

Addendum - 2 February 2006

Previously this project was named 'Harbour Bridge to City' project and there may be references in this document referring to this name or its abbreviation: HBTC.

The name of this project has since changed and is now referred to as 'Vic Park Tunnel'. Therefore, any reference to 'Harbour Bridge to City' or HBTC should now be taken to refer to Vic Park Tunnel or VPT.

HARBOUR BRIDGE TO CITY: ASSESSMENT OF ENVIRONMENTAL EFFECTS – HERITAGE

Prepared for

Transit New Zealand / Beca Infrastructure Ltd

By

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INTRODUCTION

Project Background

Transit NZ is planning to expand on the existing State Highway 1 facilities between the Harbour Bridge and Wellington St (Figure 1). Historic and archaeological research into the area has identified a number of heritage items which may be affected by construction of additional lanes to the existing route. In addition to identified buildings and heritage areas, the project could possibly impact on historic archaeological remains relating to 19th century Auckland. On the basis of both research and visual inspection it is also apparent that the area has been extensively modified during the construction of existing motorway and associated access routes.

This assessment outlines the impact on heritage values, details the heritage significance of the identified items and recommends mitigation processes.

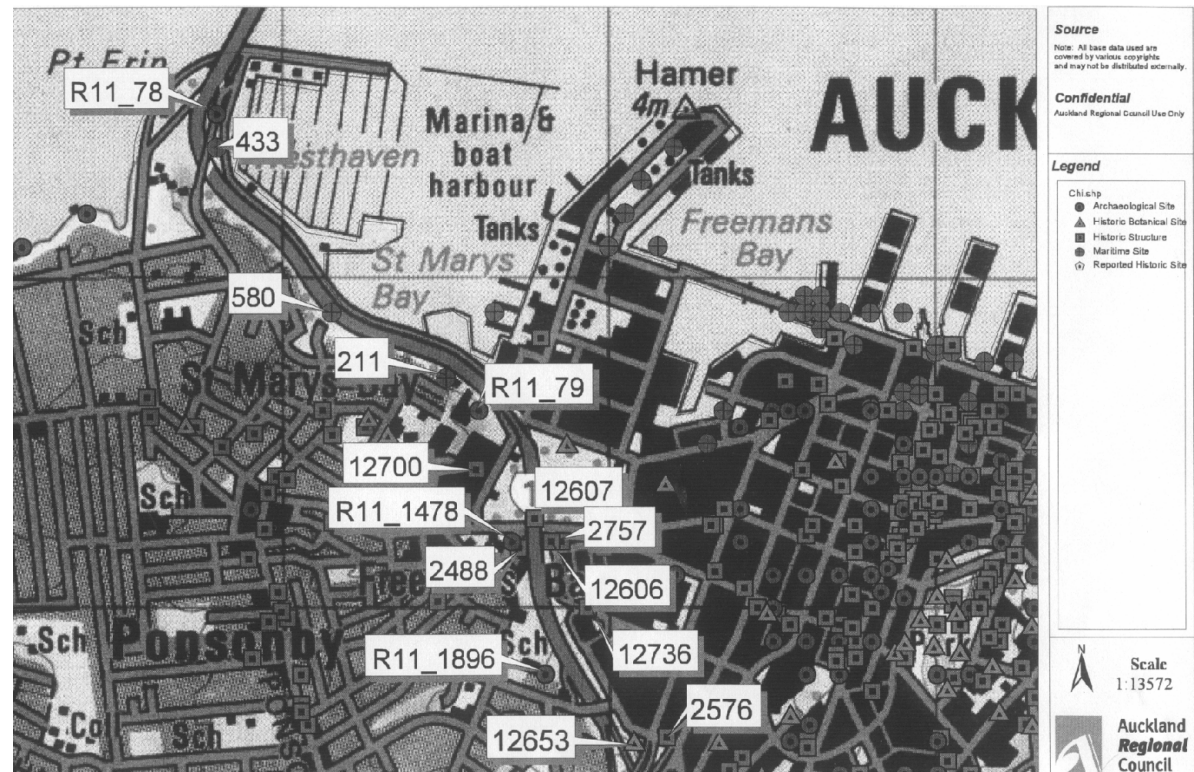
Sources of Information and Methodology

Historic research was carried out by Tania Mace.¹ The New Zealand Archaeological Association's (NZAA) regional site file, the Auckland Regional Council's Cultural Heritage Inventory (ARC CHI) and Auckland City Council (ACC) District Plan Schedules were searched for historic and archaeological sites recorded on and in the vicinity of the proposed route. The Historic Places Trust Register was consulted for information on registered or listed buildings. Early maps and plans (DPs and SOs) held at Land Information New Zealand (LINZ) were examined and relevant archival material was researched including early photographs, plans, maps and street directories.

Beca Infrastructure Ltd (Beca) provided plans and an aerial photograph overlaid with cadastral boundaries and the proposed route. The route was visually inspected, but no subsurface testing was carried out. Beca supplied additional research on the site proposed for relocation of the Birdcage.

¹ Historian

Figure 1. State Highway route and recorded heritage sites



Continued on next page

RESULTS

Historical Background

The project area transects Freeman's Bay, one of the earliest areas of settlement in the new capital city of Auckland established in 1840 (Figure 2). Prior to European settlement, Freeman's Bay contained remains of earlier Maori settlement, with pa sites occupying the headlands at either end of the bay.

Soon after the Tamaki isthmus was chosen as the site for the new capital in 1840, plans were drawn up for the new town. Colonial Surveyor Felton Mathew laid out streets beside the shores of Commercial, Official and Freeman's Bays. Freeman's Bay was earmarked for reclamation, but it would be many years before this eventuated. By the early 1850s the bay was developing an industrial character with sawyers, brick makers and boat builders operating businesses by the water's edge. These businesses would become more numerous as time went on and the foreshore was heavily built up by the 1870s. By 1883 it boasted nine ship builders, three sawmills, a brass and iron foundry, glassworks, asphalt works and numerous coal and lime dealers.

The landscape of the bay changed following the constitution of the Auckland Harbour Board in 1871. In 1873 a small reclamation was under way and development of foreshore facilities would soon follow. In July 1873 the New Zealand Herald reported that:

'The work of reclaiming Freeman's Bay is going on with considerable activity. Quite a long frontage to the sea has been gained, and the wharves will have deep water for the most part.'

In 1885 further reclamation of Freeman's Bay began. The area between Drake and Patterson Streets (now Victoria Street) was filled in 1886 and by 1901 the land which would soon become Victoria Park was reclaimed. By this stage the bay had been obliterated and in the early 20th century a section of land would be formed north of Victoria Park, further divorcing the original Freeman's Bay area from the sea.

The Auckland Harbour Board's records of foreshore reclamations in the vicinity of Victoria Park indicate that the area of Victoria Park was referred to as Reclamation No. 12 'Freeman's Bay: Victoria Park' dating between 1886 and 1901 (Table 1). Victoria Park is Scheduled as a Maori Heritage Area on the ACC District Plan (#270 Appendix 3, Schedule B, Maori Heritage Sites).

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RESULTS, CONTINUED

Figure 2.
Steven's Birdseye
View 1886 –
Freeman's Bay
(Birdcage
arrowed)

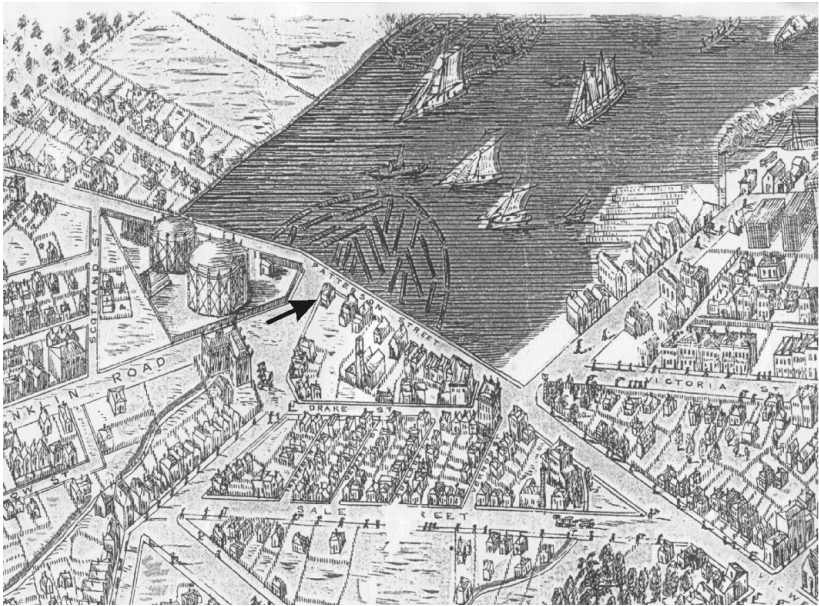


Table 1. Early
land
reclamations in
Auckland
(Freeman's Bay
reclamations in
bold)

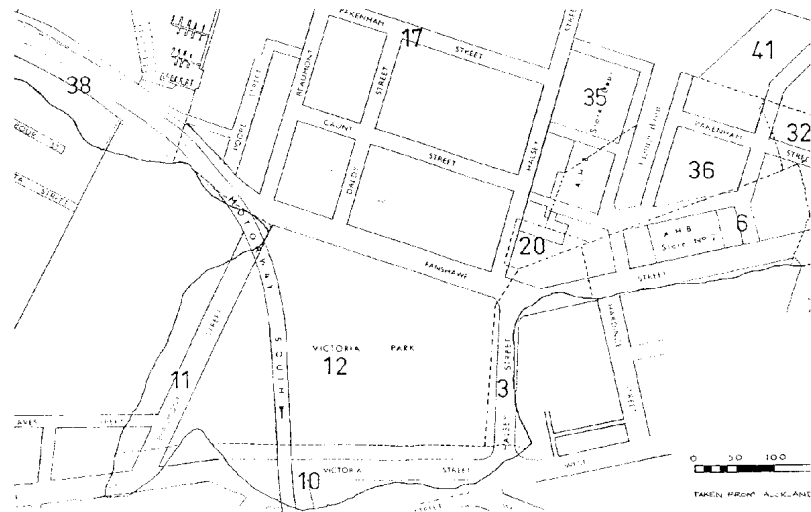
No ²	DATE	LOCATION	AREA
1	1859-6?	Fort St to Customs St East	3.64ha
2	1872-77	Mechanics Bay from Railway Bridge to Pt Britomart	7.39ha
3	1873-74	Hardinge St to Patterson St	1.52ha
4	1875-77	Queen St to Albert St	3.24ha
5	1876-77	Albert St to Nelson St	4.55ha
6	1875-77	Nelson St to Hardinge St	2.13ha
7	1878-79	Auckland Graving Dock	0.41ha
8	1879-86	Railway Station	7.59ha
9	1886	NZ Frozen Meat Company	2.73ha
10	1886	Freeman's Bay: Drake St to Patterson St	2.53ha
11	1885-88	Freeman's Bay: Auckland Gas Company, Beaumont St	1.21ha
12	1886-1901	Freeman's Bay: Victoria Park, etc	9.41ha
13	1901-10	Mechanics Bay: Railway Embankment to Old Kings Wharf.	6.79ha
14	1902-08	Hobson St including solid part of Hobson St Wharf.	1.52ha

Continued on next page

² Numbers refer to Auckland Harbour Board Plan of reclamations of which Figure 3 is part.

RESULTS, CONTINUED

Figure 3.
Auckland
Harbour Board
Reclamations
(see Table 1)



Field
Inspection

There are no intact structures remaining in the immediate vicinity of the proposed motorway extensions relating to Maori or the earliest European settlement of Freeman’s Bay. Maori heritage areas have been identified in the vicinity of the former headland pa and the original foreshore, but there are no physical remains from this period. There are several heritage items that relate to the later 19th and early 20th century which form part of the Freeman’s Bay heritage landscape. These include The Birdcage Hotel (Rob Roy), Victoria Park Market (the Destructor), another hotel (Freeman’s Hotel)³ to the east of the Market, the Beaumont St Gasworks, the Campbell Free Kindergarten and HMS Ngapona (see Table 1 and Figure 1).

Continued on next page

³ This building is well removed from the proposed works area and will not be affected. The Leopard Tavern, formerly the Freeman’s Hotel, is a three-storied brick building built in 1886. It is scheduled as a heritage site in the ACC Proposed District Plan: Central Area 1997 (No. 030). It is also registered as a Category II historic place under the Historic Places Act 1993 (No. 610). The property is also an archaeological site as defined by section 2 of the Historic Places Act 1993 (HPA) having intact evidence associated with pre 1900 human activity. This archaeological site has been recorded in the NZAA Site Record File as R11/1084.

RESULTS, *CONTINUED*

Archaeological Sites	<p>There are four recorded archaeological sites in the vicinity of the project area. Most have been destroyed and those that remain will not be impacted on by the proposed motorway (Table 2).</p> <p>The 19th century reclamation of what is now Victoria Park is considered an archaeological site within the meaning of the Historic Places Act 1993 and will be affected by the proposed works, particularly the trenching for the tunnel planned as part of the northern route. Monitoring of stormwater upgrades and other developments in the Freeman's Bay area indicate that the likelihood of encountering significant archaeological remains in these reclamations is low. The most significant information would relate to 19th century reclamation processes. The area of the original shoreline would be considered more sensitive, and would require closer monitoring.</p> <p>It is also likely that intact archaeological deposits will be unearthed during the relocation of the Birdcage Hotel,⁴ although research suggests that the proposed site for relocation is unlikely to have significant archaeological remains (see below).</p>
The Birdcage Hotel (Former Rob Roy Hotel) (Figure 4)	<p>The site of the Birdcage Hotel in Freeman's Bay was sold by the crown in 1853 to spinster Catherine Marks for £74.⁵ She sold it nine years later to William Morrin, making a tidy profit of £426.⁶ In May 1862 the property was leased to land agent Michael Wood for a term of five years with a right to purchase.⁷ By 1865 a wooden hotel, known as the "Rob Roy" had been erected on the site and was being operated by James Rosie. Patrons could come to the hotel by road or water as the property was close to Freeman's Bay shoreline. In 1867 the property was sold to merchant David Nathan. In 1881 the licensee was teetotaler William Regan, who would operate the business for the rest of the 19th century.⁸</p>

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⁴ At the present hotel site.

⁵ LINZ, Auckland, Crown Grant 3G, p.1451.

⁶ LINZ, Auckland, 13D, p.280.

⁷ LINZ, Auckland, 8M, p.165.

⁸ 'Drink up Please: A Guided Walking Tour of Nineteenth Century Inner City Hotels', 1986, held in Reference File 303, Auckland Public Library.

RESULTS, CONTINUED

Table 2. Archaeological and heritage sites in the vicinity of the route

Site ⁹	Description	Comment
R11/78	Pa	Largely destroyed, though possible remnants between Sarsfield St and Pt Erin Pool.
R11/79	Pa	Destroyed largely by 19 th century reclamation and by the Assembly of God Church. No remains likely.
(No.#)	Shell fishing grounds	Maori Heritage area covering the former shellfish beds of Freeman's Bay.
R11/1478	Gasometer site	Investigated and since destroyed.
R11/1896	Historic residential	Some historic remains adjacent to McDonalds House in Wellington St. Will not be affected by this project.
(no #270) (no #)	Victoria Park Franklin Rd	19 th century reclamation, likely to have archaeological remains. Allotments adjacent to the Birdcage up Franklin Rd have a low likelihood of containing archaeological remains.
211	Hulks	Remains under existing bridge approaches/motorway. Unlikely to be impacted on.
433	Shelly Beach Baths	Destroyed by construction of motorway.
580	Wharf	St Mary's Bay – destroyed by construction of bridge approaches.
2488	Birdcage	Scheduled and listed historic building. Will be affected.
12606	Destructor Chimney	Victoria Park Market – scheduled and listed building. Will not be physically affected.
12607	Campbell Free Kindergarten	Scheduled building not likely to be affected but will be monitored.
12700	Auckland Gas Co. Administration	Presently being refurbished for apartments. Exterior will not be affected.
(no #)	HMS Ngapona	Of some significance but not scheduled. Will be affected.
(no #)	Jacobs Ladder	Of significance but not scheduled. Access will be affected.

Figure 4. The Birdcage Hotel (from the north)



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⁹ Numbers prefixed R11 are NZAA Site numbers. Other numbers are ARC CHI numbers.

RESULTS, CONTINUED

The Birdcage Hotel, continued

1885 saw great changes for the Rob Roy Hotel. In September it was sold to Samuel Jagger who made plans for a new Rob Roy Hotel.¹⁰ The following month tenders were called by the architects, Edward Mahoney & Sons.¹¹ On 10 October 1885 the *New Zealand Herald* gave details of the new hotel which would soon grace the site.

*'It will be three storeys in height, including basement, and constructed of brick, the basement storey of blue stone, with concrete foundations. The basement will be 7 feet 6 inches in clear, ground floor 14 feet, and first floor 12 feet 6 inches. It is intended to carry the present culvert right under the hotel and through the allotment, so as to have a perfect drainage system. The basement storey comprises kitchen, pantry scullery, store-rooms, beer and coal cellars and servant's dining-rooms. On the ground floor will be a bar (on street corner), three sitting-rooms, serving room – latter has lift from basement. A commodious staircase gives access to the first floor. There will be a large sitting-room on the corner with oriel window, and nine bedrooms, bath-room, linen closet, & c. The bar will be handsomely fitted up, and all the rooms on the ground floor have dados. The facade is to be in Italian style, pressed red brick with white stone facings, and the whole of ornamental design. It will be surmounted with a parapet with entablature.'*¹²

By the end of January 1886 it had nearly been completed by the contractors Cleghorn & Rosser.¹³ It occupied a prominent corner site fronting Franklin Road and Drake Street.

In 1969 the east wing was extended and the name of the hotel was later changed to "The Birdcage".¹⁴

The hotel continued to serve the people of Auckland through the late 19th and 20th centuries, and into the 21st.

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¹⁰ LINZ, Auckland, R18/488.

¹¹ *New Zealand Herald*, 2 October 1885, p.4 and 10 October 1885, p.5.

¹² *Ibid.*, 10 October 1885, p.5.

¹³ *Auckland Evening Star*, 27 January 1886, p.4.

¹⁴ New Zealand Historic Places Trust, Auckland,

RESULTS, *CONTINUED*

Campbell Free Kindergarten (Figure 5)

In October 1908 the Auckland Kindergarten Association was formed to provide free kindergarten services to the children of Auckland. The formation of the association was largely the result of efforts by Martha Washington Myers, wife of Leo Myers.¹⁵

The association sought a site close to the slums of Freeman's Bay where there was a large population of workers' children. A 10m by 30m site in Victoria Park was subsequently vested in the association by the Auckland Harbour Board.¹⁶

In January 1910 an approach was made to John Logan Campbell for assistance with the project. He was so impressed with the Auckland Kindergarten Association's project that he had plans for a kindergarten prepared to suit the site. He and his wife agreed to fund the erection of the building on condition that the Auckland Kindergarten Association would keep it open as a free kindergarten.¹⁷

Charles Le Neve Arnold designed the structure and had the materials for the furniture imported from San Francisco. On 19 October the building was complete and the keys were ceremonially handed over to L.J. Bagnell, Mayor of Auckland.¹⁸

The following year the children at the kindergarten were happily growing plants in the window boxes and enjoying the care the association provided. A mothers' club met fortnightly at the kindergarten and heard Plunket nurses speak about the care of children.¹⁹

In 1938 a sun porch was added to the building and in 1945 the site was enlarged to provide more space in the playground. Further renovations followed in 1951.²⁰

In the late 1950s the Kindergarten Association moved the service to a new site and the kindergarten building was handed over to the Auckland City Council. Since coming under council control it has been used as the clubrooms for the Grafton Cricket Club and as a practice room for a pipe band.²¹ The building is at present unused and has been allowed to fall into a state of disrepair.

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¹⁵ Draft Submission: Campbell Free Kindergarten Building, New Zealand Historic Places Trust, Auckland, file BDG 556, p.1.

¹⁶ Ibid., p.1.

¹⁷ Ibid., pp.1-2.

¹⁸ Ibid., p.2.

¹⁹ Ibid., p.2.

²⁰ Ibid., p.2.

²¹ Ibid., p.2.

RESULTS, *CONTINUED*

Figure 5.
Campbell Free
Kindergarten
(from south and
north)



Victoria Park
Market
(former
Destructor)
(Figure 6)

In 1900 the Auckland City Council, concerned about inadequate refuse disposal arrangements and the threat of bubonic plague, considered erecting a refuse destructor where rubbish would be sorted and disposed of. The council subsequently settled on a site opposite the recently opened Victoria Park and the destructor was completed in 1905. In 1908 a boiler room, generator room and battery house were added and it began generating electricity. By 1910 it was consuming 10,000 tons of rubbish per year. Stables were added in 1915 and depot buildings facing the Victoria Street frontage were added in 1918.

In 1972 the destructor was closed and was later redeveloped as Victoria Park Market.

Figure 6.
Victoria Park
Destructor
(western view
and destructor
chimney)



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RESULTS, *CONTINUED*

HMNZS Ngapona (Figure 7 and Figure 8)

HMNZS Ngapona is the name of the Auckland Division of the Naval Volunteer Reserve. The headquarters and classrooms building, overlooking the approach to the harbour bridge, has been in use since 1926. It had access to the harbour prior to the reclamations for the harbour bridge approaches.²² The buildings have only been observed from the outside and are constructed of steel and timber and clad with corrugated iron.

**Figure 7.
HMNZS
Ngapona (from
Jacobs Ladder
and from NW)**



**Figure 8. Jacobs
Ladder and trees
in Victoria Park**



Victoria Park Trees (Figure 8)

There are a swamp cypress tree and a group of 65 plane trees in Victoria Park which are protected by the Auckland City Council. The swamp cypress tree is between 25 and 50 years old.²³ The 65 London Plane trees form a band around the park and date from around the opening of the park in 1905.

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²² *New Zealand Herald*, 7 March 1989, section 1, p.9.

²³ This is well away from the proposed development

RESULTS, *CONTINUED*

Auckland Gas Company Offices and Workshops Buildings (Figure 9)

The Auckland Gas Company was formed in 1862 and was the first joint stock company in New Zealand and the first private services provider in Auckland. With expansion in the company's business, the Gas Company looked for a new site in the 1870s. In 1878 land at Freeman's Bay was purchased and initially used for storage space for gas. The company engineer, Chenery Suggate, drew up plans for new buildings on the site and supervised the excavation of the east-facing hill on the Freeman's Bay site in 1898 and 1899. The spoil was used in the Freeman's Bay reclamation works and, with the excavations complete, the site measured around 14 acres. The buildings fronting Beaumont Street were constructed in three stages. In 1902 the two storey offices of the company were built and around 1903 the workshops were erected. In 1924 a single storey addition was built to house the boilermaker and blacksmiths. The coal store and retort house were erected between 1901 and 1903 but these were demolished in 1990. Most of the alterations carried out to the building have been internal.

In the late 1960s the cleaner cheaper natural gas from the Kapuni gas fields was piped to Auckland and the gas company became a supplier rather than a generator of gas. Many of the buildings on the Beaumont Street site associated with production of gas were demolished or converted to other uses during the 1970s.

The main administration and workshop building and the coal store remain, along with part of the purifier house. Some smaller structures have also survived.

**Figure 9.
Refurbished
Beaumont St
Gasworks offices**



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RESULTS, *CONTINUED*

Jacob's Ladder (Figure 8)

Jacob's ladder is a 99 step walkway leading down from Waitemata Street in St Mary's Bay down the cliff face to the harbour. It was originally built from kauri in the 19th century. In 1968 it was replaced with a steel structure. Prior to the construction of the motorway the walkway provided access to the HMNZS Ngapona and the foreshore.²⁴ The only access today is a pathway from Beaumont St running adjacent to the motorway onramp.

Figure 10. Old cliff-face at St Mary's Bay and infill and old foreshore en route to the harbour bridge



²⁴ *The Bay News*, July 2001, p.3 and Auckland Scrap Book, Auckland Public Library, December 1967, pp.89 and 203; December 1970, p.117.

DISCUSSION

Heritage Assessment

The significance of the historic buildings has been assessed on the basis of criteria set out in the Historic Places Act 1993 and commonly employed by the Historic Places Trust and other heritage protection agencies. These comprise:

Historical, cultural, aesthetic, archaeological, architectural, scientific, social, spiritual, technological and traditional significance or value.

The Birdcage Hotel

The Birdcage Hotel is one of the few remaining central Auckland hotels from the mid 1880s which survive in our city. The original occupant of the site is unknown but it has been occupied by licensed premises since 1885 and its continued association with the hotel trade provides a basis for its social, cultural and historical significance. The present structure is clearly architecturally significant, having been designed by one of the leading architectural firms in the city, Edward Mahoney & Son (1885). Although there have been a number of internal alterations carried out, a significant amount of the elaborate original interior survives. In this respect it is remarkable, as other central Auckland hotels from this era have retained little, if any, of their original interior. Thus the building remains relatively intact and is an aesthetically pleasing part of the streetscape. It faces onto the corner of Franklin Road and the former Drake Street which ran along the frontage of the hotel. This part of Drake Street is now a carpark fronting the hotel. The location of the hotel therefore refers to an earlier street layout and this adds to its historical significance.

Archaeologically, buried deposits next to the building might show evidence relating to the early period of European settlement of the Bay. Overall its archaeological potential is reasonably high.

Aesthetically, the hotel has moderate to high value derived from its scale, design, age and condition. It is a significant component of Freeman's Bay historic landscape. Most of the interior has been well maintained and the timber panelling and plaster work on the ceilings are intact. It provides opportunities for public education both as an example of a 19th century hotel and because of its excellent state of preservation.

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DISCUSSION, *CONTINUED*

The Birdcage Hotel, *continued*

Overall, the Birdcage Hotel is of moderate to high heritage significance, particularly because of its architectural values and for its once central role as a community focal point in 19th century Freeman's Bay.

The building has a high group value in being part of a collection of 19th century pubs around Auckland. Its association with Edward Mahoney & Sons is very significant as this architectural firm played a major role in the development of Auckland and all original drawings have been lost. It is considered worthy of preservation and this has been recognised by both Auckland City Council and the Historic Places Trust.

The Birdcage Hotel is listed in the Auckland City Council District Plan in the schedule of heritage objects, features and places. It has been given a B rating in the plan, which includes not only the hotel itself, but also the surrounds. In determining its rating, the Auckland City Council gave considerable weight to its architecture and use potential.

The hotel has been Registered by the Historic Places Trust as a Category II Historic Place (NZHPT Register No. 636).

Campbell Free Kindergarten

Campbell Free Kindergarten is a historically important building. It was the first kindergarten in Auckland and its construction was funded by "the father of Auckland", John Logan Campbell. The associations with John Logan Campbell, Martha Washington Myers, the Auckland Kindergarten Association and the Auckland Harbour Board all add to its historical significance. Furthermore, it was designed by an architect of some note. Charles Le Neve Arnold was practising as an architect in Auckland from 1885. He later formed a partnership with Atkinson Abbott. Arnold and the Arnold-Abbott partnership were responsible for designing some important buildings in Auckland including Admiralty House, Emily Place (1900); the Colonial Sugar Refining Company (later the Wharf Police), Quay Street (1903); Auckland Grammar School, Mountain Road (1916) and the Kings College Chapel, Golf Road, Otahuhu (1922).

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DISCUSSION, CONTINUED

Campbell Free Kindergarten, *continued*

Although the building has been neglected and has been the victim of attacks by vandals, it appears that much of the original interior is still intact. An Auckland Civic Trust report written in 1992 states that many original interior features have been boarded over and hidden by suspended ceilings. While an internal inspection has not been carried out, it would appear that a substantial amount of original material remains, and that the building is more intact than the neglected exterior appearance suggests.

The building is a rare example of an early kindergarten building in Auckland and is one of the few buildings on the park. Though it is tucked under the motorway flyover, it remains a very visible building and is a near neighbour of contemporary buildings: the former destructor (Victoria Park Market) and the Gas Works.

However, the neglected state of the building and the visual impact of the existing motorway somewhat reduce its significance and it has only a 'moderately significant' rating.

The Auckland City Council have listed the building in category B and this includes a 5m buffer around the building (fence and gates are included). The council scored the building highly on architectural grounds and historical grounds but the interior is described as utilitarian and is ranked low. This building is unlikely to be affected by the project but will be monitored for any vibration effects from construction processes.

Victoria Park Market (former Destructor)

The former Destructor complex is listed in the ACC District Plan in the schedule of heritage objects, features and places. It has been given an overall A rating in the plan, which includes not only the buildings (interior and exterior) but also the surrounds (excluding the carpark). In determining its rating, the Auckland City Council took into account its relationship with the Gas Company buildings in Beaumont Street, and its historical and landmark and significance. It was also considered to be very intact. Each part of the complex has also been individually rated by Auckland City Council. The Destructor building erected in 1905 received the highest ranking and an A rating. The other buildings (excluding the carpark) were also considered to be significant and received B ratings.

The parts of the former Destructor have been registered by the Historic Places Trust as Historic Places. The chimney has been registered as Category I while the battery house, generator room, boiler room, destructor building and depot buildings have been registered in Category II.

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DISCUSSION, CONTINUED

The Auckland Gas Company

The gas company's buildings fronting Beaumont Street are a major streetscape feature. They are highly visible from Victoria Park and relate well in scale, materials, and as a dominant feature in the streetscape, with the nearby former Destructor (now Victoria Park Market). The gas company building is also linked historically with the former Destructor in that both of these collections of buildings were built at about the same time to provide services for the city.

The gas company buildings are historically significant due to their 100 year association with the Auckland Gas Company (now Enerco) and the production of coal gas from the site for around 65 years.

The concrete and steel flooring in the 1903 workshops building was an innovative design feature and demonstrates the involvement of the engineer with the design.

The Auckland City Council has listed the buildings in category B. The council scored the building highly on historical grounds and potential for use, and as an important feature in the environment.

The buildings along the Beaumont Street frontage have been registered by the Historic Places Trust as a Category II Historic Place.

They have recently been refurbished and adapted to commercial and residential uses and the original exterior of the buildings has been retained.

HMNZS Ngapona

There is little information available about the building and it has not been inspected internally. It is not registered by the Historic Places Trust or listed by the Auckland City Council. However, it is one of the few buildings which relates to the former shoreline and it originally stood on piles in the water. It is historically significant because of its location and its long association with the Naval Volunteer Reserve.

Jacobs Ladder

Jacob's Ladder has been in use for over 100 years and dates from a time when the foreshore ran much closer to the cliffs than it does at present. The structure relates to this earlier shoreline. It is historically significant because of its relationship with the former shoreline, its age, and continued use for over 100 years.

Jacob's ladder is not listed by the Auckland City Council, nor is it registered by the Historic Places Trust.

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DISCUSSION, *CONTINUED*

Maori Heritage and Archaeological Sites

A number of archaeological and historic sites were recorded within close proximity to the project area. The recorded archaeological sites include two former headland pa and two historic sites (industrial and residential). The headland pa have been largely destroyed by earlier reclamation and development of the area and have little archaeological potential. These areas (along with the original foreshore and shellfishing area (now Victoria Park) have been recorded as Maori heritage sites by Auckland City Council, as places of former Maori occupation Plan (#270 Appendix 3, Schedule B, Maori Heritage Sites).

The 19th century reclamation area under Victoria Park and the allotments adjacent to the Birdcage in Franklin Rd are of potential archaeological significance and may provide information relating to the 19th century settlement and development of Auckland.

Consultation with the Historic Places Trust has confirmed that authorities to modify archaeological sites will be required for the Victoria Park reclamation and the Birdcage.

BIRDCAGE RELOCATION SITE

Relocation Site History²⁵

The area behind the Birdcage Hotel that has been proposed as the site for its relocation encompasses the street addresses 125-133 Franklin Road (Allotments 16-18, Section 43).

Lands & Deeds details record the first conveyance/Crown Grant of these allotments in 1853-54.

An 1864 Plan annotates three buildings (or building sites) on the corner of Willow Street (now Wilkins Street) as “Willow Terrace”. However these appear to be the villas located at street addresses 115-121 Franklin Road and just outside the proposed relocation area. Early photographs looking down Franklin Road towards Freeman’s Bay confirm the existence of these villas with the proposed relocation site appearing to be vacant.

An 1886 birds-eye view of Auckland shows the Rob Roy Hotel and the Freeman’s Bay stream running through the proposed relocation site; however, no buildings are depicted. Two buildings are shown higher up on the corner of Wilkins Street, but they are outside the proposed relocation area.

The 1908 City Plan shows no.125 (Allotment 16) as a 1-storey wooden building together with a large building at the rear of the lot. Further detail is contained in the Franklin Road Valuation List for 1912 that describes the property as a “wooden house & stables”. The house was occupied by employees (clerk & secretary) of the Kauri Timber Company. A 1905 Auckland Public Library photograph shows this same house, with timber stacked to the rear of the property and a vacant area behind the Birdcage (Rob Roy Hotel). The stables opening onto Weld Street were replaced at a later date with a workshop. Later the property was listed as the premises of Evan’s Hooper and Company Ltd and the Auckland Timber Company. The age of the villa was assessed by the Council in 1945/6 as being “about 56 years” giving it a construction date of c.1889/90. According to Lands & Deeds details (3A.1826) the Kauri Timber Company leased Allotment 16 from 2 March 1905 onwards with the eventual conveyance of the property to them on 29 August 1921.

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²⁵ BECA Planning 2002. Birdcage (Rob Roy) Hotel – Relocation Site Quick Summary.

BIRDCAGE RELOCATION SITE, CONTINUED

Relocation Site History, *continued*

The 1908 City Plan shows the next lot (no.127, Pt. allots 17 & 18) behind the Birdcage (Rob Roy Hotel) with a 1-storey galvanised iron building. The Franklin Road Valuation List for 1912 records this property as being owned by Hancock & Company Limited, the then brewery owners of the Birdcage Hotel. In 1921 a building permit was granted for a moveable iron shed on the property. The tenants were known from this time as Acme Block Ltd and may have been a building company using the vacant property as a yard to store materials. A 1940 aerial shows allotment 17 behind the Birdcage (Rob Roy Hotel) devoid of buildings. The property was owned by Hancock & Company Ltd until 1946 when Lewis Berger & Sons Ltd, a paint manufacturer purchased the property. It later became a concrete factory although the area at the rear of the hotel remained free of large building footprints. According to Lands & Deeds details allotments 17 & 18 (3A.1827) were conveyed as one parcel to various land agents and owners. In 1863 Robert Kelly, a miner of Coromandel, owned both properties. Samuel Jagger, an Auckland brewer, purchased both allotments on 17 September 1885. Both properties were then transferred to the Captain Cook Brewery on 16 June 1898 and to Hancock & Company on 4 September 1907. Hancock and Company were the owners of the Birdcage (Rob Roy Hotel).

Another small part of Allotment 18 owned by Hancock & Company Limited was leased to a second-hand timber dealer in the 1920s. The 1919 changes to the 1908 City Plan record the construction of a 1-storey wooden building on the corner of Weld Street between these years.

Allotment 18 (No.133) is the Birdcage (Rob Roy Hotel) itself.

Summary

In summary, the proposed relocation area for the Birdcage appears to have been a vacant area right up until recent times. It did, however, contain the Freeman's Bay stream. It was used for stockpiling timber and as stables by the Kauri Timber Company (later the Auckland Timber Company). The area immediately behind the Birdcage hotel also remained vacant and like the hotel itself was owned by the publican and later the brewery company who appear to have leased the yard out to tenants stockpiling building materials.

CONCLUSIONS

General

A number of archaeological and historic sites were recorded within close proximity to the project area. The recorded archaeological sites include two former headland pa and two historic sites (industrial and residential). The headland pa have been largely destroyed by earlier reclamation and development of the area and any remains will not be impacted on by the project. These areas (along with the original foreshore (Figure 10)), have also been recorded as Maori heritage sites by Auckland City Council and consultation with the heritage division and Ngati Paoa will be required, along with monitoring of earthworks within them. Victoria Park is also part of this ACC heritage area.

The Birdcage

The Birdcage Hotel is the most significant heritage building in the project area, and will be impacted on by the project. The preferred mitigation option involves moving the building 20-50m from its present position up Franklin Road. Provided the building can be moved without compromising its integrity, such a small move would not appreciably alter the significance of its location.²⁶ However, such a move would undoubtedly result in the loss of the basement, an important aspect of the hotel, as it originally served as kitchens, servants' dining quarters and storage. Consequently the integrity and significance of the building will be impacted on. Both the Historic Places Trust and Auckland City Heritage Division have been consulted with respect to this option and consents would be required. Part of the requirements suggested by both protection agencies was the preparation of a Conservation Plan prior to moving the building. This has been carried out by Mathews and Mathews Architects Ltd.²⁷ Both ACC and HPT would like to be an integral part of the planning process for moving of this building (see appended memorandum regarding the method of relocation). While the basement was a significant part of the original hotel, it is not feasible to move this with the building. However, it should be recorded in detail prior to its demolition.

Campbell Free Kindergarten

The Campbell Free Kindergarten is also of significance, but is unlikely to be affected, unless by vibrations from construction. To ensure that any damage can be repaired it is proposed to prepare a dilapidation report and monitor the building during the construction process.

Continued on next page

²⁶ See appended memorandum relating to relocation of the building.

²⁷ Mathews and Mathews Architects Ltd. 2003. The Birdcage Tavern, Freemans Bay, Auckland. Conservation Plan.

CONCLUSIONS, CONTINUED

Other Buildings and Structures

Neither the Auckland Gas Company building or the Destructor building and chimney in Victoria Park Market will be affected.

HMS Ngapona is of some significance, although not scheduled by Auckland City or registered by the Historic Places Trust. Mitigation should involve recording of the building prior to destruction.

Jacob's Ladder is also of significance, although not scheduled or registered, and will be affected in that its present accessway alongside the motorway on-ramp will be lost. It is recommended that it is kept in use by integrating it into another walkway.

The gasometer site has been destroyed by the construction of apartments and the historic remains on the McDonalds Site are away from the project area and will not be impacted on.

Further heritage items were noted on the ARC CHI, including the remains of hulks, wharves and swimming pools. However, these have been destroyed or buried by the existing motorway and bridge approaches and it is unlikely that any remains relating to these historic items will be encountered during this project.

Victoria Park Reclamation

The proposed tunnel and work in the vicinity of the recorded Maori heritage sites and original foreshore and shellfishing areas (although there is a low likelihood of surviving significant physical remains), will require consultation with Auckland City heritage division, an Authority from the HPT and archaeological monitoring of earthworks. The reclamation area under Victoria Park and the allotments beside the Birdcage up Franklin Rd are potentially of archaeological significance and will require an HPT Authority prior to any works being undertaken. An application under Section 11 or 12 of the Historic Places Act will provide for the investigation of archaeological features exposed over the entire route.

RECOMMENDATIONS

Table 3. Summary of Recommendations relating to Heritage Items in the Project Area

The Birdcage Hotel	<p>The building's significance relates to both the building and its location and it is preferable to avoid any impact on this building. However, the preferred option will require the building to be moved some 20-50m up Franklin Road. While such a small move would not impact overly on its locational significance, its integrity and hence significance would be affected by the loss of its basement. Consent would be required from both the Historic Places Trust and Auckland City Council. A conservation plan has been prepared at the recommendation of ACC and HPT. HPT requires an authority application under S11 of the Historic Places Act 1993.</p> <ul style="list-style-type: none"> • Removal of building in consultation with HPT and Conservation Architect. • Recording of basement prior to demolition • Obtain an Authority to modify an archaeological site from the HPT prior to any ground disturbance
Campbell Free Kindergarten	<p>Visually compromised, and unlikely to be impacted on further. Significance sufficiently high to preserve and building requires a condition report and monitoring to ensure that any damage caused by construction can be remedied.</p> <ul style="list-style-type: none"> • Prepare dilapidation report prior to construction • Monitor during construction for the effects of vibration.
The Auckland Gas Company	Presently being adapted as residential apartments, will not be impacted on physically
Victoria Park Market	Unlikely to be physically impacted on, although there may be visual issues. Destructor building and chimney have high rating. The preferred development on the Birdcage side of the existing motorway will leave the Market intact.
HMNZS Ngapona	<p>Has moderate historical significance Options include:</p> <ul style="list-style-type: none"> • Make a detailed record and carry out further historic research prior to demolition.
Jacob's Ladder	<p>Strong local attachment and although not scheduled is historically significant. Present accessway alongside motorway on ramp will be lost although with the removal of HMS Ngapona it could be integrated into another walkway with St Mary's Bay.</p> <ul style="list-style-type: none"> • Retain Jacob's ladder and incorporate it into another walkway.
Maori Heritage Sites	<p>Any impact on physical remains is considered unlikely.</p> <ul style="list-style-type: none"> • Undertake iwi consultation. • Monitor earthworks.

Continued on next page

RECOMMENDATIONS, CONTINUED

Victoria Park 19 th century reclamation	Will require an Authority to modify an archaeological site from the HPT (Section 11 or 12 application, with Franklin Rd). <ul style="list-style-type: none">• Obtain an Authority from the HPT prior to carrying out any earth works in this area.
Franklin Rd allotments	A precautionary authority is recommended, but not legally required as historic research failed to indicate any archaeological potential – initial earthworks should be monitored. <ul style="list-style-type: none">• Obtain an Authority from the HPT prior to carrying out any earthworks in this area.
Victoria Park Plane Trees	<ul style="list-style-type: none">• 3 London Plane Trees are to be removed. Mitigation work undertaken as per the Tree Report and proposed Landscaping Plan.
Franklin Rd Plane Trees	<ul style="list-style-type: none">• Not affected.

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APPENDIX

Memorandum

To: **Rebekah Ward** Date: **27 October 2005**
From: **Yolande Joe** Our Ref: **3120457/400**
Copy: Ian Billings
Subject: **HARBOUR BRIDGE TO CITY: ASSESSMENT OF ENVIRONMENTAL EFFECTS – HERITAGE**

The Birdcage Hotel is a historic two-storey building, constructed in 1886. The structure consists of brick walls with concrete bands over the windows. The basement has a concrete floor slab but details of the foundations are not known.

The hotel's upper storey is located approximately 3m from the edge of the existing Victoria Park Viaduct (VPV). Widening this bridge will require relocation of the Birdcage Hotel.

It is proposed to shift the historic building part of the Birdcage complex up Franklin Road by 10 to 30 metres. Studies indicate that such a move is possible for the building (including the ground floor). The existing foundations and basement would not be shifted and would be substantially damaged by the moving process.

The methodology for relocating the Birdcage Hotel would be as follows;

- Strengthen and brace the upper structure to allow it to be shifted. This will require both temporary and permanent strengthening of the structure.
- Dig around building to expose and strengthen existing foundations to permit movement of building without damage. Install monitoring devices.
- Prepare new site and foundations for relocated building
- Construct trench and temporary runway beams on which to move the building.
- Skid building to new site.
- Remove temporary works and make good interior fittings.

Regards

Yolande Joe

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