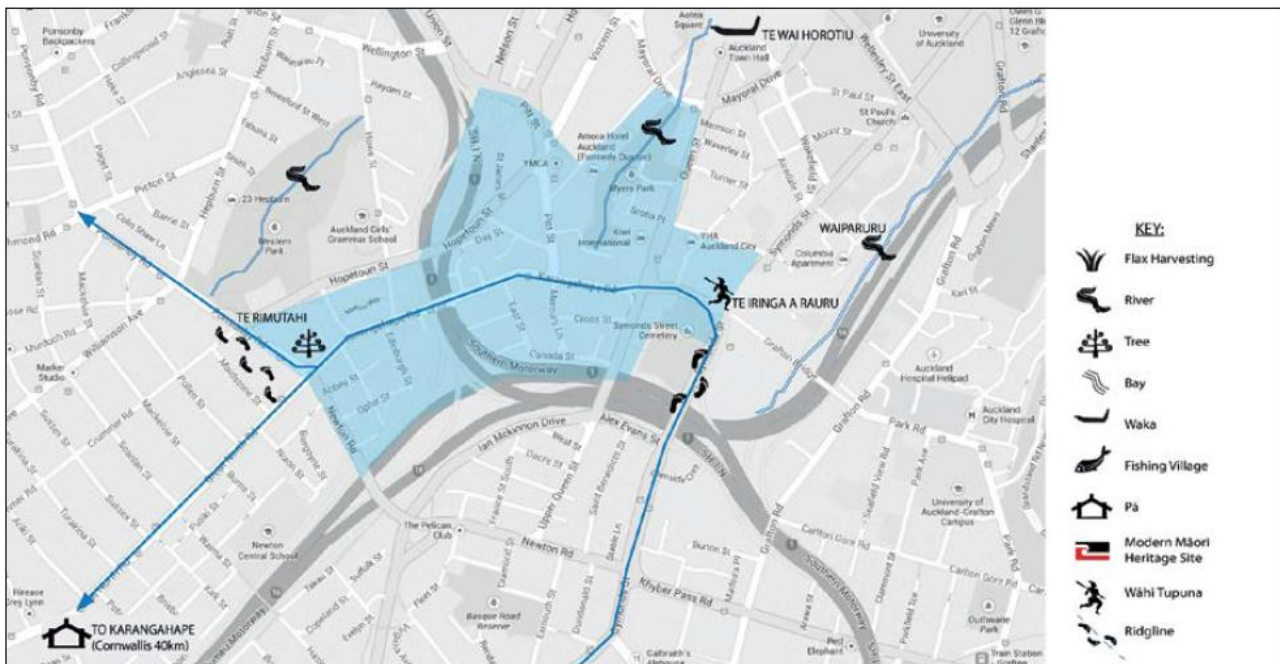


Figure 13. Māori Map of Karangahape Area (After Blair N, 2014, p7)

European settlement

The historical development of Karangahape Road has been well documented (for example Kearns 1996; Salmond Reed 2008, 2013; Sheldon 2014). The Auckland Council historic heritage evaluation for the Karangahape Road historic heritage area (Sheldon, 2014) provides the following development summary:

Given its high location out of the swampland below and views of the harbour, Karangahape Road was recognised by Europeans early for its potential uses for transportation and defence of the city. David Nathan, who arrived in the early days of Auckland's settlement, became a wealthy merchant and business man in the city. He built his home, known as Scoria House, at the top of the gully which leads down to the present day Myers Park and is the location of the Waiohoru Stream. This is also the present day location of St Kevins Arcade. Scoria House was to play a vital role in the development of K' Road in the days when Queen Street had not yet reached the prominence as Auckland's main thoroughfare. There are several early drawings/ photographs of the Queen Street gully from Scoria House which show the early city of Auckland in which much of modern day Queen Street was still underwater and the rest of the street was quite undeveloped. In the early days of Auckland's foundation, Queen Street only extended as far as the position of the modern day Town Hall, given the difficulties in extending the street up to Symonds Street due to the steep gradient of the hill up to the K' Road ridgeline. In these days K' Road was more easily accessed by going around the hill by way of Pitt Street, Wellesley Street and Symonds Street.

Major developments to Karangahape Road and Queen Street began in the late 1840s after Governor Hobson shifted the colonial capital from the Bay of Islands to Auckland in 1842. The Governor's official residence in Auckland burned in 1848 and was not rebuilt. Scoria House was chosen as the temporary Governor's residence whilst he was in Auckland. Major improvements were undertaken to the house and street at this time to prepare it for the Governor's occupation. Where the house

had formerly been approached by a track around the rear of the house, improvements to the road needed to take place so that the front entrance was accessible by Governor's carriage. Queen Street had slowly become the more dominant commercial area taking over from Shortland and Princes which were on higher ground, but Queen Street had been improved by the building of the Ligar Canal to drain it. The large lots sizes on Queen Street proved useful for businesses, especially as their buildings on Princes and Shortland Street were destroyed by fire. It was decided that Queen Street needed to be made more accessible to the Governor's residence and so three hundred Māori workers were employed to extend Queen Street in stages up the steep gradient to meet Karangahape and Symonds Street Road at the top of the ridge (Kearns 1996, 15). Thus by late 1850 through the Governor's taking up residence at Scoria House it resulted in the creation of K' Road as a major means of connecting the not only the inner city of Auckland but in connecting the city to the outer suburbs. In the late 1850s Governor Hobson left Auckland for Wellington, which later became the capital. His residence in Auckland had cemented K' Road's place as one of most significant roads in the early city.

General Cameron, leader of British forces in New Zealand, realized the defence potential for K' Road given its ridgeline location. He and a regiment of soldiers were the next occupants of Scoria House and further improvements to the road took place during his occupation of the area. Cameron realized that from a defence perspective Auckland was very vulnerable to attack. With the large harbour there was an extensive amount of undefended shoreline. From its location on the ridge K' Road afforded views of the harbour and was thus a prime location to post a lookout (ibid.). An army supply line had already been built between Point Chevalier and Symonds Street. During General Cameron's occupation of Scoria House K' Road was extended to meet Symonds Street and therefore extend the army supply line from Symonds Street to Scoria House. In this way K' Road was brought to greater prominence in the early colonial settlement as it now connected the main arteries of Symonds, Queen, and Pitt Streets. The only other way around the ridge involved going around the foreshore, which was not a feasible option at high tide (ibid.)

Early Commercial Development- Late Nineteenth century to Early 1960s

In the 1860s commercial development in Auckland began in earnest. Though a great deal of development had taken place on K' Road to prepare it for the Governor's residency, it remained until this time largely a residential area. Commercial development had taken hold in Auckland and Queen Street, with its larger lot sizes had grown in prominence. As Queen Street became crowded with businesses in the 1880s-1890s, businesses began to spill over onto K' Road. Its potential as a commercial area was also realised early given its position, though at the top of the hill, it was on relatively flat land, making development and construction easier. By this time the population of Auckland had reached approximately 30,000 people and K' Road itself was surrounded by the residential populations of Grey Lynn, Newton and Ponsonby, who would not have to travel further into the city for shopping if they wished (Kearns 1996, 20). The majority of buildings now standing on K' Road date from this late 1880s-1890s period of development. Growth was further spurred by the introduction of horse trams that serviced K' Road and its surrounds beginning on 11 August 1884 (ibid.).

Myers Park was added to area when three quarters of an acre was gifted by Nathan family to the city so that Myers Park was accessible by K' Road. The shops at K' Road began to hold late night shopping hours and stayed open until 11 pm on Saturday nights in the early 1900s. The shops serviced a large residential population stretching from Freemans Bay at the western end to Grafton

at the eastern end. Specialty shops and services such as doctors' offices began to open on the first and second stories of buildings (Kearns 1996, 22). World War I interrupted this commercial growth with many young people leaving to fight overseas and wartime restrictions caused many goods to disappear from shops. However with the end of the war things began to return to normal, and in the 1920s to 1930s K' Road reached its growth potential as a commercial area and as an area of early entertainment. However, the Depression arrived in the 1930s and was followed by World War II, with the result that the nation and subsequently, K' Road experienced lean times. The war ended in 1945, and New Zealand began to enjoy a prosperous time. Wool prices rose and there was a great need for skilled labour throughout the country. This resulted in mass immigration from overseas, which had a lasting impact on the character of K' Road. Pacific communities especially established a strong presence in the area, and during this time K' Road had many shops that carried Pacific Island goods and produce. Samoa House was constructed in 1978, and is noted as being the first Samoan Fale to be built outside of Samoa. K' Road was the chosen location for this structure to acknowledge the strong Pacific presence in the area. These resulted in buildings like George Courts and other department stores as well as the free bus from the Farmers store on Hobson Street to K' Road.

Economic Decline (Mid-1960s to 1990s)

However change occurred in the mid-1960s that had a negative and lasting effect on K' Road's status as a family shopping area. In the mid-1960s the Southern Motorway was constructed through the area to relieve traffic congestion given the increased use of the private family car after WWII, and the Harbour Bridge constructed in the late 1950s. Construction of the motorway meant that approximately 50,000 residents in the Newton area were displaced and their homes destroyed to make way for the motorway. This meant that a good proportion of K' Road's resident shopping population was now dispersed. In addition, a bridge over the motorway had to be constructed, which caused the destruction of many shops in between Pitt Street and Howe Street, replaced with footbridge and bus shelter. This effectively cut K' Road in two.

The shops at this end of the street, the western end closer to Ponsonby began to suffer from the decrease in traffic caused by the separation as well as the narrowness of the street at that end. The street, which had originally been built to service carts and horses, was not wide enough to accommodate the volume of vehicle traffic the area was now experiencing. Shop owners began to sell their shops at this end of the street to buy property at the eastern end, or elsewhere entirely. The rise in popularity of the suburban shopping mall was also having a negative effect on commercial success of K' Road and high rents and low traffic were beginning to drive many shop owners away.

In the mid-1960s a new kind of business began to operate on K' Road. Given the area's close proximity to the city and yet a slight distance away from the CBD, the area began to be home to various strip clubs and adult entertainment venues. The first of these, the Pink Pussycat Club opened there in 1963. Though shops remained along approximately half of the street, overall the area was quickly transformed from a family bargain shopping area to a red light district.

Where the residential areas of Ponsonby, Newton and Grey Lynn had once been inexpensive areas occupied by large immigrant communities, prosperity in the 1980s combined with the desire to live close to work places in the CBD began the process of the middle class gentrification of these areas. Ethnic communities were driven out, with many settling in southern areas such as Otara and Manukau. The loss of this shopping population caused a further decline in K' Road.

K' Road was also limited in its commercial capacity by restricted shopping hours in New Zealand. The growing number of tourists found that Auckland closed down entirely on the weekends, which was detrimental to its growth potential. In order to boost visitor numbers Saturday shopping was introduced in the 1960s (Kearns 1996, 25).

In other respects business around the country was prospering and economic growth of the 1970s and 80s brought a building boom. Older buildings constructed in the building boom of the 1880s and 1890s were demolished along much of Queen Street to make way for bigger and better buildings and new businesses. In one way the now established red-light nature and shabby appearance of K' Road at this point allowed for the survival of the older buildings seeing as it was not a desired place for new growth. The economic boom of this time did not last long however, and the country suffered economic decline with the stock market crash of 1987. Many businesses along K' Road closed at this time, with many of its older buildings left neglected and in need of repair.

Economic Resurgence (1990s to Present Day)

In the 1990s things began to change. Recognizing the need for economic rejuvenation in the area, the Auckland City Council began to change the building regulations to make it easier to convert old buildings into living accommodation. The hope was to bring back a resident inner city population to revitalize the area. This proved to be an effective measure, and students and new immigrants began to inhabit the inner city suburbs again. This has led to a slow but, from what it would appear today, revitalization of the K' Road area. It has become the cosmopolitan bargain shopping and entertainment area that it originally started as. Though there are remnants of the adult entertainment and red light district, the area is once again becoming more family friendly shopping area populated by small cafes, services, banks, op-shops, vintage markets, and an increasing number of up market boutiques.

Infrastructure and roads

A review of historical maps and images shows the importance of Karangahape Road as an administrative boundary to the City of Auckland during the 1840s through to the early 1900s. Roads in the central city were initially just muddy tracks and an early illustration shows the Karangahape Road as one such track, overlooking the fledgling city (Figure 14). The area was however developed from the foundation period of Auckland in the 1840s and 1850s as evidence by early sewer plans (Figure 15). By the mid- 1840s Shortland, Princes and Queen Streets had been formed and metalled (Judge 2014: 14). New roads were made at this time to Newmarket, Tamaki and Onehunga districts (ibid). A programme of street improvements (using crushed scoria) was gradually implemented from the late 1850s, however many city streets remained as 'rivers of mud', dusty, dirty, and uneven well into the 20th century. In the 1920s this was greatly improved by a programme of concreting and street widening (Bush 1971).

The name 'Karangahape' was retained from the pre-European use of the route as a walking track, and is shown on later maps. By 1866 the Vercoe and Harding Map of Auckland shows the north side of the street already well-developed (Figure 16). The same probably occurred on the southern side, but this is not recorded on the map as the centreline of the road formed the city boundary. Initial development along the southern side of Karangahape Road, including Pitt Street and Mercury Lane can however be seen on historic photographs (Figure 17). Mercury Lane itself was an extension of Pitt Street on earlier maps (Figure 18; Figure 19). The section between of Pitt Street between

Hopetoun and Karangahape Road was largely subdivided and the lots mostly developed by 1882, (Figure 19; Figure 20; Figure 22 **Error! Reference source not found.**).

Mercury Lane was originally occupied by domestic dwellings, though it is apparent that these were being replaced by commercial structures in the 1880s (Figure 23; Figure 25). The historical photographs of the Karangahape Road area demonstrate that even by the 1880s many of the roads in the vicinity of the project area were still to be metalled and kerb-lined, though roading and drainage infrastructure was being established in the area at this time. This at least had been achieved by the early 1900s, but improvements are evident from the mid-1880s (Figure 24; Figure 26). In 1886 a significant number of domestically styled buildings are indicated on the isometric view of the city drawn by George Stevens (Figure 25). By 1908 the street had begun to develop a more defined commercial frontage, and this was largely established by 1919 as indicated on the 'City Map of Auckland surveyed by Wrigg (Figure 26; Figure 28). During this period, Mercury Lane was extensively redeveloped and the Kings Theatre (Now Mercury Theatre) constructed. Earlier wooden buildings adjacent the theatre to the north were replaced by the Hallenstein Bros and Norman Ng Buildings (Figure 29; Figure 30).

By the 1920s many of the buildings which still defined the Junction of the three streets had been established, including the Pitt Street Buildings, George Courts and the Naval Hotel, as well as the Hallenstein and Norman Ng Buildings (Figure 31). An analysis of surviving buildings was undertaken in 2013-2014 for Auckland Council which demonstrates a concentration of surviving 19th century buildings to the west end of the K' Road Overbridge, with Edwardian and early 20th century development concentrated around the junction with Pitt Street (Figure 32).

Infrastructure also developed gradually in the city. One of the earliest drainage and sewerage installations was the Ligar Canal in Queen St, enclosing the Waihorotiu Stream that flowed down the Queen St gully. Initially a plank covered ditch structure; it was partly replaced in 1855 by a brick barrel drain known as the Queen St Main Sewer (Best et al. 1999). In the following years, sewerage and drainage systems were gradually extended to other city streets (Bickler et al. 2007). Figure 15 shows some of the earliest recorded sewer systems in the Karangahape Road area, leading down to the waterfront. These were planned in 1858, which incidentally was the same year that the UK parliament building had to be closed in London due to 'the Great Stink'. Auckland Council Archives files suggest that by 1865 most of the greater city area did have sewerage systems in place (Judge 2014, 14). Smaller infrastructure contracts, including drainage works, kerbing and channelling, were let during the mid-1880s (Bickler et al. 2007). Water was either drawn from wells sunk on individual properties, or provided for by private companies. Early reservoirs were established on some of the Maunga, such as at Mt Hobson. Public water supply remained an issue until the establishment of the municipal pumping station at Western Springs in the 1870s, and the subsequent development in the 1900s of a regional reticulated network sourced from the Waitakere Ranges (Judge 2014, 14).



Figure 14. 1840s illustration of the city of Auckland. Looking north east from the vicinity of Karangahape Road across the harbour towards the North Shore and Rangitoto, showing Albert Barracks to the right, St Pauls Church, centre, High Street Methodist Church, left of centre, Queen Street, diagonally across centre, St Patricks Cathedral, left, shipping in the harbour and a group of Māori driving pigs along the road, foreground (Sir George Grey Special Collections, Auckland Libraries, 4-4549)

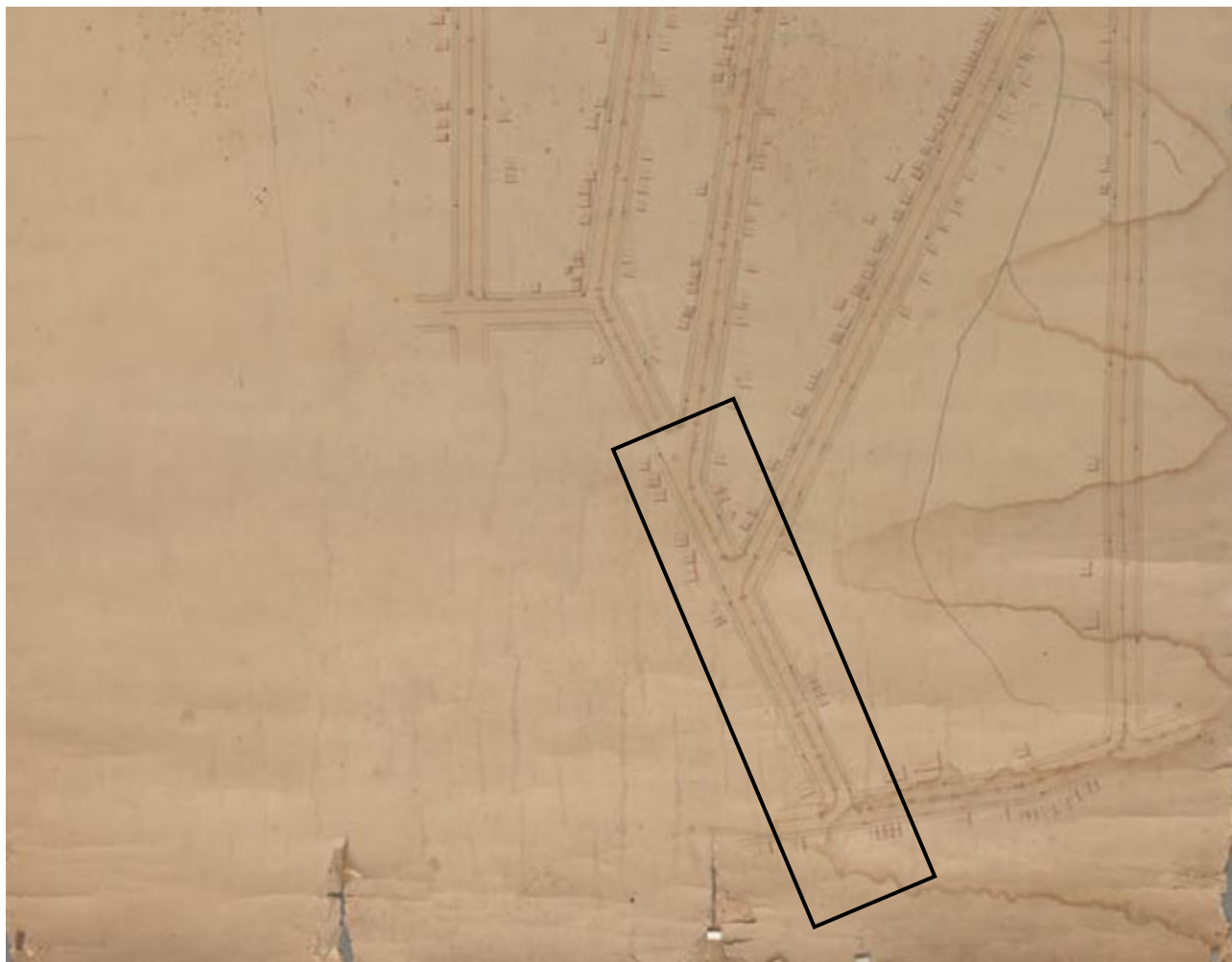


Figure 15. Detail from 1858 City sewer plan showing the topography of the K' Road ridgeline, with houses already present on the northern side of the road. Approximate project area outlined in black rectangle (NZ Map 4687)

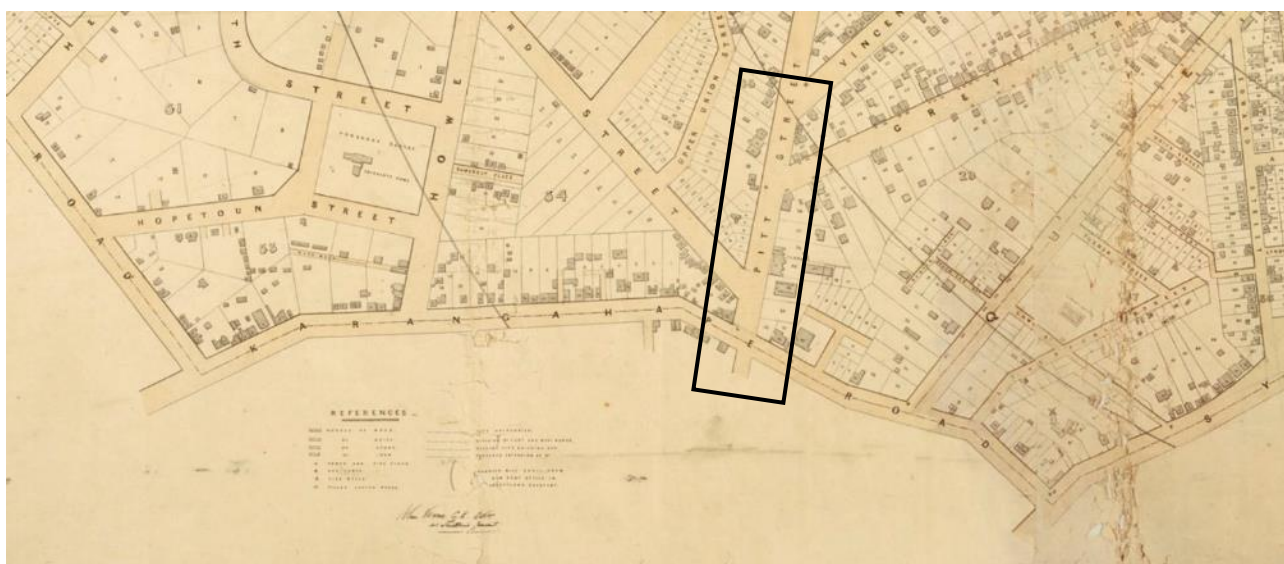


Figure 16. Detail from 1866 Survey of Auckland by Vercoe and Harding. K' Road forms the boundary between Auckland and Newton, hence the lack of detail on the southern side of the road, although some properties are shown. Approximate project area outlined in black rectangle (Sir George Grey Special Collections, Auckland Libraries, NZ Map 18)



Figure 17. c.1861 view looking west from Partington's Windmill across Karangahape Road towards Ponsonby showing Karangahape Road (diagonally left), Pitt Street (left to right across centre), and LD Nathans house, 'St Kevins' (left of centre). Approximate project area outlined in black rectangle (Sir George Grey Special Collections, Auckland Libraries, 1-W1845)

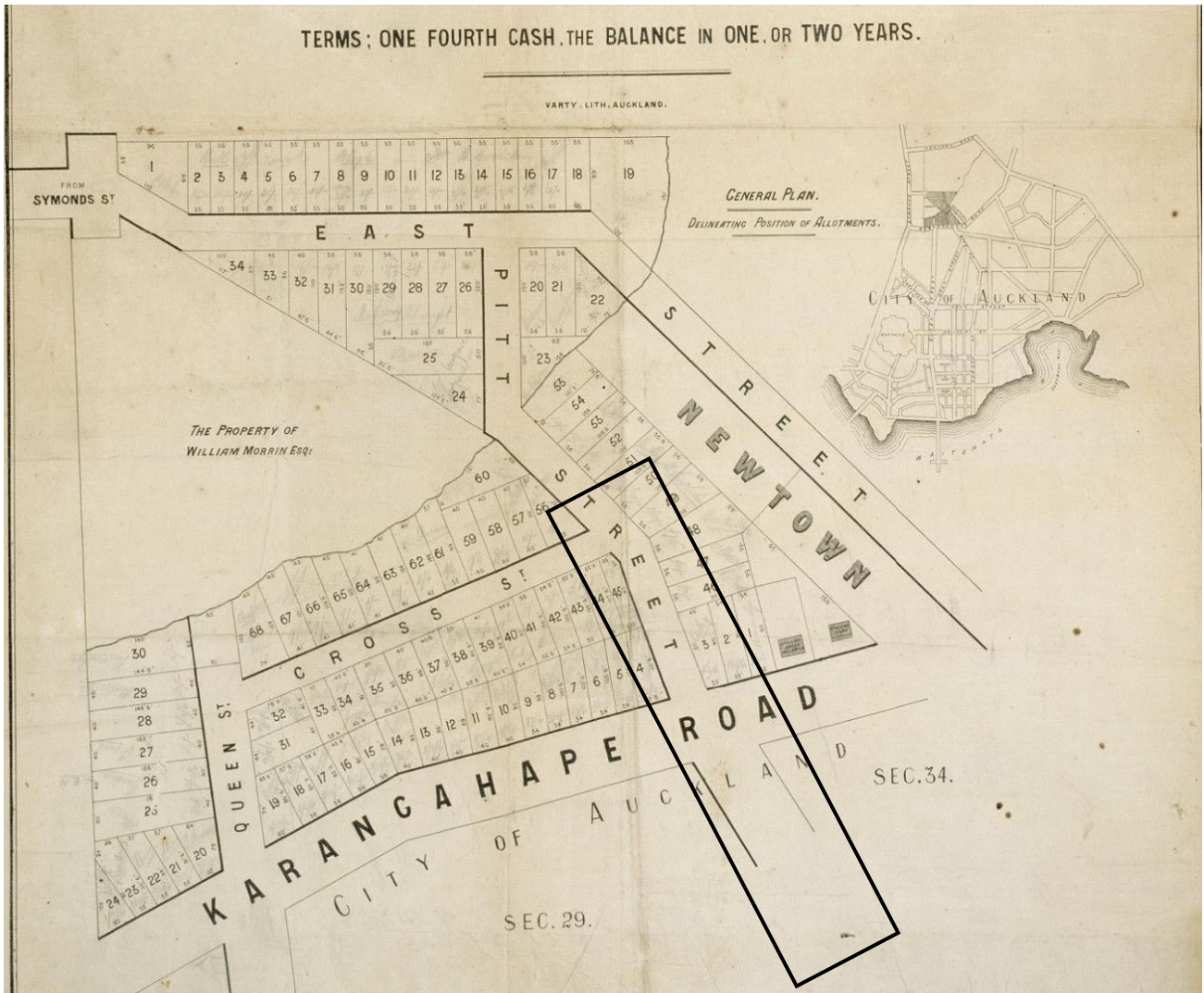


Figure 18. 1862 Advertisement of Lots for Sale on 'Pitt Street' (now Mercury Lane). North is orientated to south of page. Project area indicated by (Auckland Libraries Heritage Collections Map 4495-2).



Figure 19. 1870 detail from Karangahape Highway District Map showing Mercury Lane referred to as a continuation of Pitt Street (arrowed) and the junction with Cross Street, which contain the subject site. (Auckland Council Heritage Collections Map 4764)



Figure 20. 1875 view of Karangahape Looking west north west from Partington's Mill showing the top of Queen Street (foreground), Karangahape Road (far left), L D Nathans residence St Kevins (centre left), the top of Pitt Street (far top left), the Pitt Street Methodist Church in Pitt Street (centre). Approximate project area outlined in orange rectangle. Sir George Grey Special Collections, Auckland Libraries, 4-2714. Creator: James D. Richardson. Date: 1875

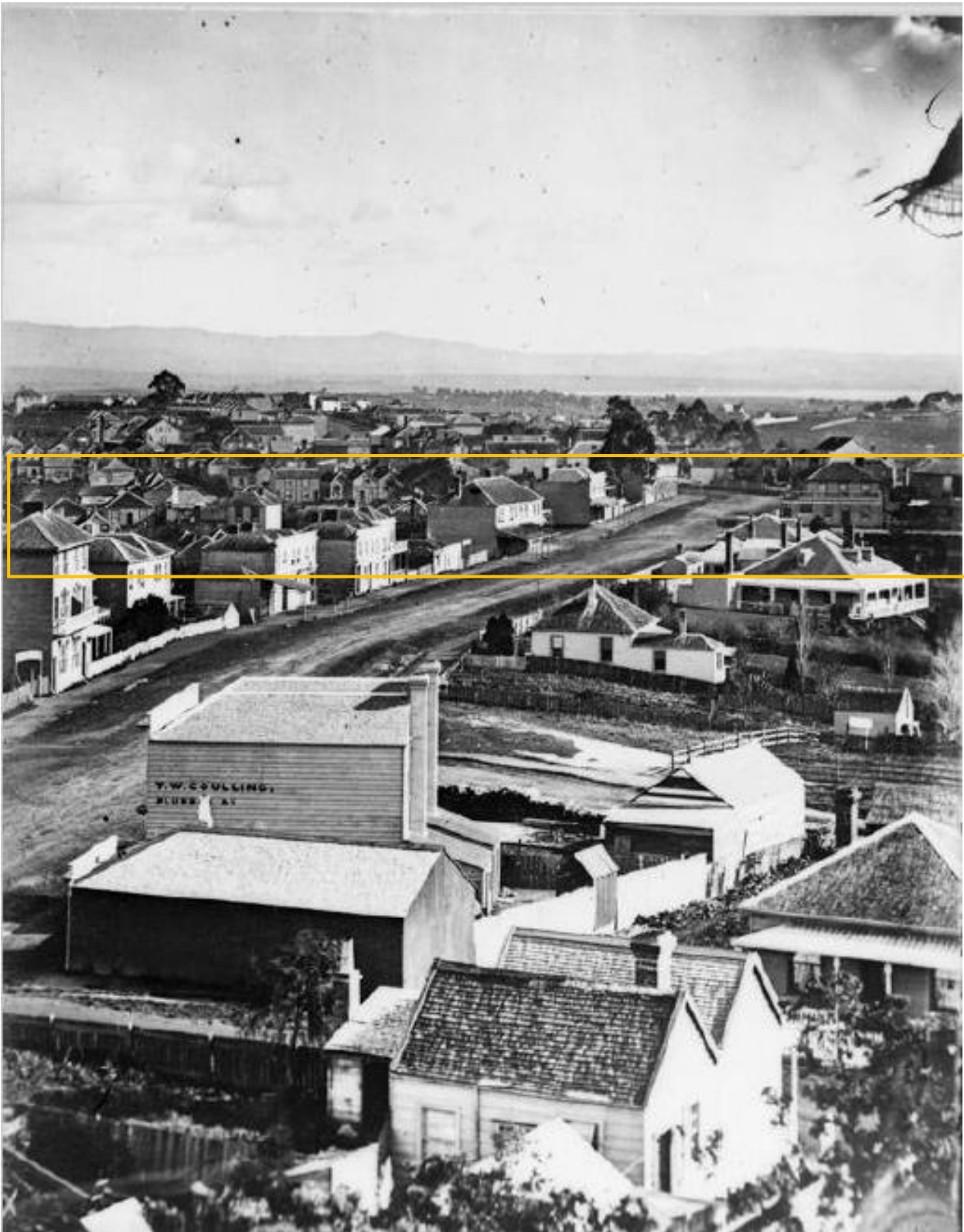


Figure 21. 1875 photograph looking west from Partington's Windmill showing Karangahape Road (centre left to right), premises of V W Coulling, plumbers (centre left), top of Queen Street (foreground right), L D Nathans's residence, St Kevins (centre right), top of Pitt Street (far top right). Approximate project area outlined in orange rectangle (Sir George Grey Special Collections, Auckland Libraries, 4-2713).



Figure 22. Details from Hickson's Map of Auckland 1882, showing properties and building footprints along Pitt Street. Properties on the south side of Karangahape Road are not indicated. Approximate project area indicated by black outline (Sir George Grey Special Collections, Auckland Libraries, NZ Map 60d)

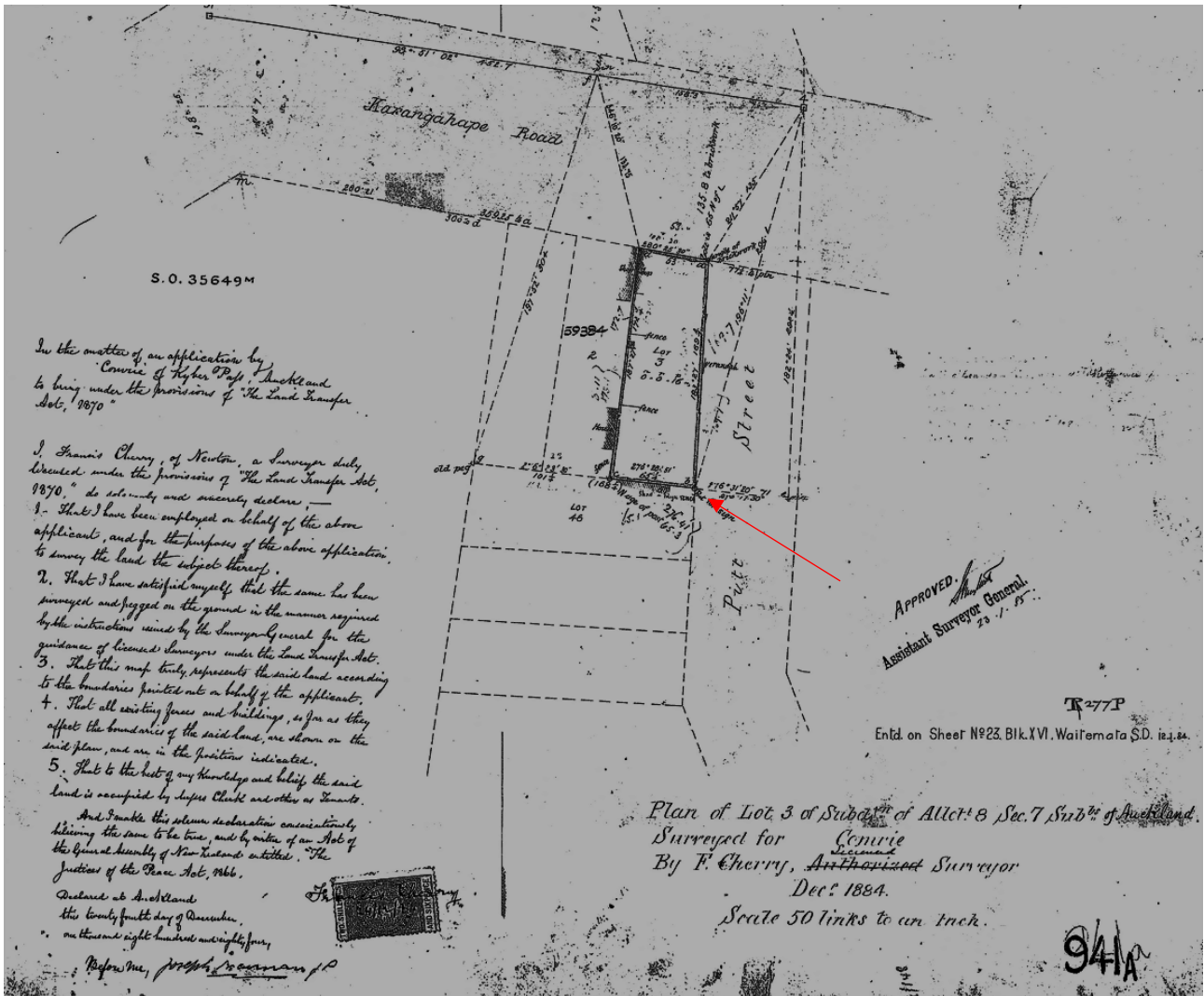


Figure 23. 1884 Survey Plan showing Lot 3, Allotment 8, Section 7 Suburbs of Auckland. Lot 46 shows the line of a 'shed and high fence' hard against the southern boundary of Lot 3, arrowed. (Quickmaps, AKLDPA941)

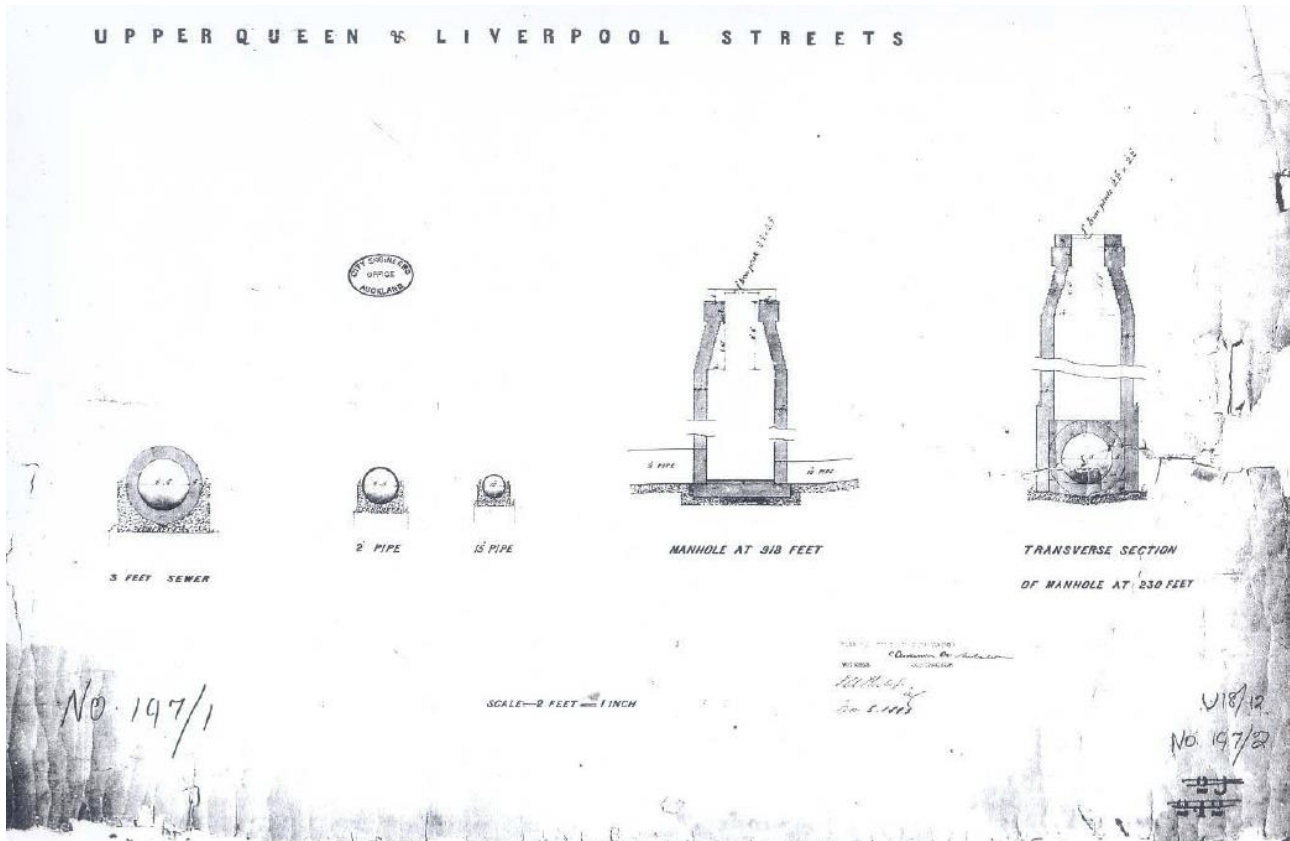


Figure 24. 1885 Drainage cross-sections for Upper Queen and Liverpool Streets (ACC015-197/2)

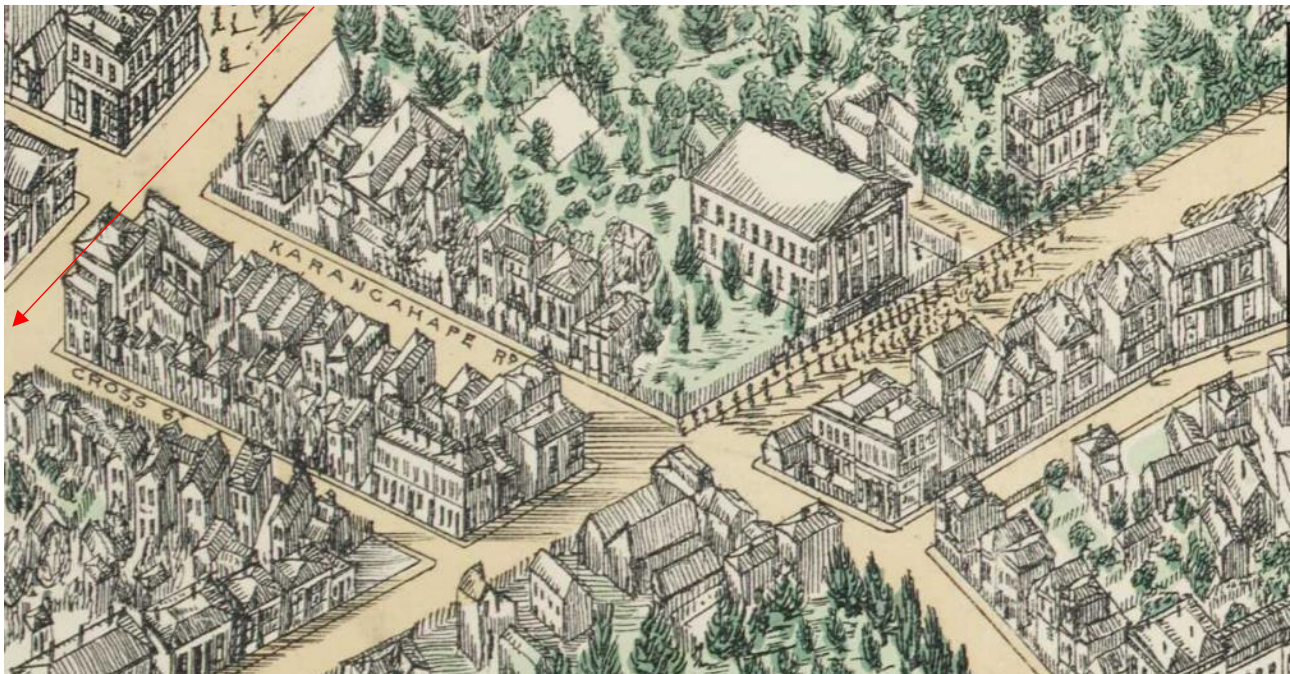


Figure 25. Detail from 1886 isometric plan of Auckland by G.T. Stevens. The section of Karangahape Road from Pitt Street to Symonds Street is captured. Upper Queen Street and Cross Street are largely residential in nature, and there are buildings indicated in the vicinity of the subject site, arrowed (Alexander Turnbull Library ref: D-001-006)



Figure 26. 1906 postcard F.T Series No. 703; Looking east along K' Road towards Pitt Street, Showing the premises of Mrs R Campbell, ladies outfitter, WF Jamieson, hairdresser, Foresters Hall, Naval and Family Hotel, Tatterfield and Company, importers in Pitt Street buildings (left of centre), JA Bradstreet, draper (right), a tram and horse drawn carts in the street. (Sir George Grey Special Collections, Auckland Libraries, 7-A4725)

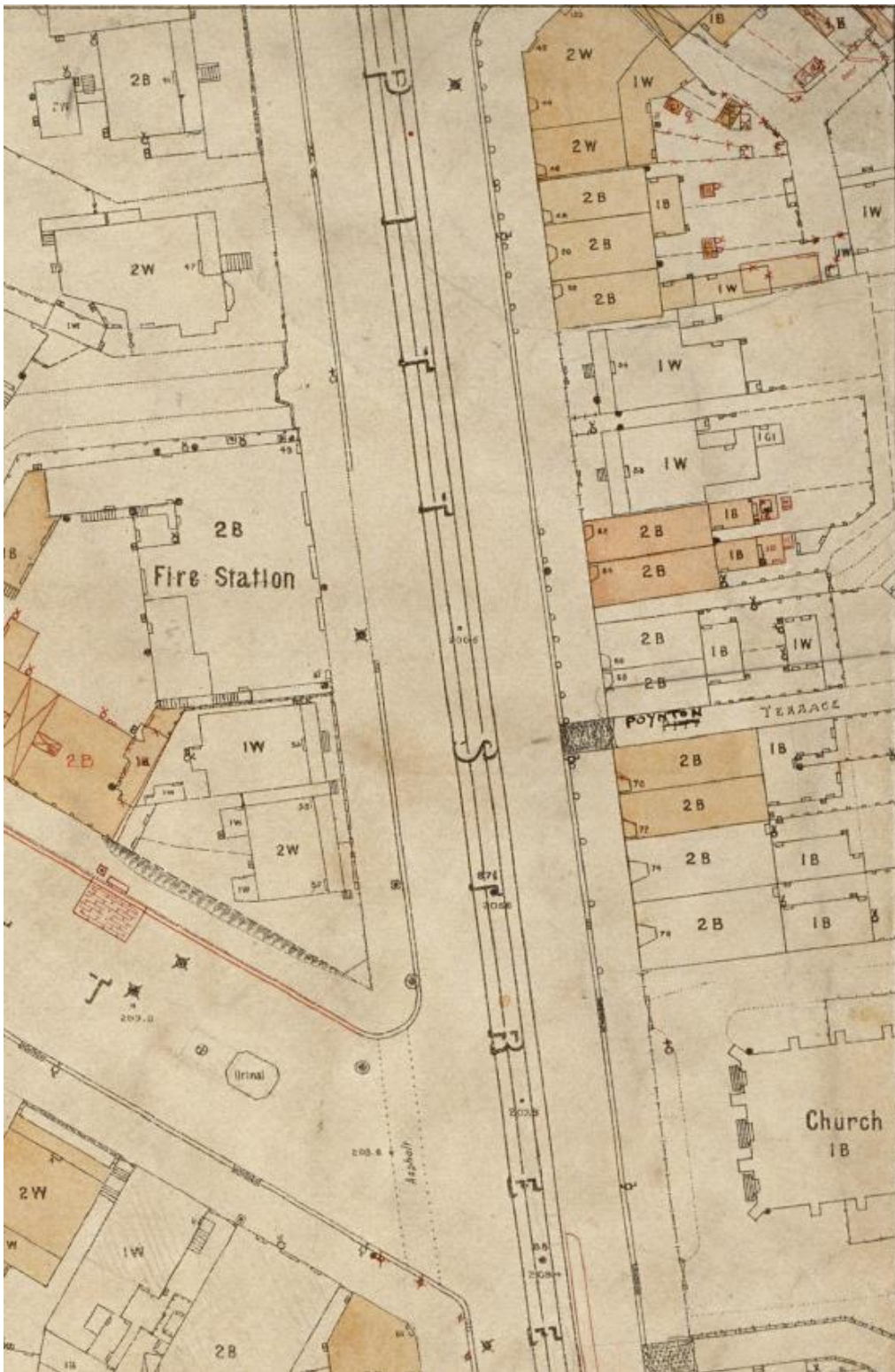
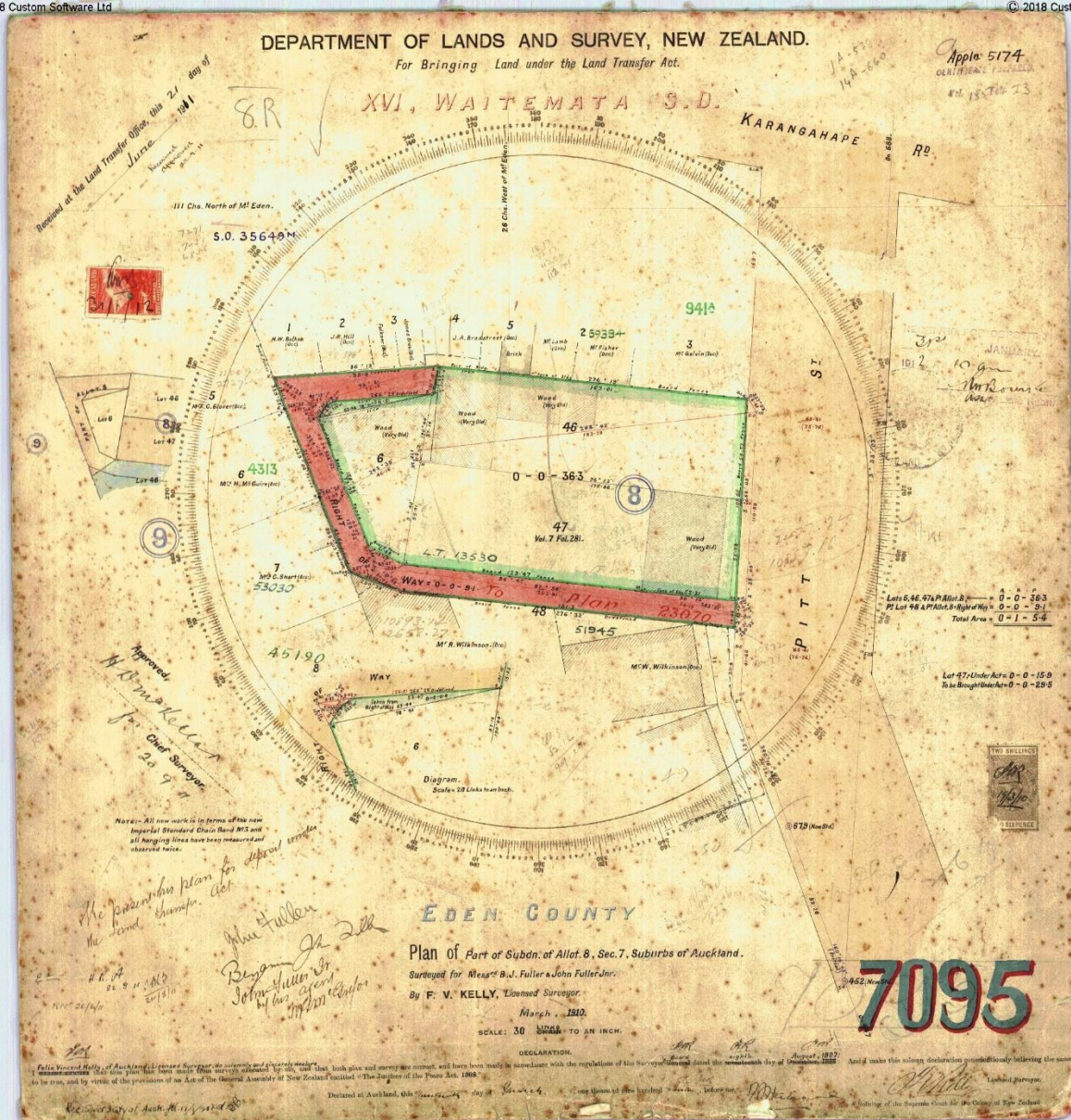


Figure 27. Details from '1908' city map of Auckland surveyed by Henry Wrigg. The version of the map shown was updated in 1919. The commercial frontages of several buildings are recognisable today. The two-storey wooden buildings at the corner of Greys Avenue have been replaced by the Fire Station Building. The earlier Fire Station location north of Beresford St is now occupied by St Johns Ambulance. Changes between 1908 and 1919 include the addition of brick buildings to the fire station site on the Beresford Street frontage site, indicated by red ink. The outline of the current Theatre building added in red ink (Auckland Council Archives ACC014_H12-a



Figure 28. Details from '1908' city map of Auckland surveyed by Henry Wrigg. The version of the map shown was updated in 1919. The commercial frontages of several buildings are recognisable today. The two-storey wooden buildings at the front of Lot 47 may be those apparent in the 1880 photograph, but possibly this is the building south of the right of way. Changes between 1908 and 1919 include the removal of all wooden buildings from the Mercury Theatre site, indicated by red crosses, and the outline of the current Theatre building added in red ink (Auckland Council Archives ACC014_H12-a)



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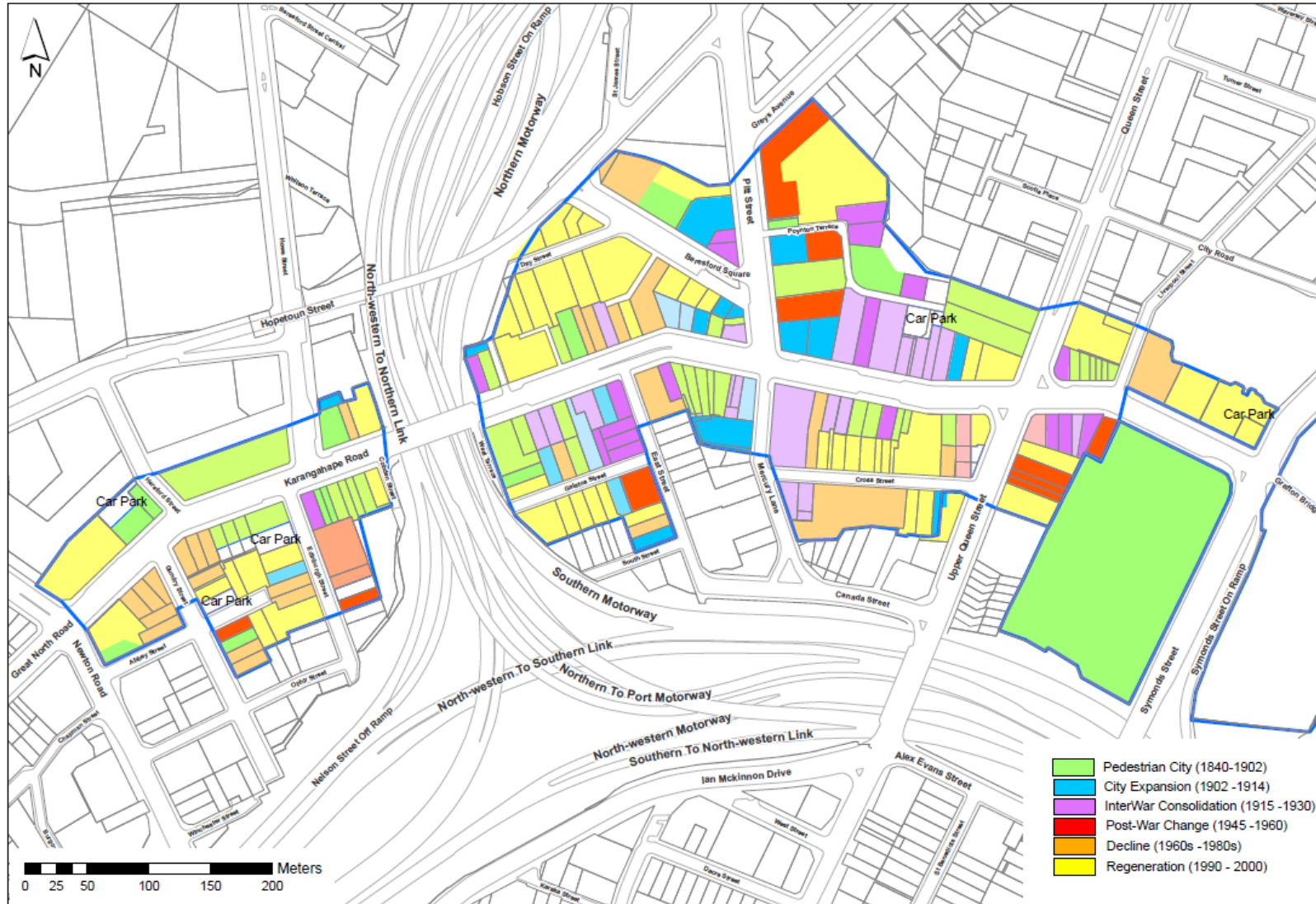
Figure 29. 1910 Survey Plan of subject site showing several wooden buildings, described as ‘very old’. Footprints are less detailed than the 1908 City map, but they are almost certainly the same structures. The lots 46 and 47 are amalgamated through this plan to form the footprint of the Mercury Theatre (formerly Kings Theatre), and the right of way along the south boundary (Quickmaps AKDP7095)



Figure 30. image dated prior to 1920 showing Kings (now Mercury) Theatre, with earlier buildings either side of the subject site. The previous buildings appear to have been entirely removed by the development of the theatre (Auckland War Memorial Museum -PH-NEG-C12444)



Figure 31. C.1915 image by Frederick George Radcliffe. Karangahape Road Auckland FGR 5203; Looking west along Karangahape Road showing the premises of left to right, J Brown and Sons Ltd (upholsterers) W M Service (cycle depot), Young sons Tearooms, Grey and Ford Ltd (drapers), Great Household Stores Ltd, Henry Hop (drapers), Cooke's soda Fountain, and Rendell's Ltd with George Courts visible in the distance on the corner of France Street with a tram turning into Pitt Street (extreme right). (Sir George Grey Special collections, Auckland Libraries, 35-R29)



Map 3: Karangahape Road Study Area Building Development Phases

Figure 32. Analysis of Karangahape Road Historic Heritage Area Building Development Phases (Auckland Council 2014 reproduced in Waitemata Local Board K-Road Plan 2014-2044, p13)

HISTORIC HERITAGE SITES

An area of 50m radius from the centre of the proposed public amenities building was adopted to define the vicinity of the overall Project area, to identify any historic heritage sites and their settings that may be affected. Given the historical development of the area, there are numerous historic heritage places along the route which reflect the past development of Auckland City from the 19th century onwards (Appendix 1).

There are 7 historic heritage sites recorded on the Auckland Council Cultural Heritage Inventory (CHI) within a 50m search radius from the centre of the roadway within the project area (Figure 33). Except for the Karangahape Road HHA these sites are all extant historic buildings, none of which will be physically impacted by the proposal. The Sites are individually identified in Appendix 1

Five of these sites (all the buildings) are also individually included on the New Zealand Heritage List/Rārangī Kōrero (HNZ List; Figure 34):

- The Naval and Family Hotel, Mercury Theatre,
- Hallenstein Bros Building, Pitt Street Buildings,
- George Courts Department store (Former)
- The Naval Family Hotel
- Pitt Street Buildings

As well as being contributors to the historic heritage area, these historic heritage places within the vicinity of the works are also individually protected historic heritage places included in Schedule 14.1 of the AUPOP (Figure 36). These places will not all be physically affected by the proposed works, but they may all experience some minor changes to their context and setting, though that change will be little apparent above and beyond the already consented scheme (LUC60420320). The relevant details for these historic heritage places are summarised in Appendix 1 (Table 3) below.

Although there is a single CHI record entry for the K' Road historic heritage area, numerous buildings are recorded individually in the Historic heritage area overlay as contributing sites. Including those individually identified contributing buildings within the project area, approximately 82 specifically recorded historic heritage places have been identified within 50m of the alignment of the entire K' Road cycleway and Street Enhancement Project (Table 3). Individually contributing sites are shown in Figure 38.

Historic street furniture and paving treatments

Field assessment also identified additional minor features of historical interest within the streetscape of the overall Project area which are either unrecorded on these databases or not included as discrete places. These include items of historical street furniture and details such as historical bluestone kerbing surviving along parts of the road section. Survey marks, and historical cast-iron services covers are also present. These historical street furniture elements collectively provide minor interest to the roadway and reflect the historical development of Karangahape Road and surrounds. They provide a limited contribution to the period of historical interest for which the K' Road historic heritage area is primarily recognised.

Archaeological Sites

There are very few recorded archaeological sites within the vicinity of the project area (Figure 35). This is despite the documented age and history of Karangahape Road, which itself would meet the HNZPTA 2014 criteria for a site of occupation prior to 1900. These include the former Naval and Family Hotel (NZAA ref R11/2798), Symonds Street Cemetery (NNZAA ref R11/1766), and the Pitt Street Methodist Church (NZAA Ref R11/2799). Previous historical research has identified a several other buildings of pre-1900 date extant along the section of Karangahape Road within the general vicinity of the project area. These are mostly located within the two blocks either side of the K' Road Overbridge, with smaller groups between East Street and Mercury Lane, between Mercury Lane and Upper Queen Street, and between Queen Street and Liverpool Street (Sheldon 2014; Figure 32).

Previous archaeological investigations⁶

Most archaeological sites recorded in the central city have been identified through historical and archival research, rather than through direct archaeological investigation (Farley et al 2013, 19). The recent Karangahape Road Cycleway upgrade project was undertaken prior to the Covid Pandemic and earthworks were monitored by Plan.Heritage Ltd. for this project (Brown and Brown in prep). Monitoring of earthworks, tree pits and raingardens the length of Karangahape Road found that earlier 19th century surfaces had typically been truncated by later Road development. A few post-1900 sub-surface features identified included masonry inspection pits and culverts relating to water supply infrastructure at the Ponsonby end of Karangahape Road, but little else in the middle and eastern sections between the SH1 overbridge and Upper Queen Street. Occasional remains of masonry structures apparently relating to the early-mid 20th century tram network, and the remains of a timber pylon, were amongst the only other features revealed during these extensive works (Figure 37).

Near the subject site, the nearest recorded archaeological site to Mercury Lane is a brick-lined well to the rear of a surviving 19th century villa located at 18 East Street (R11/2245). This building is almost the only early residential building still surviving in the area, all neighbouring sites having been redeveloped during the 20th century.

At the northern end of Pitt Street, the scheduled former 19th century Wesleyan Chapel (former) still extant at 8a Hobson Street (AUPOP id 1995; CHI Ref 17239) is also recorded as an archaeological site R11/2780. Elsewhere in the vicinity an archaeological assessment by Simon Best looked at the Baptist Tabernacle site on Queen Street just to the north of the project area, and this assessment also included the adjoining lots at the junction of Queens Street and Karangahape Road, now redeveloped as 129 Karangahape Road and 441 Queen Street (Best 2002).

A more recent archaeological assessment of the 'Las Vegas Strip Club' site (Farley et al 2013) also identified the nature of the road as having pre-1900 development generally, but for which there has been little in the way of research or physical investigation (ibid. p19). The report identifies that the existing building dates to an Edwardian phase of development, but that there may be some potential for subsurface remains to survive. The report recommended that an archaeological authority should

⁶ Updated from Brown and Brown 2018.

be applied for in relation to any future groundworks and that these should be archaeologically monitored (ibid. p39).

Within the wider city centre, several archaeological investigations have revealed early infrastructure and road surfaces. Survival of 19th-century archaeological features within the city centre road reserve is variable. Excavations for new street features in Freyberg Place for example revealed Edwardian foundations, the early-1900s rebuild of the boundary wall for the former Wesleyan Chapel site (R11/1665), and a modern brick stormwater inspection pit. There was however no evidence for earlier development identified within the trench locations, because of a number of phases of redevelopment within the square during the second half of the 20th century (Brown et al 2017). Further north of Freyberg Place, investigation works for the upgrade to O'Connell Street revealed some subsurface brick walls. These were interpreted as foundations for 19th-century buildings fronting the earlier boundary line for the street, prior to widening (Farley 2013).

Recent archaeological investigations within the road reserve throughout the central city south of Karangahape Road recorded a variety of features typically associated with Victorian and Edwardian infrastructure.

Investigations for City Rail Link (CRL) stormwater diversions in Albert Street, Victoria Street and Swanson Street revealed two brick barrel drains, two brick inspection chambers, an arched hollow brick drain and glazed drainage pipes. In addition to the archaeological features identified, the exposed section of the historic Orakei Main Sewer (early 1900s) was also recorded. The project found that late 19th- and early 20th-century drainage as built, largely correlates with the historic archival information available (Judge et al 2018). A Brick drain, in profile taking the form of an inverted egg, was found at the junctions of Albert Street and Victoria Street West (ibid). Brick drains constructed in this profile were first adopted by British civil engineers in the UK during the mid-19th century (Law, Burnell & Clark 1882, 572). The narrow elliptical profile to the base of the drain was adopted so that the flow of the water under gravity, necessary for carrying away the sewage, would be sufficient even during periods of low stormwater runoff (ibid). The archaeological investigations undertaken for these works also noted substantial truncation of earlier ground surfaces due to road re-surfacing and laying of modern utilities trenches (Judge et al 2018).

Closer to Karangahape Road, previous archaeological investigations within Myers Park (Archaeological site R11/2017) were undertaken in 1997-1998 by Simon Best during construction of a dam wall along the Waihorotiu Stream. These investigations recorded 19th century drainage infrastructure in the form of an egg-shaped barrel drain, and a circular brick drain (Best 1998b). The circular drain was similar in profile to those engineering drawings shown in Figure 24. These features were assessed as being of 1883-1885 date, which correlates with the date of the engineering drawings. Similar brick culverts and drains of both egg-shaped and circular profiles were recorded during the early 2000s excavations for the train terminal at Britomart Station (Bickler et al 2005).



Figure 33. Historic sites (yellow dots) recorded on the Auckland Council Cultural Heritage Inventory (CHI) within 50m radius (red line) of the project area (Auckland Council Geomaps Accessed May 2024)



Figure 34. HNZN New Zealand Heritage List/ Rārangī Kōrero sites (excluding historic areas) in the vicinity of the overall Project area. Pitt Street to Mercury Lane (HNZN List search online accessed May 2024)

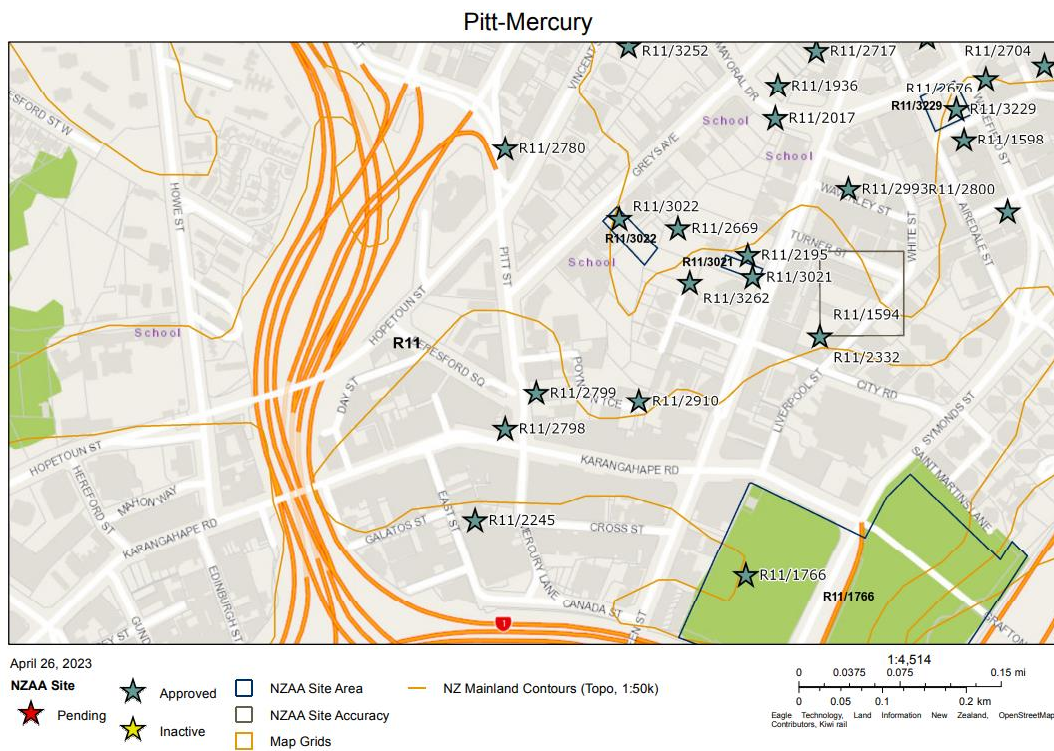


Figure 35. NZAA Archaeological Sites recorded in the vicinity of Karangahape Road (ArchSite database Accessed May 2024)

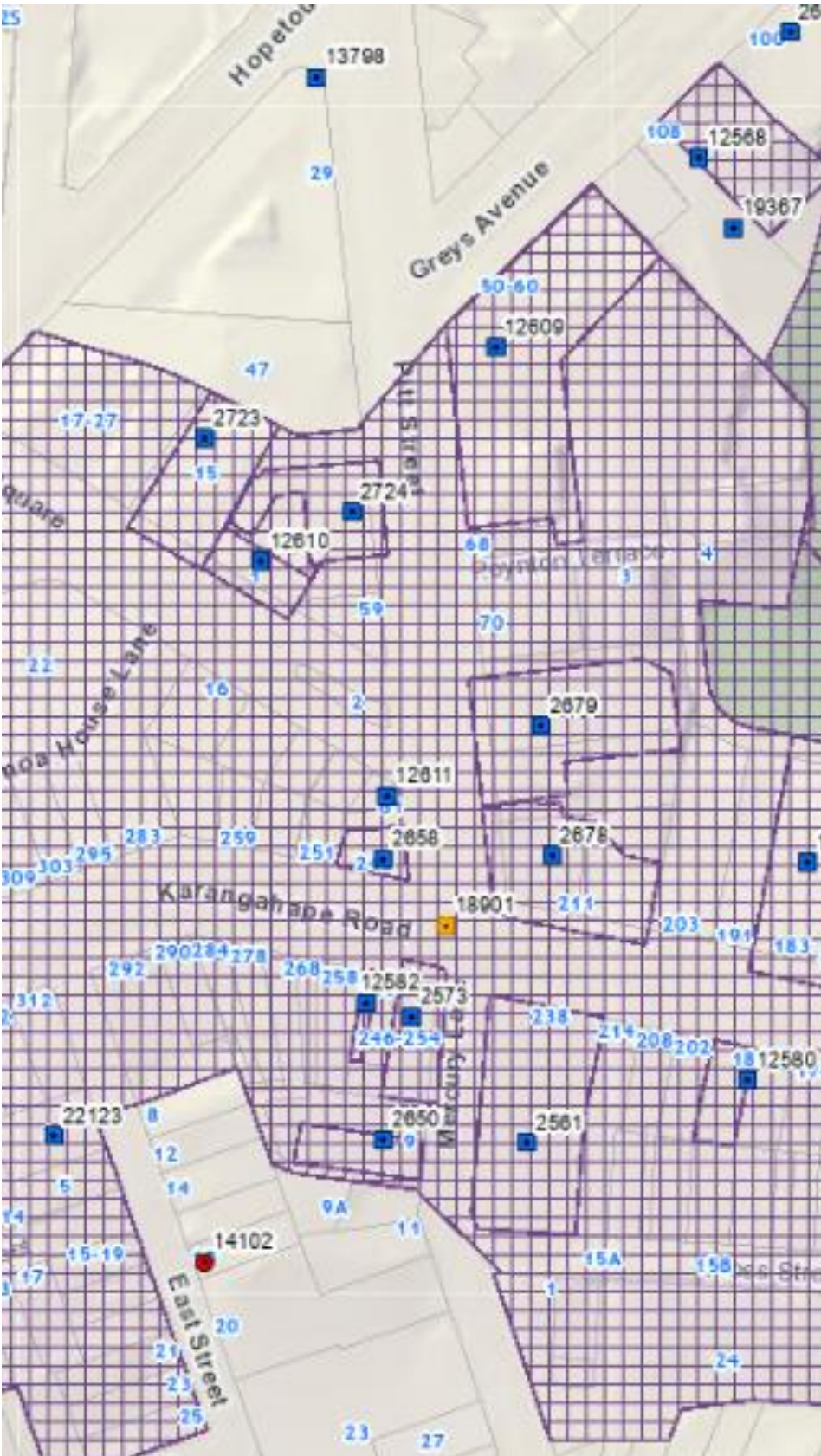


Figure 36. AUPOP Scheduled historic heritage places in the vicinity of the overall Project area (Auckland Unitary Plan viewer accessed May 2024)

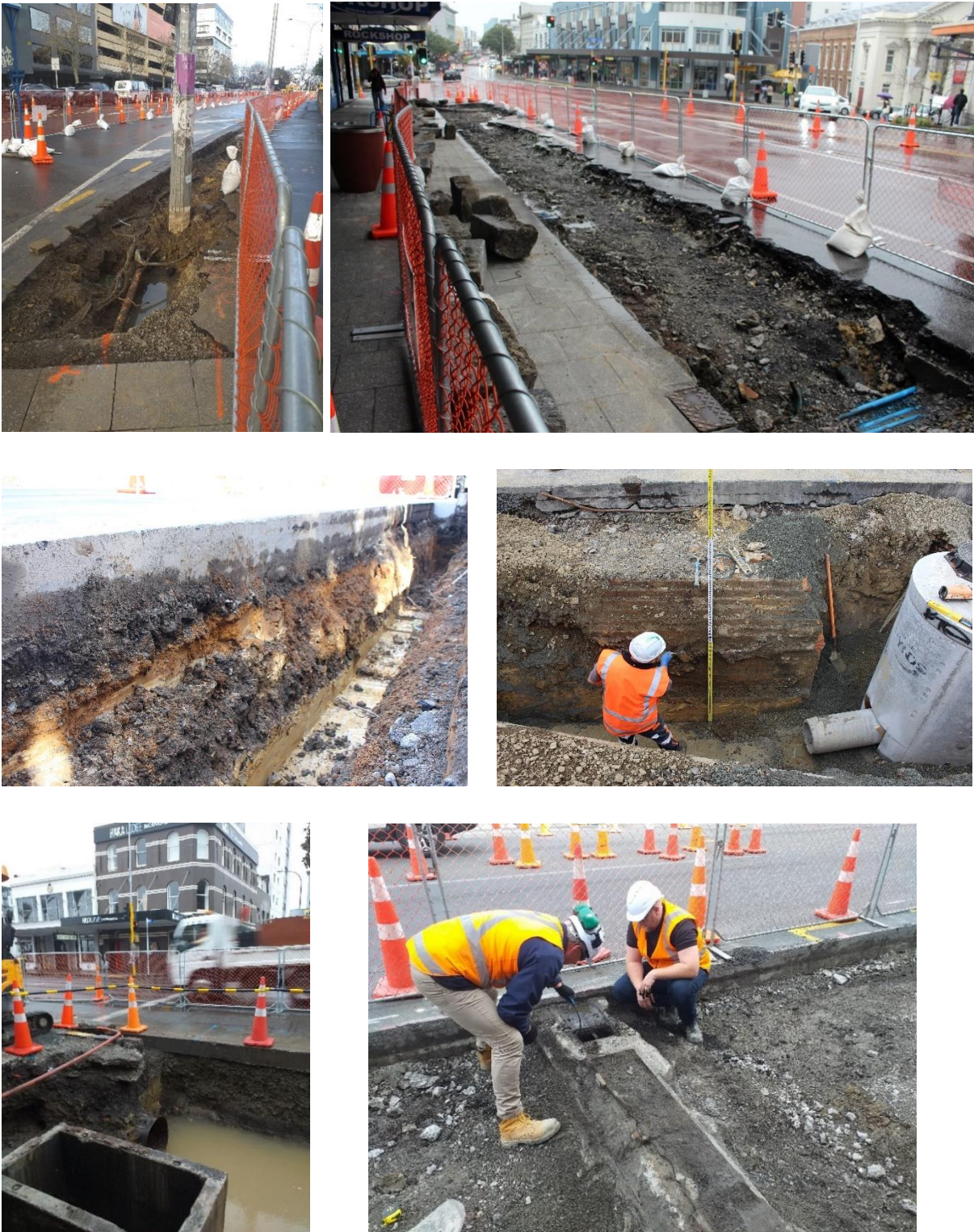


Figure 37. examples of sub-surface features identified during monitoring of Karangahape Road Cycleway upgrade (Plan.Heritage Ltd)

HISTORIC HERITAGE VALUES

Resource Management Act 1991: AUPOP statement of historic heritage significance – Karangahape Road historic heritage area

The Project Area has been previously assessed for historic heritage values through the Auckland Unitary Plan Operative in Part (Sheldon 2014). Most of the project area has been scheduled as part of the Karangahape Road historic heritage area (AUPOP Schedule 14.2; id 02739). A summary statement of significance for the Karangahape Road historic heritage area is provided in Schedule 14.2 of the AUPOP and is repeated below:

Schedule 14.2.12 Karangahape Road Historic heritage area (Schedule 14.2 ID 02739) Statement of significance

The Karangahape Road Historic heritage area has significance for its historical association with the commercial and residential development of Auckland, from the time of the city's colonial establishment through to the mid-20th century. The area retains considerable significance due to the predominance of Victorian and Edwardian-era buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby, and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connections with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic heritage area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end. Included within this area are the buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and Interwar-period commercial buildings. The buildings are generally two- to three-storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20th century and reflect the core pattern of development for Karangahape Road. Along the associated side-streets there are more modest early and mid-20th century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

There has been redevelopment along the road and in its surrounding area, resulting in the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in the historic heritage area, but have been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the historical integrity of the street. The retention and sensitive adaptation of existing contributing buildings is important to retaining Karangahape Road's historical integrity.

A map of the historic heritage area is provided in Schedule 14.2 of the AUPOP (Figure 38). It should be noted that within the project area, all the buildings fronting the street are identified as character contributing sites. Individual places identified the Karangahape Road historic heritage area are illustrated in Appendix 2.

Map 14.2.12.1 Historic Heritage Area: Karangahape Road

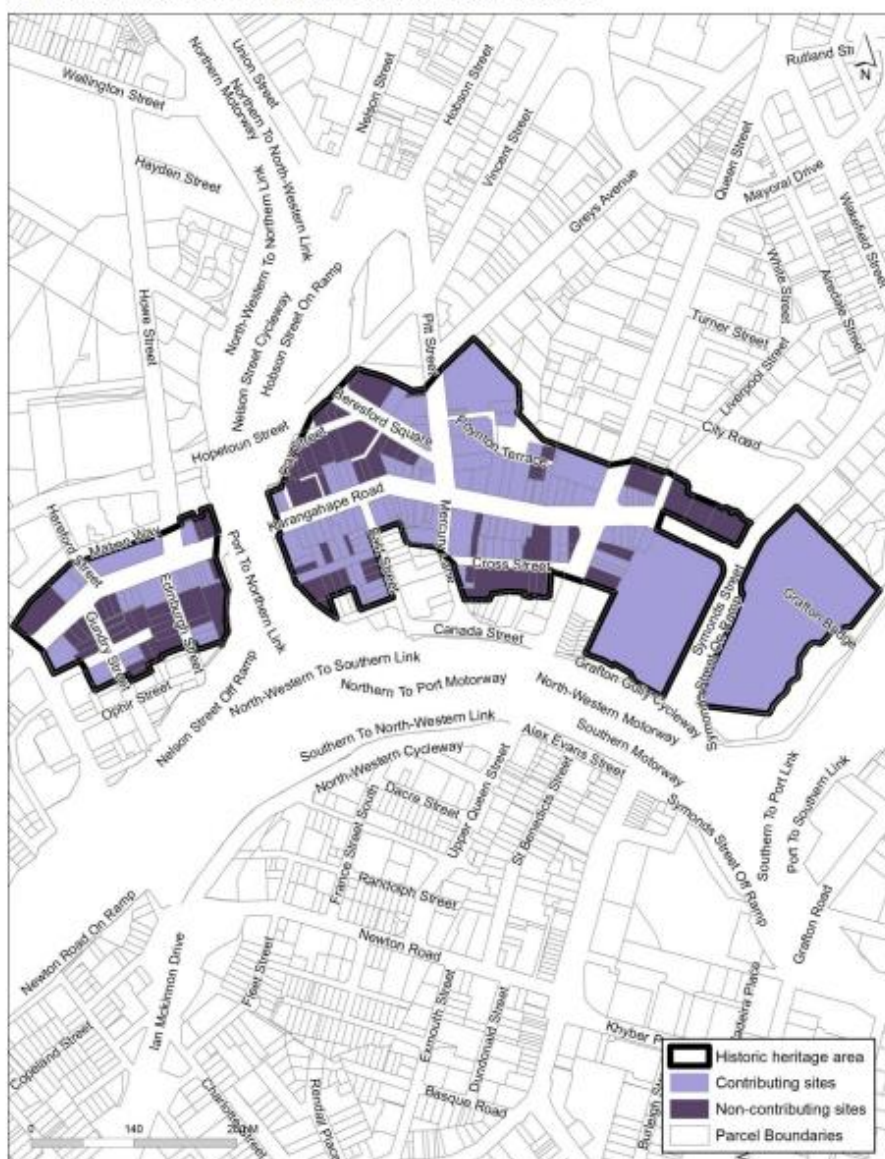


Figure 38. Map 14.2.12.1 Historic heritage area: Karangahape Road (Auckland Council Unitary Plan Operative in Part – Schedule 14.2)

Heritage New Zealand Pouhere Taonga Act 2014: Archaeological value and significance

Section 46 of the HNZPTA 2014 states that all authority applications must include an assessment of the archaeological values of any archaeological site that may be affected by the proposed activity, so the effects on those values can be assessed. Heritage NZ has provided guidelines (Heritage NZ 2006a: 8-9) setting out criteria that are specific to archaeological sites:

- condition
- rarity/uniqueness
- contextual value
- information potential
- amenity value
- cultural associations

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.

Archaeological values assessment

The Heritage NZ criteria have been used to evaluate the archaeological value and significance of Karangahape Road HHA Road Reserve (see Table 1). Overall, Karangahape Road HHA Road Reserve is considered to have low to moderate archaeological value based on the criteria discussed. While the wider Karangahape Road HHA has high contextual values, the information potential of the Road Reserve is considered to be limited due to the degree of historical alteration and street modifications which have occurred over more than 150 years. This has affected the fabric/ survival of the 19th century road surfaces and infrastructure. There are many examples of the site type locally, regionally and nationally, and a number of other roads within the vicinity of the place which are likely to be less altered, not being a major urban thoroughfare.

Table 1. Archaeological values assessment for Karangahape Road HHA (Heritage NZ 2006: 8-9)

Karangahape Road HHA - Road Reserve	
Value	Assessment
Condition	The roads within the K Rd HHA have been highly modified over time, but still follows the original route established in the mid-19 th century. The condition of any subsurface deposits is unknown, but should these survive they are likely to be fragmented by later road surfacing, installation of utilities and previous street upgrades. The likelihood of substantial subsurface deposits to survive within the project area without previous modification is low. Archaeological deposits relating to individual properties along the road are likely to be largely contained within established property boundaries themselves.
Rarity/Uniqueness	There are many other comparable examples locally, regionally and nationally. This example is regionally and locally unusual as a former administrative boundary and has significance in defining the southern extent of the colonial capital of Auckland.
Contextual Value	The relationship of Karangahape Road with pre-European Māori trackways along the Newton Gulley ridge line, and as a defining administrative boundary for the subsequent establishment of Auckland as a colonial capital, is high.
Information Potential	The extent of information that might be recoverable is limited as the 19 th century elements of the roadway have been substantially modified especially at higher levels. This limits the amount of surviving fabric that can be investigated through archaeological techniques. As the site type is not rare in Auckland, it is unlikely to contribute greatly to our understanding of this typology. Research questions would relate to more detailed analysis of any unrecorded features such as basements from neighbouring buildings and early services which extend into the roadway, or chance artefacts revealed through excavation.
Amenity Value	The site is entirely subsurface. However, the width of the roadway and its route inform the subsequent construction of K' Road HHA's historic buildings and determine their contextual relationships. The site is therefore considered to have moderate amenity value.
Cultural Associations	The main cultural associations of the pre-1900 site as it exists today are Colonial European. The name 'Karangahape' predates the establishment of Auckland in 1840. Māori cultural values have been assessed separately (Blair 2014). More recent cultural values are also attributed to K' Road by Pacific Island communities from the second half of the 20 th century. These are not assessed in this report.
Overall Significance	Overall, Karangahape Road HHA- Road Reserve is considered to have low to moderate archaeological value based on the criteria discussed.

Mana whenua values

This is an assessment of archaeological values and does not include an assessment of 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.

It is noted there are no recorded archaeological sites of Māori origin known to be present within the project area. Although the area was extensively occupied by Māori in the 18th- and early 19th-centuries, the probability of revealing archaeological sites of Māori origin within the project area is very low due to the substantial modification that has occurred since European settlement. Types of archaeological features that might be found in this area are likely to relate to horticultural activities, or processing of kaimoana (hangi or seafood midden sites). In archaeological terms, these types of features are among the most common archaeological remains of this period locally.

The historical association of the general area with Mana Whenua is evident from the recorded sites, traditional histories and known Māori place names in Auckland. However, there are no scheduled sites of value or significance to Mana Whenua identified in the AUPOP within the project area.

Assessment constraints and limitations

This assessment is based on the information available at the time of the report. Historical and contextual research was undertaken within the timeframe available to an extent that enables the project to be assessed in accordance with statutory requirements, but it is not exhaustive. It is possible that additional research may yield new information on the place, however the research carried out is proportionate to the likely effects of the project on archaeology.

It should be noted that visual inspection of the area cannot necessarily identify sub-surface archaeological features. This report does not include a detailed structural or condition survey for the built form of the street. It also does not assess the historical attributes of any trees.

THE PROPOSAL

The project documentation prepared by Landlab provides the following overview of the project, which includes the following elements (Figure 39; Figure 40):

Public amenities (Toilet Block)

A new double-closet multi-gender toilet block in the Orbit model is proposed as it is consistent with other facilities used in Auckland CBD, and the shape is most sympathetic to both the existing building character of the adjacent George Courts Building and the public realm design of Mercury Lane. This in large part is due to the rounded corners and the discrete roof profile. Initial conversations with the Project K mana whenua working group indicated a preference for no patterning to be used on the facility. This preference is to be confirmed during detailed design. As an initial indication, the project team recommends a finish like the Wellington War Memorial—a solid metallic colour with a matte finish, less reflective than a standard stainless-steel finish.

Pavement works.

Minimal pavement resurfacing works will occur in the carriageway along the new kerb line, and small localised patches of pavement reconstruction, to accommodate the accessible ramp and step connection to the Toilet block.

Utilities upgrades

Some utilities connections will also be required as part of the works to be integrated with the consented Karanga A Hape Neighbourhood Improvements Project (LUC60420320). Trench widths will be in the range of 0.5m wide to 1.5m wide where more than one service is combined into one trench. Depths will also range from 0.9m deep to 3m deep in some places. This is dictated by grades on pipes and the overlying topography. Trench construction is likely to be open trenching, rather than directional drilling, though this is not confirmed at this stage.

Examples of Exeloo Orbit



Exeloo Orbit - Wellington War Memorial.
Preferred colour option - matte metallic finish.



Exeloo Orbit - Wellington War Memorial.
Consideration needs to be made to the durability of this finish.



Exeloo Orbit - Lower Albert Street Auckland
Consideration of level tie in to accessible unit from sloped footpath.

MERCURY LANE AMENITY STRUCTURE
PRELIMINARY DESIGN

LAND
LAB

Preliminary layout

NOTES
REFER LANDLAB DRAWINGS FOR ALL URBAN DESIGN ELEMENTS SETOUT AND FINISHING DETAIL.
ALL PLANS TO BE READ IN CONJUNCTION WITH KEY NOTES REFER TO LANDLAB DEMOLITION PLANS (A-10-01) FOR DEMOLITION.
REFER BECA CIVIL DRAWINGS FOR CIVIL SETOUT LEVELS, COMPOSITE CONSTRUCTION Joints, FINISHING DETAILS AND METHODOLOGY. KERBS, CHANNELS, ROADMARKING, SERVICE LOCATIONS, CABINETS AND STUTTLERS.
REFER BECA LIGHTING DESIGNERS DRAWINGS FOR LIGHTING / ELECTRICAL SETOUT AND DETAILS.

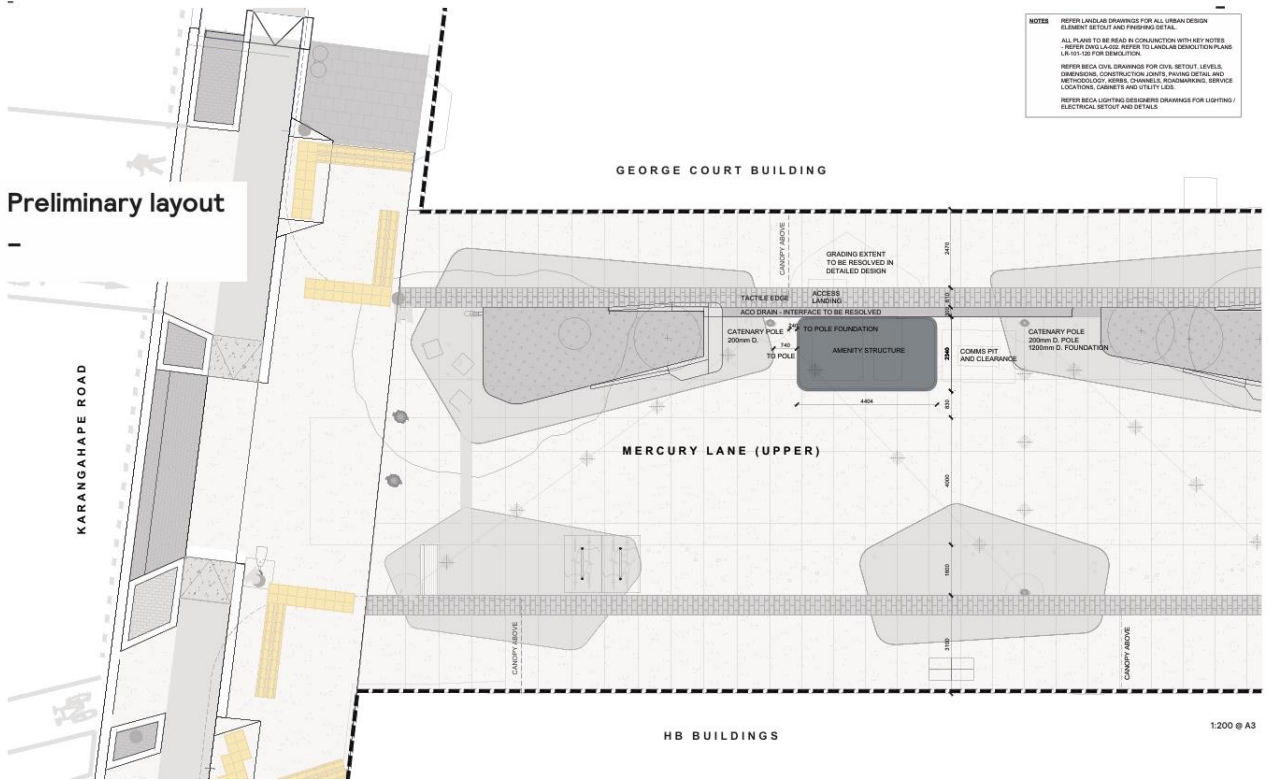


Figure 39. Plan location and view South along Mercury Lane



Figure 40. Render elevations

ASSESSMENT OF EFFECTS

This assessment of effects on historic heritage reviews the information provided by the applicant and considers this regarding both the Auckland Unitary Plan Operative in Part (AUPOP), and separately against the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA).

Resource Management Act 1991: Auckland Unitary Plan Operative in Part (AUPOP)

The proposed works have the potential to affect the setting of several historic heritage places. There may also be cumulative effects arising where there are several concurrent or planned future projects to consider.

The methodology for assessment of effects is set out in Appendix 3. It is based on internationally established good practice for Environmental Impact Assessment. Each historic heritage place (either formally protected or informally recognised) that has potential to be affected by the proposal is identified and assigned an 'importance' value based on its heritage values. Activities associated with each phase of works are identified where they may affect a historic heritage place. A discussion as to the nature (adverse, neutral, or beneficial); level (less than minor, minor, moderate, significant, critical); and permanence (temporary, permanent) of any identified effects is provided. The assessment presents all the relevant objectives and policies for both the Regional Policy Statement (RPS) and District Plan (DP) provisions of the AUPOP. The review of relevant objectives and policies is followed by any relevant criteria for assessment. Where appropriate, conditions for enhancing beneficial effects, or avoiding, remedying or mitigating adverse effects on historic heritage, are provided (see recommendations below).

Physical effects on historic heritage places

There will be minor modifications to ground surfaces within the Karangahape Road Historic heritage Area (AUPOP id 2739) for a small portion of Mercury Lane south of the junction with Karangahape Road. This area falls within the already consented Karanga-a-Hape Neighbourhood Improvements (LUC60420320).

Within the project area, modifications to ground surfaces will be undertaken within the extent of place of the following individually scheduled historic heritage places where this extends into the road reserve. These places are:

Name/Address	AUPOP HH Schedule / Category	AUPOP Notable Tree id	AUPOP SSMW Schedule	HNZ List / Category	CHI ref	NZAA Archsite ref	NZTM reference
Karangahape Road Conservation Area Karangahape Road Character Area	2739 HHA (all contributing sites)	N/A	N/A	N/A	18901	Unrecorded Pre-1900 site (roadway)	1756808.65 5919471.61

These modifications will not physically affect any of the individually scheduled or contributing sites within the project area, as they are contained within the road reserve.

The pavement modification required for the ramp is very limited in scale. Pavement modifications generally extend outwards into the road reserve and will not interfere with building shopfronts. Any smaller features of historic interest within the affected area of pavement such as bluestone kerbs and service covers should be identified for retention within the wider project area.

Overall the adverse physical impacts of the proposal on historic heritage values for the built environment from the proposed works are negligible. Once completed in combination with the other street upgrade works, the new footpaths and road surfaces will enhance the overall condition and quality of the streetscape and will generate a moderate beneficial effect of a permanent nature.

Deeper trenches such as tree pits and service connections which are dug to depths up to c.1.7m within the road reserve have the potential to pass beyond modern made ground layers and impact on subsurface archaeological features, should any survive in these locations. Based on the recent monitoring of Karangahape Road Cycleway upgrades, this presents a very low risk due to the scale of works and extent of previous modifications in the road reserve, but cannot be discounted entirely.

There are no additional archaeological controls associated with the Karangahape Road HHA overlay, so there is no statutory assessment of the potential effect under the AUPOP provisions. Instead, this aspect is discussed in more detail under the following HNZPTA assessment of effects on archaeological sites. Effects in relation to the setting of historic heritage places arising from the removal or planting of street trees are discussed in more detail below.

Construction effects, and vibration

During construction works there is a potential for accidental damage to occur to existing built fabric of historic heritage value. Scheduled, listed or 'contributing' historic heritage places which are in close proximity to the works, and which have highly detailed ornamentation may be potentially at risk of cosmetic damage such as cracking to plaster, glass etc. However, it should be noted that no such effects were observed generally during the equivalent works for Karangahape Road. This is therefore assessed as a very low risk which can be avoided or mitigated through an appropriate construction management plan.

Effects on the setting of historic heritage

Section D17.1 of the AUP(OP) defines the setting of a historic heritage place as follows:

Setting of a historic heritage place

The setting of a historic heritage place includes elements of the surrounding context beyond the identified extent of place within which a historic heritage place is experienced. The setting of a historic heritage place includes the sea, sky, land, structures, features, backdrop, skyline and views to and from the place. It can also include landscapes, townscape, streetscapes and relationships with other historic heritage places which contribute to the value of the place.

There will be an obvious but minor change to the streetscape because of the proposal, in addition to the works already planned and consented for the Karanga-a-Hape Neighbourhood Improvements (LUC60420320). This change will affect the setting of all those built heritage sites identified above and in Appendix 1. Where these effects relate to the setting of historic heritage places, including the

Karangahape Road Historic heritage area they are assessed as a permanent but low adverse (Less than minor) impact. This is because it is an expected development to locate public amenities within the road and the proposed design form, in a non-reflective colour finish, will not overly detract from the setting of neighbouring heritage places, especially in conjunction with the other already consented works.

The location of the public amenities has been deliberately chosen to place the toilet block opposite the blank wall section of the George Courts Building. Within the streetscape, this avoids the possible interruption of key façade elements when viewing the building elevations in either direction. Any adverse effects from the structure itself are limited to its low mass and scale relative to the neighbouring buildings, and simple design form. Additionally these changes will be offset by the other consented works which will generally be beneficial improvements to the setting of built heritage places through improved overall amenity (**Error! Reference source not found.**).

Remediation works

It is assumed that in the very unlikely event of any accidental damage arising from the proposed works, remediation to built heritage places will be undertaken as 'like-for-like' repair and in accordance with good practice conservation principles (e.g. New Zealand ICOMOS Charter 2010). Maintenance and repair in this manner is a permitted activity under the AUP(OP) provisions (Section D17) and would result in no adverse effects to built heritage features. A specific protocol for remediation could be included within a Heritage Construction Management Plan (HCMP) as a condition of consent.

Use effects on historic heritage

Once works are completed, there will be no ongoing adverse impacts from construction activities. Use of the facility is an expected outcome in the public realm and will not generate ongoing adverse effects to heritage values.

Indirect effects on historic heritage

There are no indirect effects of the proposed work that would harm the ongoing and viable use of the nearby historic heritage places. the associated street upgrade is anticipated to result in improved pedestrian and commuter experiences along the route. In conjunction with the other consented works, this proposal will result in moderate beneficial use effects for the Karangahape Road Historic heritage area because of an improved pedestrian scale and walking environment. The proposed improvements to Mercury Lane will benefit visitors to the Theatre and users of the CRL Stations generally. Are therefore likely to be of minor to moderate benefit and permanent in nature.

Cumulative effects

As discussed above, this proposal has also considered the already granted, but not yet executed, street upgrade for Mercury and Pitt Streets (AC ref LUC60420320). No Significantly adverse cumulative effects from arising from other resource consent applications or consented works to the either the historic heritage area or the setting of specifically scheduled historic heritage places within the vicinity of the project area have been identified because of this proposal.

STATUTORY FRAMEWORK

There are two main pieces of legislation in New Zealand that control work affecting historic heritage sites (including archaeological sites). These are the Resource Management Act 1991 (RMA)⁷ and the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). The Building Act 2004 (BA) and the Building (Earthquake Prone Buildings) Amendment Act 2016 (B(EPB)AA) are also relevant when considering works to historic buildings and building code regulations.

Resource Management Act 1991 (RMA)

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, wāhi 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. Archaeological and other historic heritage sites are resources that should be sustainably managed by 'Avoiding, remedying, or mitigating any adverse effects of activities on the environment' (Section 5(2)(c)).

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 wāhi tapu; (iv) surroundings associated with the natural and physical resources'.

Regional, district and local plans contain provisions that help to identify, protect and manage historic heritage places. The plans are prepared under the rules of the RMA. This includes definitions, identification of heritage sites and assessment of their heritage values, historic sites, incentives, regulatory controls, and mapping. The Auckland Council Operative in Part Unitary Plan (AUPOP) is relevant to this proposal and is considered in the assessment of effects section (below).

Further information on the RMA is available on the RMA Quality Planning Resource website under 'plan topic' historic heritage (<http://www.qualityplanning.org.nz>) and New Zealand Legislation website (<http://legislation.govt.nz>).

⁷ Management of historic heritage is also administered under the Local Government Act 2002 (LGA) and there are also relevant historic heritage-related provisions under the Reserves Act 1977, the Building Act 2004 and the Marine and Coastal Area (Takutai Moana) Act 2011. There are a range of organisations involved including: Ministry for Culture and Heritage, Ministry for the Environment, Heritage New Zealand, local authorities, iwi and hapū, and community groups.

Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA)

Heritage New Zealand Pouhere Taonga (Heritage NZ) administers the HNZPTA. The HNZPTA contains a consent (authority) process that 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), –

(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

(b) includes a site for which a declaration is made under section 43(1)'

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

Heritage NZ also administer the New Zealand Heritage List/Rārangi Kōrero (The List). The List is the only statutorily established national list of New Zealand's significant and valued historical and cultural heritage places. Entry on the List infers no statutory protection, but many places which are scheduled in regional and local plans are also places included on The List, and Heritage NZ may be deemed an affected party by the local authority when a resource consent is required for such places. Additionally local authorities are required to notify Heritage New Zealand Pouhere Taonga if a building consent application is received regarding a property on The List. This allows Heritage New Zealand Pouhere Taonga to offer conservation advice to property owners and the local authority. The fact that a property is included in the List should be noted on any relevant land information memorandum (LIM) supplied by a local authority. Further information on the HNZPTA is available on the Heritage NZ website (www.heritage.org.nz) and New Zealand Legislation website (<http://legislation.govt.nz>).

Note that a number of historic buildings within the project area are included on The List at this time. Additionally, as a site of human occupation and activity prior to 1900 Karangahape Road meets the definition of an archaeological site under the provisions of the HNZPTA. This is addressed further in the assessment section of this document.

Māori heritage sites

The RMA and HNZPTA provides for the relationship of Māori with their ancestral lands, water, wāhi tapu sites and other taonga (<http://www.qualityplanning.org.nz>). Recognition and protection of Māori heritage is a fundamental principle of historic heritage in New Zealand.

The Treaty of Waitangi is the founding document of our nation. Article 2 of the Treaty recognises and guarantees the protection of tino rangatiratanga, and so empowers kaitiakitanga as customary trusteeship to be exercised by tangata whenua. This customary trusteeship is exercised over their taonga, such as sacred and traditional places, built heritage, traditional practices, and other cultural

heritage resources. This obligation extends beyond current legal ownership wherever such cultural heritage exists.

Note that there are no scheduled sites or places of value or significance to mana whenua within the project area. Further advice on appropriate consultation with Mana Whenua can be obtained from Heritage NZ and Auckland Council (AC).

Auckland Council Auckland Unitary Plan Operative in Part (AUPOP) Statutory Assessment

For historic heritage matters, the following reasons for resource consent are identified in Table 2 below.

Table 2. Historic heritage AUPOP activity status

Rule	Activity	Notes
D17.4.3(A33) Modifications to, or restoration of, a building, structure, or feature, within a Historic heritage area except for controlled and restricted discretionary activities specifically listed in this table	Controlled	Footpaths are considered 'features', while road reserves are considered 'non-contributing' site features.
D17.4.3(A34) New buildings or structures within a Historic Heritage Area	Restricted Discretionary	The proposal includes new structures within the HHA as outlined above

AUP(OP) B5.2.1 Regional Policy Statement: Built Heritage and Character – Objectives

- (1) Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.
- (2) Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.

Comment

Appropriate mitigation and avoidance measures through design are adopted (see recommendations section below), the proposal meets these regional objectives.

AUP(OP) B5.2.2. Regional Policy Statement – Policies

Protection of scheduled significant historic heritage places

- (6) Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including:
 - (a) the total or substantial demolition or destruction of any of the primary features of such places;
 - (b) the relocation or removal of any of the primary features of such places away from their original site and context.
- (7) Avoid where practicable significant adverse effects on significant historic heritage places. Where significant adverse effects cannot be avoided, they should be remedied or mitigated so that they no longer constitute a significant adverse effect.
- (8) Encourage new development to have regard to the protection and conservation of the historic heritage values of any adjacent significant historic heritage places.

Comment

No significant adverse effects to scheduled historic heritage places are identified as arising from the proposed works. No identified primary features will be relocated or removed away from their original site and context. The proposed new development may generate negligible / less than minor adverse effects to the physical fabric or setting of scheduled historic heritage places, but these can be appropriately mitigated through appropriate conditions attached to any resource consent that may be granted.

Use of significant historic heritage places

(9) Provide for the occupation, use, seismic strengthening, development, restoration and adaptation of significant historic heritage places, where this will support the retention of, and will not detract from, the historic heritage values of the place.

Comment

The proposal does not meaningfully detract from the values of the Karangahape Road HHA, as well as supporting all the neighbouring individual historical places identified in Appendix 1.

AUP(OP) Section D17.2 – Historic Heritage Overlay Objectives

(1) The protection, maintenance, restoration and conservation of scheduled historic heritage places is supported and enabled.

(2) Scheduled historic heritage places are protected from inappropriate subdivision, use and development, including inappropriate modification, relocation, demolition or destruction.

(3) Appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled.

Comment

The proposed public amenities are appropriately located within the road reserve and the design proposed is sympathetic to the neighbouring buildings.

AUP(OP) Section D17.3. Policies [rcp/dp]

The following AUPOP historic heritage overlay policies are considered relevant for consideration of the proposal:

D17 Policy	Comment
<i>Use and development, including adaptation</i>	
(3) Enable the use, development and adaptation of scheduled historic heritage places where: <ul style="list-style-type: none"> (a) it will not result in adverse effects on the significance of the place; (b) it will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place; (c) it is in accordance with good practice conservation principles and methods; (d) it will not result in cumulative adverse effects on the historic heritage values of the place; 	Sub-policies a-e are neutral, Sub-policy f is achieved by the proposal

D17 Policy	Comment
<ul style="list-style-type: none"> (e) it will support the long-term viability, retention or ongoing use of the place; and (f) it will not lead to significant adverse effects on the surrounding area. 	
<p>(6) Enable use and development of contributing and non-contributing sites or features within a Historic Heritage Area where it is compatible with the historic heritage values of the area.</p>	<p>The proposal is enabled by this policy</p>
<p>(7) Require the assessment of the effects for proposed works to scheduled historic heritage places, including where one or more places are affected, to address all the effects on:</p> <ul style="list-style-type: none"> (a) the heritage values of the place/s; (b) the significance of the place; and, (c) the setting and the relationship between places. 	<p>This document fulfills this requirement</p>
<p>Modifications, restoration and new buildings within historic heritage places</p> <p>(8) Maintain or enhance historic heritage values by ensuring that modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places:</p> <ul style="list-style-type: none"> (a) minimise the loss of fabric that contributes to the heritage values and level of significance of the place; (b) do not compromise the ability to interpret the place and the relationship to other heritage places; (c) complement the form, fabric and setting which contributes to, or is associated with, the heritage values of the place; (d) retain and integrate with the heritage values of the place; (e) avoid significant adverse effects, including from loss, destruction or subdivision that would reduce or destroy the heritage values of the place; and (f) avoid, remedy or mitigate adverse effects on the heritage values of the place. 	<p>Sub-policies a-f are all achieved by the proposal</p>
<p>(9) Enable modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places where the proposal:</p> <ul style="list-style-type: none"> (a) will not result in adverse effects on the significance of the place; (b) will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place; (c) is in accordance with good practice conservation principles and methods; (d) will not result in cumulative adverse effects on the historic heritage values of the place; and (e) will contribute to the long-term viability, retention or ongoing functional use of the place. 	<p>Sub-policies a-e are all achieved by the proposal</p>

D17 Policy	Comment
<i>Temporary activities</i>	
(21) Provide for signs associated with temporary activities within scheduled historic heritage places where any adverse effects on the heritage values of the place are avoided, remedied or mitigated.	The proposal is enabled by this policy
(22) Provide for freestanding displays, exhibits and temporary structures within scheduled historic heritage places where any adverse effects on the heritage values of the place are avoided, remedied or mitigated.	The proposal is enabled by this policy
<i>Infrastructure</i>	The proposal is enabled by this policy
(24) Enable the operation, maintenance, repair and upgrading of network utilities and small-scale electricity generation facilities, and connections to buildings for network utilities within scheduled historic heritage places in a manner that avoids, remedies or mitigates new adverse effects on the heritage values.	
(25) Enable the establishment of network utilities and small-scale electricity generation facilities within scheduled historic heritage places where all of the following apply: <ul style="list-style-type: none"> (a) there is a functional need or operational constraint that necessitates their location within a scheduled historic heritage place; (b) significant adverse effects on the heritage values of the place are avoided where practicable; and (c) other adverse effects are avoided, remedied or mitigated. 	Sub-policies a-c are all achieved by the proposal

D17.7. Assessment – controlled activities

The application requires resource consent both for controlled activities and restricted discretionary activities identified in the historic heritage overlay activity tables. As the application is bundled with regard to these activities, and to avoid repetition of assessment, the more onerous restricted discretionary assessment is applied below.

D17.8.2. Assessment criteria – Restricted Discretionary Activities

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

(1) for restricted discretionary activities in Table D17.4.1 Activity table – Activities affecting Category A, A* and B scheduled places, Table D17.4.2 Activity table - Activities subject to additional archaeological rules and Table D17.4.3 Activity table – Activities in Historic Heritage Areas:

(a) whether the proposed works will result in adverse effects (including cumulative adverse effects) on the heritage values of the place and the extent to which adverse effects are avoided, remedied or mitigated;

Comment

Generally, the proposed changes to the streetscape are appropriate and in keeping with the existing heritage values of the Karangahape Road historic heritage area. Changes within the extent of place of the historic heritage area, and all other individually scheduled places identified (in Appendix 1), will result in a low adverse (less than minor) or negligible adverse change to the setting of these places.

(b) whether the proposed works will maintain or enhance the heritage values of the place, including by:

- (i) avoiding or minimising the loss of fabric that contributes to the significance of the place;
- (ii) removing features that compromise the heritage values of the place;
- (iii) avoiding significant adverse effects on the place, having regard to the matters set out in B5 Built heritage and character;
- (iv) complementing the form and fabric which contributes to, or is associated with, the heritage values of the place; and
- (v) recovering or revealing the heritage values of the place.

Comment

The proposed design of the amenities does not detract from the recognised values of the Karangahape Road HHA in any significant way. The design and location of the structure avoids loss of any fabric that contributes to the significance of the place.

(c) whether the proposed works will compromise the ability to interpret features within the place and the relationship of the place to other scheduled historic heritage places;

Comment

There may be a temporary interruption in the ability to appreciate some features at any given time through construction activities and the erection of temporary hoardings, signage etc. Any hoarding or signage within the historic heritage area, or within the extent of place for individual historic heritage places, will be that required for purposes of Health and Safety in construction. These temporary activities will not generate adverse effects to historic heritage places within or nearby the project area. On completion of works, there will be no loss of ability to interpret features within the historic heritage area or individually scheduled places. The visual interrelationship between these places will be essentially retained.

(d) whether the proposed works, including the cumulative effects of proposed works, will result in adverse effects on the overall significance of the place such that it no longer meets the significance thresholds for which it was scheduled;

Comment

Minor modifications to the pavement and road reserve of the Karangahape Road historic heritage area will occur. These adaptive changes to the road reserve are considered necessary in order to achieve the access required to enter of the public amenity. The proposal will not generate adverse effects that significantly affect either the recognised values of the historic heritage area, or individually scheduled historic heritage places within the vicinity, such that they would no longer meet the AUPOP criteria for scheduling.

(e) whether the proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the place;

Comment

The proposed Toilet Block appropriately responds to the established historic heritage values of the Karangahape Road historic heritage area and the individual sites within it. Significant adverse effects are avoided.

(f) whether the proposal contributes to, or encourages, the long-term viability and/or ongoing functional use of the place;

Comment

The proposed works will, in the long-term, support a significant number of users within the vicinity of the project area. The provision of new network utilities and stormwater upgrades will be required within the road reserve, but this minor change will not result in significant adverse effects. Once completed the new infrastructure will provide significant public benefit for users.

Consideration of overall effects and cumulative effects under the AUPOP Assessment Criteria

There are neutral adverse effects on historic heritage values for the modifications within the extent of place to individual scheduled buildings identified in Appendix 1. The changes to the streetscape

generally will have a low adverse effect on the historic heritage values of the Karangahape Road historic heritage area. Cumulatively when considering the consented Street upgrade (LUC60420320), these adverse effects remain 'less than minor' adverse overall. There are overall moderate beneficial effects of a permanent nature arising from the general upgrade of the streetscape throughout the project area.

Archaeological assessment of effects (Heritage Pouhere Taonga Act 2014)

There is well-established evidence of Māori settlement and occupation in the general area prior to European arrival. There are no archaeological sites of Māori origin recorded within the project area, but the approximate alignment of Karangahape Road reflects Māori trackways along the ridgeline prior to the establishment of Auckland City. It is considered to be very unlikely that archaeological sites of Māori origin will be revealed during the proposed works because of the degree of previous modification of the street. However, the possibility of archaeological remains of Māori origin being present onsite cannot be entirely discounted.

Karangahape Road was established as a significant road which marks the administrative boundary of the colonial capital of Auckland during the 19th century. Pitt Street and Mercury Lane were both also established during the mid-19th century. Although no recorded archaeological sites are confirmed as present within the project area road reserve, there are several archaeological sites of European origin recorded in the general vicinity to the project area. There are numerous unrecorded sites of pre-1900 occupation and activity along the project area alignment including the road reserve itself.

Comparison with the findings from the Karangahape Road cycleway upgrade project suggests that the potential for sub-surface archaeological features remaining is low. However, it cannot be discounted that subsurface building foundations, features and deposits associated with 19th century buildings and infrastructure could be present within the project area, based on the desktop research. Unidentified subsurface archaeological remains are likely to be in the form of early drainage elements, former road surfaces and earlier building frontages or basements which extend into the road reserve.

If archaeological remains are encountered during works for this specific project, it will not be possible to avoid them and they will be damaged or destroyed. The significance of any potential archaeological deposits is assessed as low to moderate. It is recommended that should archaeological deposits be revealed, any adverse effects arising from modification or destruction of archaeological sites are mitigated by archaeological investigation and recording to recover information relating to Auckland's early history. Therefore it is recommended that an application is made 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 existing authority (Archaeological Authority 2024/495) include archaeological monitoring of 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 street upgrade works to be dealt with immediately, minimising project delays.

CONCLUSIONS

The Mercury Lane Street Public Amenities Project is within the Karangahape Road historic heritage area. The project also introduces slight changes to the setting of several neighbouring buildings which are individual historic heritage places which scheduled in the AUPOP. The majority of these individually scheduled places are also included in the National List administered by Heritage New Zealand.

This assessment identifies that physical changes will occur within the Karangahape Road Historic Heritage Area which result in a low adverse (Less than Minor) effect on the identified historic heritage values of the Karangahape Road HHA. Additionally, there will be negligible adverse changes to the setting of several scheduled / listed historic heritage places, and individually contributing sites to the historic heritage area.

The assessment of effects concludes that physical impacts to the built heritage places and features within the project area will be Low Adverse (less than minor overall). Significant adverse effects arising from the proposal are avoided through appropriate design.

Karangahape Road, Mercury Lane and a number of adjacent contributing sites meet the definition of archaeological sites as locations of pre-1900 activity which can inform the history of New Zealand through the application of archaeological techniques. This definition is set out in the HNZPTA 2014 and is also adopted by the AUPOP.

There is a very low potential for archaeological sites or features to be present subsurface which may be affected by deeper trench construction for the toilet block foundations and associated waste/water/utilities upgrades. The archaeological value of these potential features is assessed as low. Should they be present, any impact on archaeological features can be appropriately mitigated through the monitoring and archaeological recording of works as already set out in the authority to modify an archaeological site granted by Heritage NZ (Archaeological Authority 2024/495).

RECOMMENDATIONS

It is recommended that works within the vicinity of Neighbouring built heritage places will need to be appropriately controlled to avoid accidental damage during construction.

The following heritage conditions are recommended in accordance with statutory requirements:

Resource Management Act 1991 Recommendations

The following shall be undertaken by the Consent Holder or their appointed agent:

1. Existing in-pavement historical survey marks are to be accurately surveyed and retained in their current locations.
2. In the unlikely event that accidental damage or reduced condition occurs to a neighbouring historic heritage place as a result of the proposed works, the Consent Holder or their appointed agent shall be responsible for undertaking remediation. Remediation will be undertaken 'like-for-like' with existing materials and to a standard at least equivalent to the condition of the fabric prior to construction works.
3. A built heritage monitoring report shall be prepared to document any planned changes remediation works to any built heritage places affected by the proposed works. This will be provided to Auckland Council within 12 months of completion of onsite works, for updating of the Auckland Council Cultural Heritage Inventory.

Heritage New Zealand Pouhere Taonga Act 2014 Recommendations

- A General Archaeological Authority application has been granted by Heritage NZ under Section 44 (a) of the HNZPTA, in relation the Karang-a-Hape Road Neighbourhood upgrade.
- As the proposed works are already in the area covered by this Authority, and as they will be integrated into the existing project if granted, The existing Authority should also be applied before any activity on the site takes place that involves ground disturbance, which will ensure there are no unforeseen delays if archaeological remains are uncovered during the course of works.



John Brown
Plan.Heritage Ltd.
info@plan.heritage.co.nz
02102973641

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APPENDIX 1: HISTORIC HERITAGE SITES WITHIN THE PROJECT AREA SETTING

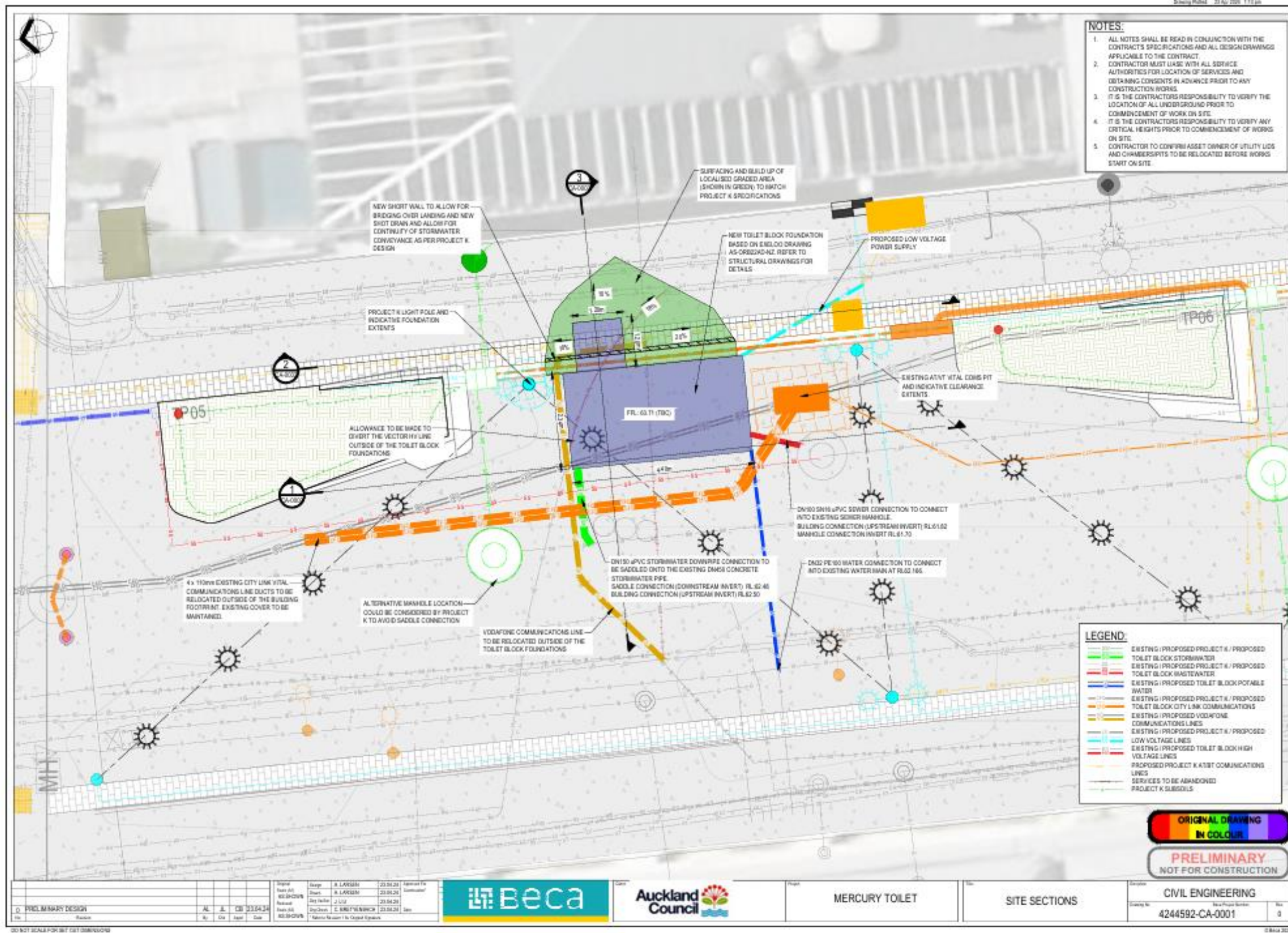
Table 3. Recorded historic heritage places within the immediate setting of the Mercury Lane Public Amenities project. Those individual places with Extents of Places (EoPs) that extend into the Project Area are highlighted in grey. For the other sites, there will be slight changes to their setting, but no physical effects.

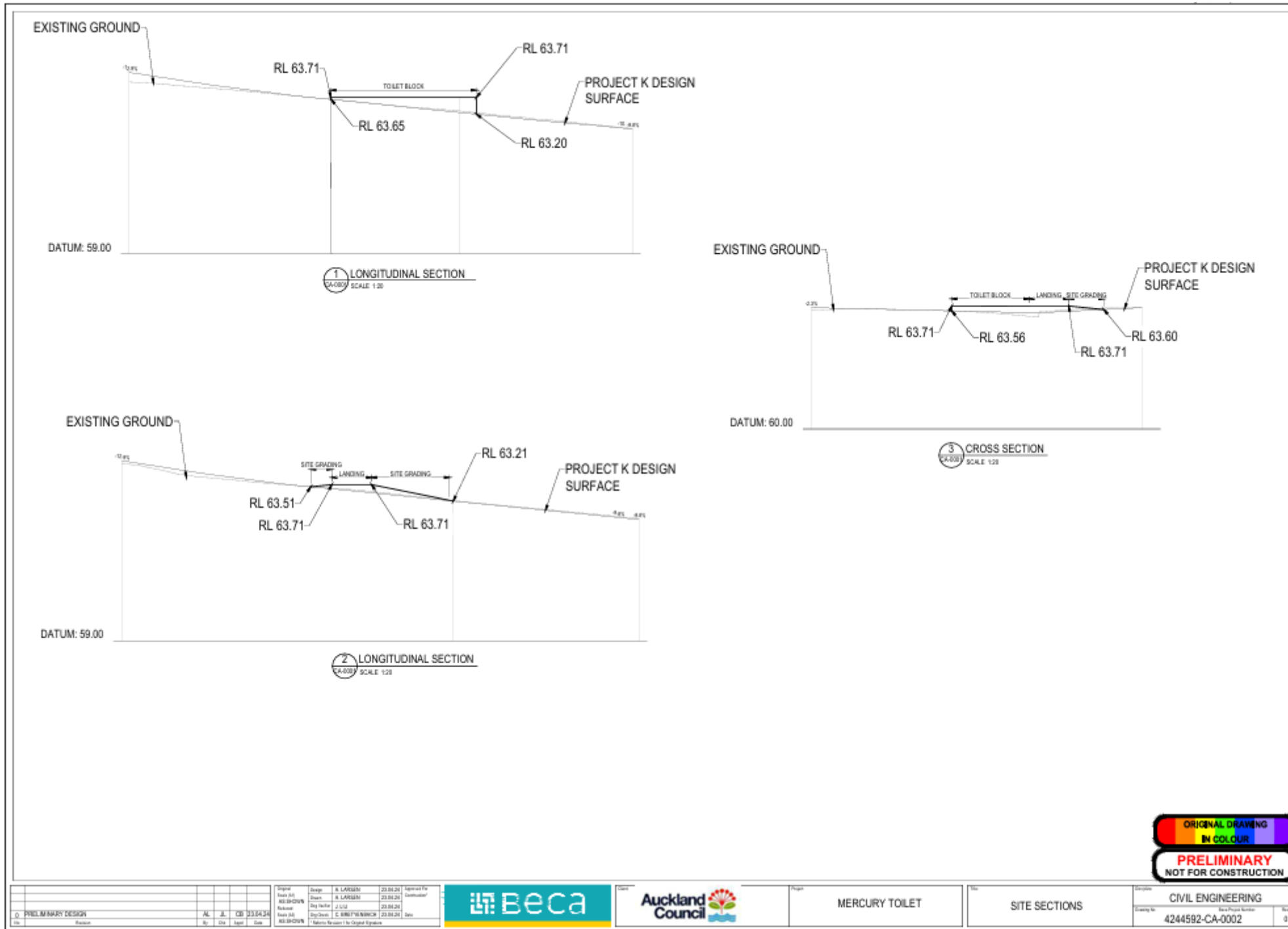
Name/Address	Site Type	Identifier	AUPOP HH Schedule / Category	AUPOP Notable Tree id	AUPOP SSMW Schedule	HNZ List / Category	CHI ref	NZAA Archsite ref	NZTM reference
Karangahape Road Conservation Area Karangahape Road Character Area	Historic heritage area		2739 HHA (all contributing sites)	N/A	N/A	N/A	18901	Unrecorded Pre-1900 site (roadway)	1756808.65 5919471.61
Beggs Building 61-65 Pitt street	Historic Building		2739 HHA Contributing site	N/A	N/A	N/A	12611	Unrecorded Pre-1900 site	1756791.45 5919509.97
Naval and Family Hotel Naval and Family Tavern Former Naval Hotel 243 Karangahape Road	Historic Building		1980; Cat B (A,F,G,H) 2739 HHA Contributing site	N/A	N/A	4498 Cat 2	2658	R11/2798	1756788.1 5919489.53

Name/Address	Site Type	Identifier	AUPOP HH Schedule / Category	AUPOP Notable Tree id	AUPOP SSMW Schedule	HNZ List / Category	CHI ref	NZAA Archsite ref	NZTM reference
Pitt Street Buildings 211-235 Karangahape Rd	Historic Building		1978; Cat B (F,G,H) 2739 HHA Contributing site	N/A	N/A	625 Cat 2	2678	N/A	1756838.37 5919490.85
Mercury Theatre (former) entrance - Norman Ng building Norman Ng Building Former Mercury Theatre Entrance Brazil Cafe Burger Café	Historic Building		1982; Cat B (F,G,H) 2739 HHA Contributing site	N/A	N/A	N/A	12582	N/A	1756785.45 5919451.17
Hallenstein Brothers Building HB Building	Historic Building		1981; Cat B (A,B,F,H) 2739 HHA Contributing site	N/A	N/A	586; Cat 2	2573	Unrecorded Pre-1900 site	1756798.68 5919445.87
Kings Theatre (former) Kings Theatre Mercury Theatre 9 Mercury Lane;	Historic Building		1986; Cat A (A,F,G) 2739 HHA Contributing site	N/A	N/A	5296; Cat 2	2650	N/A	1756790.41 5919411.98

Name/Address	Site Type	Identifier	AUPOP HH Schedule / Category	AUPOP Notable Tree id	AUPOP SSMW Schedule	HNZ List / Category	CHI ref	NZAA Archsite ref	NZTM reference
238 Karangahape Road (formerly 74-80 K' Road); George Courts Buildings	Historic Building		1979 Cat A (A,F,G,H) 2739 HHA Contributing site	N/A	N/A	580 Cat 2	2561	N/A	1756838.37 5919439.92

APPENDIX 2: APPLICATION PLANS





APPENDIX 3: ASSESSMENT METHODOLOGY

The effects that must be addressed in an AEE are set out in clause 7 of Schedule 4 of the Resource Management Act and as follows:

- effects on those in the neighbourhood and, where relevant, the wider community including any social, economic and cultural effects
- physical effects on the locality including landscape and visual effects
- effects on ecosystems including effects on plants or animals and the physical disturbance of habitats in the vicinity
- effects on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual or cultural, or other special value for present or future generations
- any discharge of contaminants into the environment, including any unreasonable emission of noise and options for the treatment and disposal of contaminants
- any risk to the neighbourhood, wider community or the environment through natural hazards or the use of hazardous substances or hazardous installations.

The requirement to address a matter in the assessment of environmental effects is subject to the provision of any relevant policy statement which may direct and/or restrict the assessment to certain matters.

The terms 'effect' and 'environment' under the RMA are broadly defined. It is the role of the AEE to identify and address actual and potential effects of a proposal on a particular environment. The term effect includes:

- **Positive and adverse effects** - both of these effects should be considered regardless of their scale and duration. It is also important to remember that the assessment is not about achieving a balance between the two but ensuring adverse effects are avoided, remedied or mitigated.
- **Temporary and permanent effects** - there are many effects associated with proposals that are often temporary, such as those relating to a temporary event. It is important to make the distinction in the assessment between effects that are temporary versus those that are permanent. If there is only a temporary non-compliance with rules in a plan or regulations, and the adverse effects of that aspect are not discernible from those of permitted activities, the council has the discretion to treat the activity as a permitted activity and issue a written notice to that effect, and return the application. See s87BB RMA. For further information on this process, refer to the MfE technical guidance on deemed permitted activities.
- **Past, present and future effects** - in addition to past and present effects it is also important to consider forecast effects as some effects may take time to show and consideration should be given as to whether these effects are of high or low probability at any time in the future.
- Any **cumulative effects** regardless of degree or element of risk - an adverse cumulative effect is an effect, when combined with other effects, is significant only when it breaches a threshold. It should not be confused with matters relating to precedent.
- Any **reverse sensitivity effects** - situations where a potentially incompatible land use is proposed to be sited next to an existing land use.
- Subject to the provisions of any policy statement or plan, all of these effects must be considered in the AEE regardless of their scale, intensity, duration, or frequency. It should

also be considered whether potential effects are of high and/or low probability and could have a high potential impact⁸

Table for Determining Scale of Effects

VALUE					
Outstanding (very high) 5	Nil (0)	Little/ Minor (10)	Moderate / More Minor (15)	Significant (20)	Critical / Significant (25)
Considerable (high) 4	Nil (0)	Little/ Minor (8)	Moderate / More Minor (12)	Moderate / Significant (16)	Significant (20)
Moderate (medium) 3	Nil (0)	Negligible / Less Minor (6)	Little / Minor (9)	Moderate / More Minor (12)	Moderate / More Minor (15)
Little (low) 2	Nil (0)	Negligible / Less Minor (4)	Negligible / Less Minor (6)	Little / Minor (9)	Little/ Minor (10)
Negligible 1	Nil (0)	Negligible / Less Minor (2)	Negligible / Less Minor (3)	Negligible / Less Minor (4)	Negligible / Less Minor (5)
None 0	Nil (0)	Nil (0)	Nil (0)	Nil (0)	Nil (0)
	No Change 0	Low 2	Moderate 3	High 4	Very High 5
IMPACT					

This scale is adapted from EIA Good Practice examples (e.g. UK Design Manual Roads and Bridges / NZILA / ICOMOS NZ) to incorporate common terminology used in the New Zealand RMA Planning Context, and the recommended scaling of effects described in MfE and Quality Planning Website documents. Numerical values are provided to demonstrate relative weighting of effects.

Effects to historic heritage values are considered using the following scale and may be classed as Temporary, Permanent; Adverse or Beneficial.

⁸ Source: <https://www.qualityplanning.org.nz/node/836>

Magnitude of Effect		Adverse Effects
Critical / Significant		Significant unacceptable adverse effects that cannot be avoided or mitigated. Most, or key, statutory objectives are not met.
Significant		Significant adverse effects that is noticeable and will have a serious adverse impact on the environment but may be avoided or mitigated. Some key statutory objectives are not met
Moderate / More minor		Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied and may be acceptable. Key statutory objectives are met, but not all
Little / Minor		Adverse effects that are noticeable but will not cause any significant adverse impacts, and may also be further avoided or mitigated. Most or all statutory objectives are met
Negligible / Less Minor		Adverse effects that are acceptable, and may not require further mitigation. They are discernible day-to-day effects, but too small to adversely affect other persons. Statutory objectives are met
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

Magnitude of Effect		Beneficial Effects
Critical		Beneficial effects which strongly enhance historic heritage values and support statutory objectives
Significant		Beneficial effects which positively enhance historic heritage values and support most statutory objectives
Moderate / More minor		Beneficial effects which maintain or slightly enhance historic heritage values and support some statutory objectives
Little / Minor		Beneficial effects which slightly maintain or slightly enhance historic heritage values
Negligible / Less Minor		Beneficial effects which maintain historic heritage values to a limited degree
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

*(Where a particular feature is identified as intrusive in a conservation plan / heritage assessment)

APPENDIX 4: EXPERT STATEMENT

JOHN BROWN MA ACIfA
Director

Plan.Heritage
E: info@planheritage.co.nz
T: +6494458953
JB: +642102973641

Personal Statement

I am a director of Plan.Heritage Limited and have over 25 years of experience internationally in the heritage sector. My company provides specialist built heritage, planning and archaeological consultancy services to a range of clients. We have a particular focus on providing historic heritage services for resource consent and subdivision consent applications, as well as plan changes (private or Council). This typically includes heritage impact assessments, character assessments and AEE's through the Resource Management Act 1991. In addition we undertake historic heritage evaluations (to determine eligibility for scheduling) and conservation plans (to support management of heritage assets). We also carry out archaeological assessments and authorities under the Heritage New Zealand Pouhere Taonga Act 2014. Prior to establishing the company in 2015, I was the 'Team Leader: Built Heritage Implementation' at Auckland Council Heritage Unit, for four years. Before I moved to New Zealand I worked in a variety of heritage roles within the public and private sectors in the UK.

About Plan.Heritage

Plan.Heritage is a husband-and-wife team with a combined 46 years of NZ and international heritage consultancy and contracting experience in the planning environment. We have worked for international consultancies, archaeological contractors, museums, local government and national heritage organisations. Because of this experience, we can provide high quality advice based on a sound understanding of the requirements of national organisations, corporate entities, developers, private individuals, or public heritage portfolio managers. We believe that conservation is a process of managing significant places in a way that reveals or reinforces the heritage values of that place. But equally we should not fear change as part of this process, based on sound decision making and ensuring the future of places are sustainable. We aim to plan for the future of our heritage.

Qualifications and certification

- Bachelor of Archaeology (BA) from the University of Newcastle-upon-Tyne (UK)
- Masters of Archaeology (and Cultural Heritage) University of London, Institute of Archaeology (UK)
- ICOMOS NZ Member
- Member of the New Zealand Archaeological Association
- Associate member of the Chartered Institute for Archaeologists (UK)

- Affiliate member of the Institute of Historic Building Conservation (UK).
- PRINCE2 Foundation level project management certification
- David Young course on conservation of historic building materials
- Site Safe Passport, Construct Safe Passport
- Full UK/NZ international Driving Licence

Experience

- Historic environment master planning, strategic analysis for multicriteria projects
- Built heritage consultancy, Heritage evaluations, historic building survey
- Conservation planning, Heritage policy analysis, resource Karangas
- Expert Witness (Council Hearings, Environment Court, High Court)
- Project management
- Archive research, Heritage landscape analysis
- Archaeological consultancy, assessment and fieldwork
- Study and analysis of archaeological artefacts
- Business development and business planning
- Team and project management, client relationships
- Analysis and problem solving, creative thinking
- Project and systems design
- Communications, oral presentations
- Engagement and relationship management with key stakeholders and statutory bodies
- Working with mana whenua
- Community engagement, public consultation and museum experience
- Project archive and post-fieldwork management

APPENDIX 5: CONSULTATION RECORD

From: Robin Byron <RByron@heritage.org.nz>
Sent: Monday, May 20, 2024 9:50 AM
To: Graham Hooper <Graham.Hooper@aucklandcouncil.govt.nz>
Cc: Greg Walter <GWalter@heritage.org.nz>
Subject: RE: Mercury Toilet Project - Prelim Design

Tēnā koe Graham,

The area proposed for the toilets is not ideal in general terms from the perspective that all buildings in the context of the upper part of Mercury Lane are listed with Heritage New Zealand Pouhere Taonga – the George Courts Building on the East side, and the HB Building and Mercury Lane on the West side.

However, if there is going to be a toilet facility put in this vicinity, we accept that the position proposed is likely the least intrusive in affecting the heritage context, features and functioning of the buildings.

It is important to stay well away from the position marked by the circle on the Google Earth screenshot below as this is an entrance to the George Courts Building used by many of the residents. Internally it leads to a common lobby and mailboxes etc., so ensuring that this is not obstructed in any way and avoids people lingering in its vicinity is essential.

You are right that the position shown on the elevation needs to be amended. The elevation appears incorrect for a start vis-à-vis the position (height) of the blank panel above. What is important is that the top-side part of the toilets should avoid being under the canopy, and additionally not being in front of the shopfront glazing and banded pilaster (both important features). Visually the toilets would be best located symmetrically within the bay in which it is being positioned.

The height of the proposed toilets should also sit under the lowest set of windows in this bay.

I hope these comments will be taken into consideration.

Kind regards,

Robin

Robin Byron | Senior Conservation Architect BArch MAIBC (Canada) MICOMOS / Tuakana Kaihoahoa
Penapena | Heritage New Zealand Pouhere Taonga
Northern Regional Office | SAP Tower, 10th Floor, 151 Queen Street, Auckland City 1010 | PO Box
105 291, Auckland City 1143
Ph: (64 9) 307 9920 | DDI: 307 9928 | E-mail: rbyron@heritage.org.nz
Visit www.heritage.org.nz and learn more about New Zealand's heritage places

Tairangahia a tua whakarere; Tatakia nga reanga o amuri ake nei – Honouring the past; Inspiring the future

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From: Dan Windwood <dan.windwood@aucklandcouncil.govt.nz>
Sent: Tuesday, April 30, 2024 3:37 PM
To: Graham Hooper <Graham.Hooper@aucklandcouncil.govt.nz>
Cc: John and Adina Brown <info@planheritage.co.nz>
Subject: RE: Mercury Toilet Project - Prelim Design

Kia ora Graham,

Thanks for sending through the plans.

Just to confirm, as the plans and the elevation drawings might be out of kilter, is the new block lined up with the blank section of the Courts Building, away from the shopfront? Is it the rendering causing some issues here as the plans doesn't imply that this is the case? I've marked up in green the area to keep clear and the better location of the toilet block in red.

In terms of the dark matt finish, as recommended by others, I am generally supportive and consider that it will appear visually recessive.

One final comment before you submit your resource consent – Heritage New Zealand Pohere Taonga are likely to be an affected party as the Courts Building and the Mercury Theatre are Category 2 Historic Places on their New Zealand Heritage List.

Dan Windwood BA (Hons) MA IHBC | Senior Built Heritage Specialist

Built Heritage Implementation Team
Plans & Places | Chief Planning Office

DDI 09 890 2130 | Extn (46) 2130 | Mob 021 195 5714

Auckland Council, Level 16, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz