

ANNEX 17

WYNYARD QUARTER INVENTORY OF CHARACTER ELEMENTS

Plan modification annotations - key



Indicates where content is affected by proposed plan modification x.
Refer to plan modification folder or website for details.



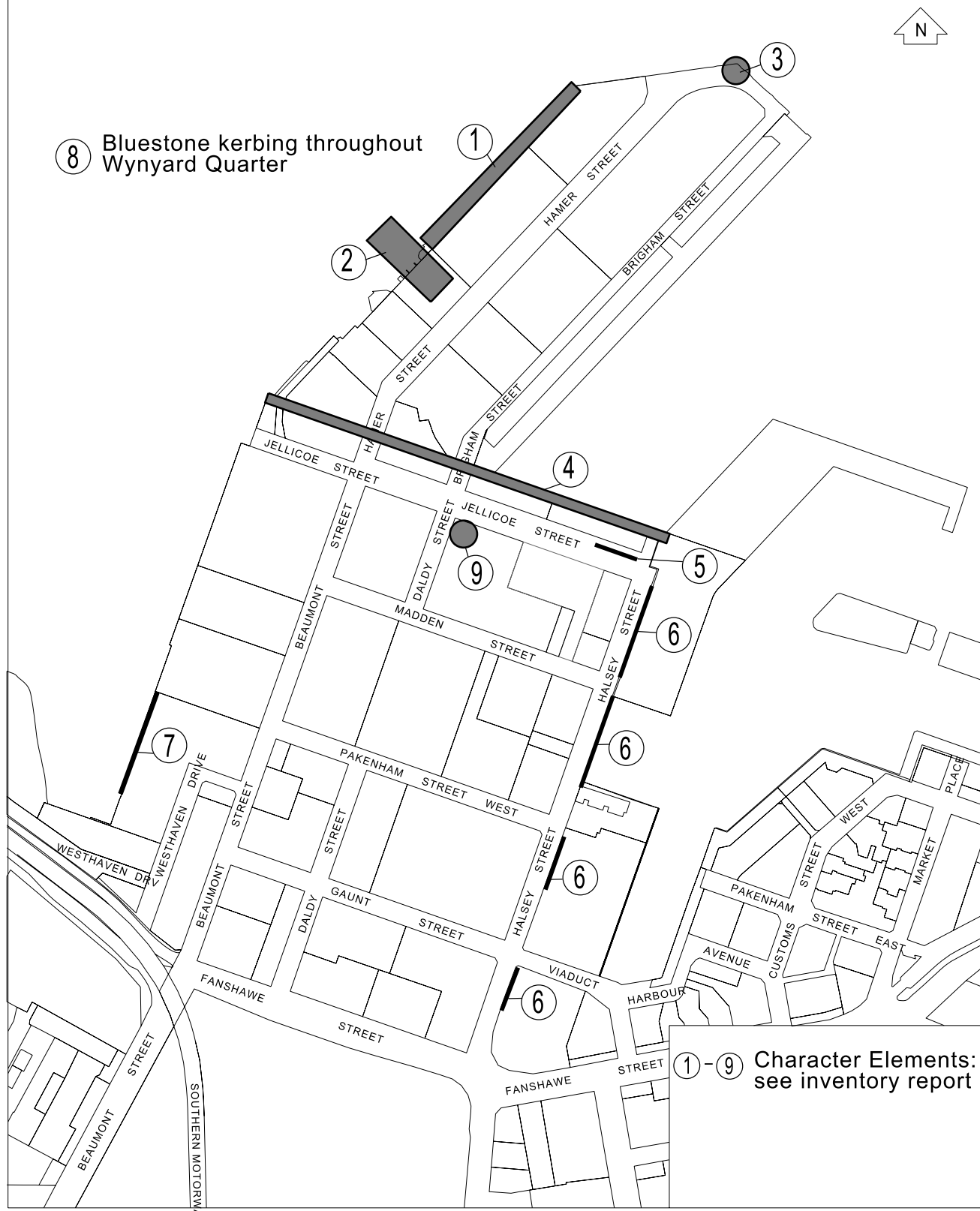
Indicates where the content is part of plan modification x, which is
subject to appeal.

Underlined content to be inserted.

~~Struck through~~ content to be deleted.



Indicative location of Character Elements - Wynyard Quarter



Inventory of Wynyard Quarter character elements

The following inventory is based on a half day inspection of the Wynyard Quarter. Only publicly accessible areas were inspected.

Areas unable to be accessed include:

- Wynyard Wharf and tide deflector
- Tank farm area
- Commercial business properties
- Construction zones

This inventory does not include:

- Operational wharves and details of their construction (e.g. toe rails, timber piles, ladders, concrete surface textures & some minor fittings)
- Petroleum, cement and other product storage tanks/silos and associated fittings
- Standing buildings
- Sea walls and revetments

Many of these structures and items contribute to the character of the Wynyard Quarter.



Item 1: Haul ashore

Location:

West side of Western Reclamation, north of Cement Wharf (refer to attachment 1).

Description:

Haul ashore area for hauling out boats for maintenance. Comprises 200 plus metres of shoreline paved with polygonal packed bluestone blocks. At the north end the haul out area there is a transition into a section of polygonal stacked bluestone revetment. This forms the end of the area of rip-rap revetment at the north end of the reclamation. Southwest end not viewed/defined, but part of the structure is overtopped by a recent (ca 1970s) reclamation filled with rubbish (probably an illegal reclamation), and part has been incorporated into the Vos boatyard slipways.

Condition:

Generally excellent. Part has been capped/overlaid with concrete but this is an early (WWII era) modification and the paved surface appears to be substantially intact beneath. There are also two recent concrete foundation blocks which once provided access to a pontoon, now removed. Condition of southwest end unknown (under rubbish or in commercial premises). Concrete panel seawall (age not determined) behind.

History/significance:

Unusual structure with aesthetically pleasing durable construction. Probably unique within region & perhaps nationally. History not investigated, but assumed to have been built as part of the original Western Reclamation development. The partial concrete capping is visible in 1940s aerial photos.



Haul ashore surface, looking north. Concrete panel seawall to right.





North end of haul ashore - start of rip-rap revetment.



Item 2: Slipways - ex Percy Vos boatyard

Location:

West side of Western Reclamation (to rear of 38 Hamer Street; property appears to be currently leased to Sanfords). Substantial parts of the structures are located within the Coastal Marine Area (CMA) (refer to attachment 1).

Description:

A series of slipways separated by bluestone fingers and incorporating a polygonal packed bluestone surface. To the south-west of the slipways is a section of polygonal packed bluestone revetment. Timber catwalks & a jetty extend from the fingers.

Condition:

Good. Not accessed or viewed at close range. Some collapse of front face of closest finger evident. Northern end may have been partially modified. Timber foreshore structures appear poor condition. Associated buildings and substantial timber entrance posts remain.

History/significance:

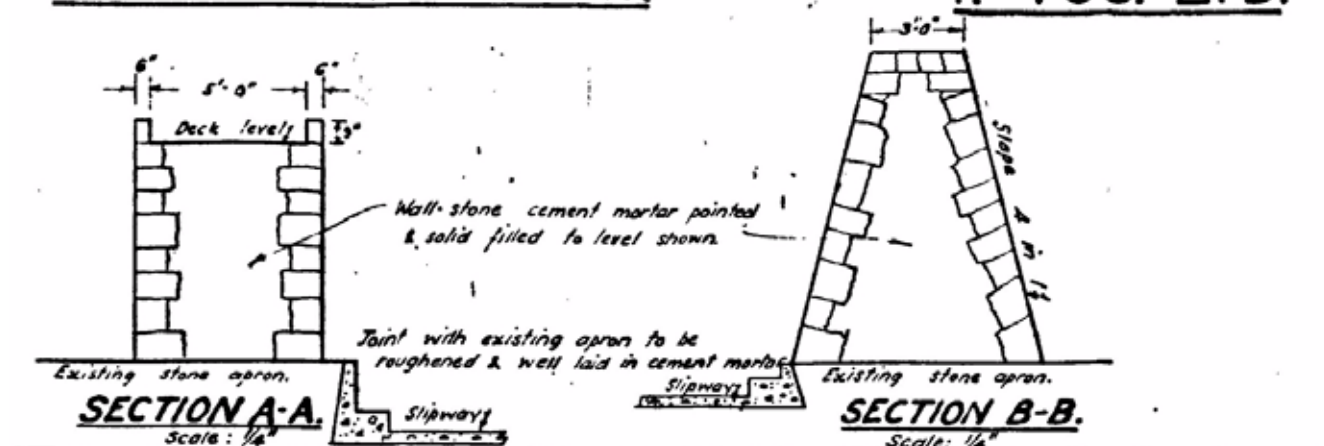
These slipways (and associated buildings) were once part of the boatyard of Percy Vos, a well known New Zealand boat builder. The yard was established in 1936 after Vos successfully tendered to build a 140 x 34 x 8' car ferry for the Devonport Steam Ferry Company. The winning of this tender meant that Vos's Poore St (now Westhaven Dr.) yard was not suitable so land was purchased out on the Western reclamation. During World War II the yard built two 80 ton, 112' Fairmile class motor launches (Q 410 & 411) of double diagonal kauri construction, for anti-submarine and patrol work (Cooke 2000: 456). Two of the bluestone fingers and the jetty were built in 1945, and a third northern finger was added later.

The yard is considered to be the sole surviving yard that specialised in wooden boat construction in the region. The bluestone slipways are likely to be unique within in the region. ARC file 14243 (not viewed).



Bluestone slipways and fingers, former Vos boatyard.



ADDITIONS AT NEW SLIPWAY.**P. VOS. LTD.**

Detail of Marine Department plan 8389 (1945) showing bluestone fingers in section.



A sister ship (Q407) to the Fairmile motor launches built by Percy Vos. Alexander Turnbull Library.

Reference:

Cooke, Peter 2000. Defending New Zealand: Ramparts on the Sea 1840-1950s. Defence of New Zealand Study Group, Wellington.



Item 3: Dredge driving wheels ex Whakarire

Location:

Mounted on promenade beside Hamer Street at northern end of Western Reclamation (refer to attachment 1).

Description:

Dredge driving wheels salvaged from Whakarire & brass interpretive plaque.

Condition:

Excellent, surface corrosion.

History/significance:

Not an in situ item, but has been a prominent feature of the waterfront in this location since it was installed in the 1970s. The dredge Whakarire was built in 1903 and decommissioned in 1974.



Mounted driving wheels and plaque (set in concrete, lower right).



Item 4: North wall (wharf) of Freemans Bay reclamation

Location:

Extends in east-west direction right across Western Reclamation. Exposed as North Wharf, and in Brigham and Hamer streets (refer to attachment 1).

Description:

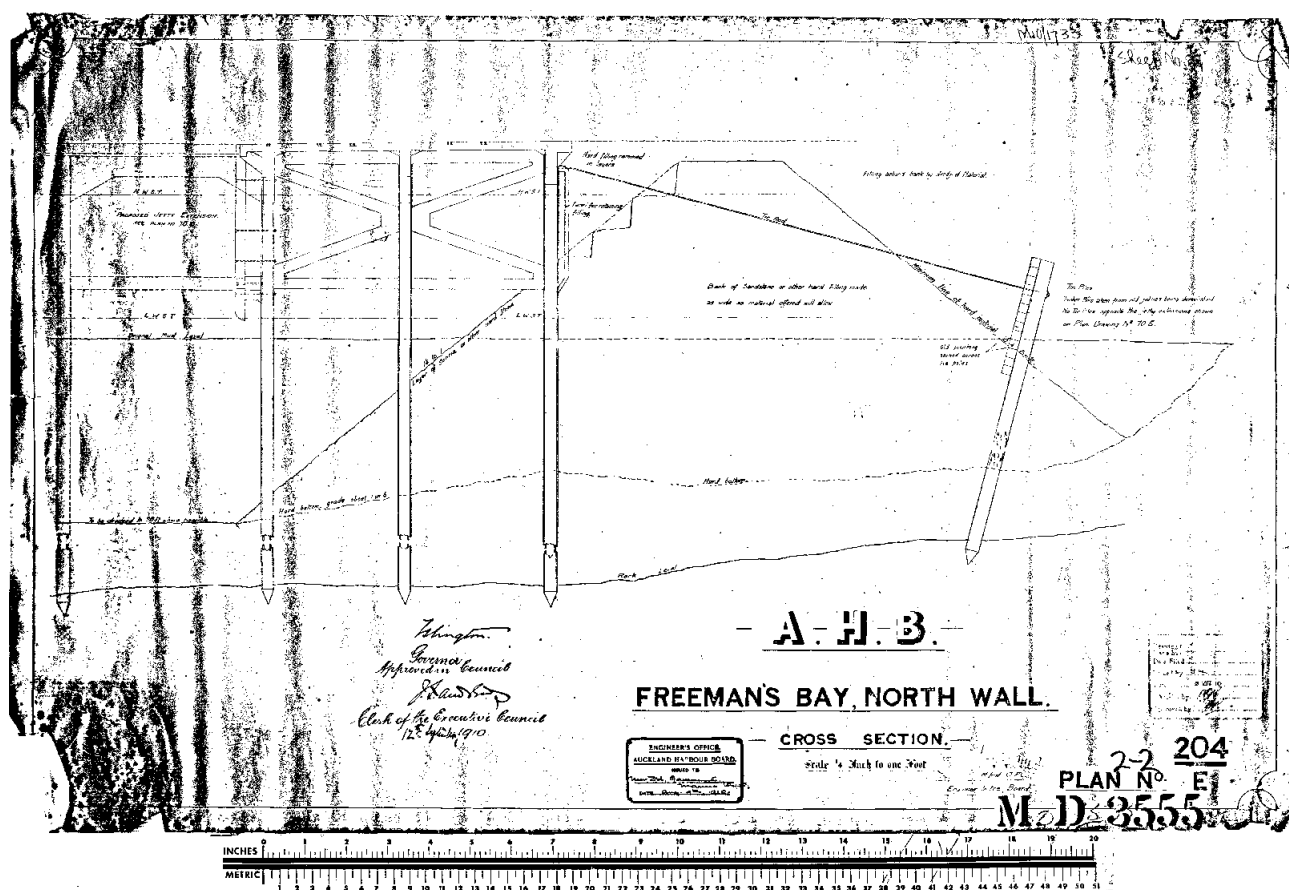
Substantial concrete retaining wall/wharf with concreted surface with rail/crane tracks embedded in it.

Condition:

Largely unknown. North Wharf is the only part that continues to function as a wharf and reclamation wall. Its condition has not been assessed, but ferro-concrete wharves of similar age typically require repairs to spalling concrete and corroding reinforcing. The balance of the wall/wharf to the west is substantially buried beneath the tank farm reclamation and more recent surfaces, but will be at shallow depth and is likely to be exposed during development. Parts of the wharf surface are still exposed (see 4.1).

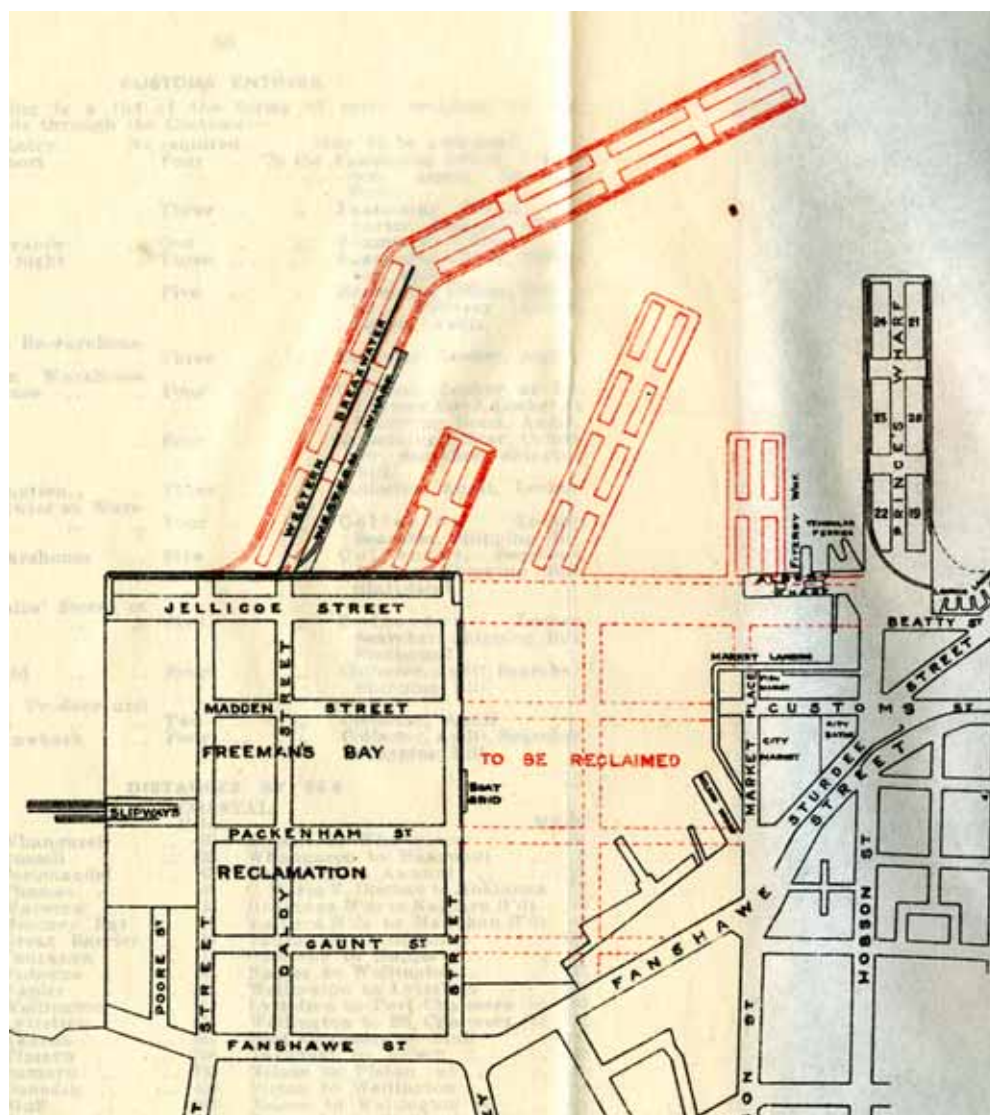
History/significance:

The concrete north wall of the Freemans Bay reclamation was built between 1907-1910. It defines the original extent of the Freemans Bay reclamation, which was completed in 1917. The wall was constructed of ferro-concrete slabs held in place by ferro-concrete piles, and was designed to be used as a wharf. On 10 February 1910 a 350 ft long section of the wall extending westward from the eastern corner collapsed, causing damage estimated to have cost more than £25,000.



Original section drawing for the north wall of the Freemans Bay reclamation. Rail tracks are shown set into surface above the three piles. MD plan 3555, 1910.





Plan of Freemans Bay reclamation about 1921 showing works completed or in progress (black) and proposed (red). The North Wall is shown as a solid black line. The Western Wharf was subsequently extended and renamed Wynyard Wharf. The proposed Eastern Wharf was not built.



Item 4.1: Crane/ rail tracks exposed in surface of North Wharf/wall

Location:

Fully exposed along North Wharf. The north wall extends as far as Beaumont/Hamer St, but the surface of the wall and the tracks set into it are only exposed intermittently (refer to attachment 2). Tracks also extend onto Wynyard Wharf (not accessed). Other rail tracks connected to these are likely to survive beneath more recent surfaces - for example beneath Beaumont St.

Description:

On North Wharf there is a set of 4 parallel tracks straddling a central line of cast iron plates. These are assumed to be travelling crane tracks. There are also 2 sets of railway tracks. Railway tracks are also visible in Brigham and Hamer Streets. Both rail and crane tracks are present on Wynyard wharf.

Condition:

Variable. Generally in corroded condition, especially plates which are in poor condition in places.

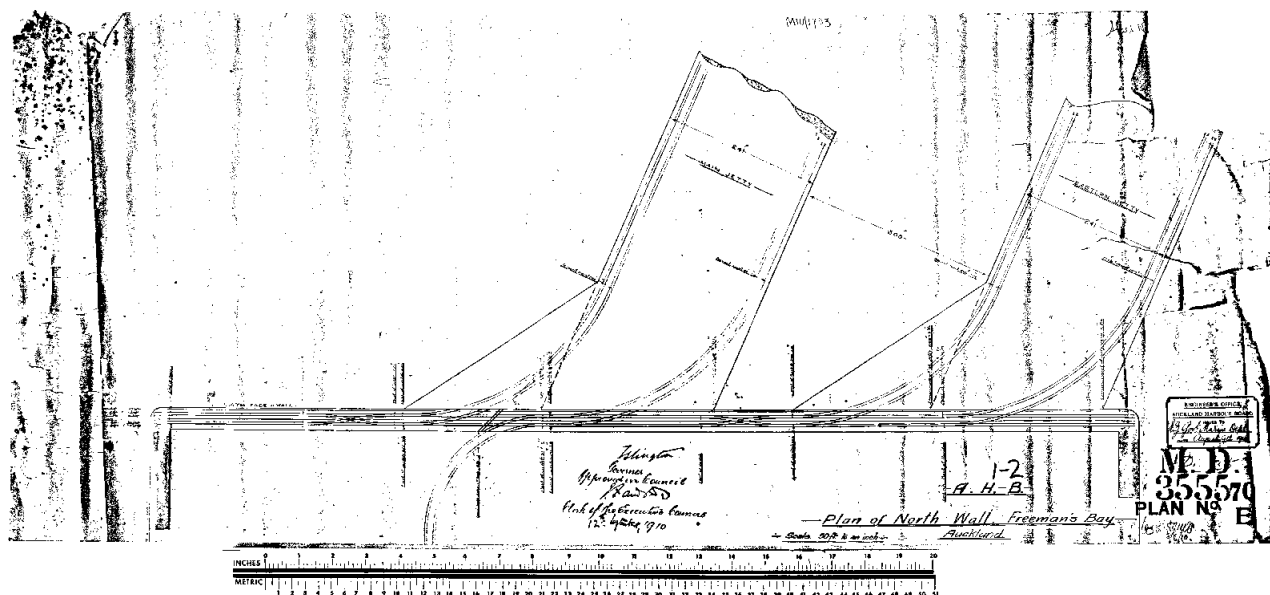
History/significance:

These tracks ran along the north wall of the Freemans Bay reclamation as completed in 1917. The rail tracks were clearly laid in anticipation of a planned Eastern jetty being built (see below) and now disappear off the wharf edge towards the sea.



Crane and rail tracks exposed in surface of North Wharf.





Original plan for the north wall of the Freemans Bay reclamation showing proposed main (now Wynyard Wharf) & eastern jetties and rail tracking. The tracks leading to the eastern jetty were laid and are still in place but the jetty was never built. MD plan 3555, 1910.



Item 4.2: Mooring bollards

Location:

North Wharf (refer to attachment 2).

Description:

Embossed cast iron AHB bollards x 12 mounted along East/West oriented North Wharf edge. Mixture of type K (pictured) type L, and type M. There is also a type M bollard on the Wynyard Wharf alignment beside the car ferry ramp, aligned with and matching others along Wynyard Wharf (enclosed behind protective fence & not accessible).

Condition:

Mostly excellent. Some exhibit surface spalling of corrosion on mounting plate.

History/significance:

The bollards are undated but likely date to construction of the North wall of the Freemans Bay reclamation, later North Wharf, during the 1910-20 period.



Type K bollard at eastern end of North wharf. Note textural difference between exposed aggregate surface of the historic wharf (far left) and modern wharf to right.





Type L (top, North Wharf) and M (below, Wynyard Wharf alignment) bollards.



Item 4.3: Hinged iron service covers

Location:

North Wharf (refer to attachment 2).

Description:

Embossed cast iron AHB covers x 3 mounted along East/West oriented seaward edge of North Wharf. Additional examples may be present under debris or within exclusion zones.

1. AHB 1906
2. AHB 1939
3. AHB

Condition:

Good.

History/significance:

Not investigated. Of variable age, although later examples may well be replacements. Associated with construction and subsequent operation of the North Wall of Western Bay reclamation, later North Wharf.



Service cover, North Wharf.



Item 4.4: Cast iron davit base

Location:

North Wharf (refer to attachment 2).

Description:

Embossed cast iron AHB fitting with circular hole - probably a davit mount. Along seaward edge of North Wharf.

Condition:

Excellent.

History/significance:

Not investigated. Associated with construction and subsequent operation of the North Wall of Western Bay reclamation, later North Wharf.



Cast iron fitting (probable davit base), North Wharf.



Item 4.5: Cast iron eye-pin and ring x 2

Location:

North Wharf (refer to attachment 2).

Description:

2 x iron eye-pin and ring fittings mounted along seaward edge of North Wharf.

Condition:

Excellent.

History/significance:

Associated with construction and subsequent operation of the north wall of Western Bay reclamation, later North Wharf.



Eye-pin and ring fitting and toe rail (painted, left), North Wharf.



Item 4.6: Brass letter

Location:

South end of Wynyard wharf, adjacent to North wharf (refer to attachment 2).

Description:

Brass letter B set into concrete.

Condition:

Excellent.

History/significance:

Antiquity and significance unknown. Appears to designate allocated parking or storage space. Other letters in the series may be present in vicinity.



Letter set in concrete, vicinity of intersection of Wynyard and North wharves.



Item 5: Drain/channel lined with bluestone blocks

Location:

North side of Jellicoe Street (refer to attachment 2).

Description:

50 m long section of stormwater drain made from bluestone blocks.

Condition:

Very good. Partially obscured by asphalt in places & infilled with debris.

History/significance:

Unknown. Possibly dates to 1910-20 period.



Bluestone channel, north side of Jellicoe St.



Item 6: Julian's wall

Location:

Eastern side of Halsey Street, along the east side of the footpath. A 30m length is fully exposed opposite the block between Pakenham and Madden streets. The top of the wall is partially exposed elsewhere between the Halsey Street footpath and recent Lighter Bay reclamations (refer to attachment 2).

Description:

Concrete wall/wharf that formed the original eastern side of the Freemans Bay reclamation. Some original fittings remain (6.1-6.2).

Condition:

Very good, partially concealed by recent reclamations and later surfaces. Timber fender piles and steel ladder on fully exposed section appear poor (not viewed at close range).

History/significance:

The eastern side of the Freeman's Bay reclamation was defined by a solid concrete wall, known as the east wall. It quickly became known as Julian's wall, after A. T. Julian, the contractor who built it. This wall functioned as a wharf where shallow draft vessels could tie up, and for many years it was the base for Auckland's scow fleet. Julian's wall was substantially buried under the more recent reclamations for the Americas cup base and apartment developments. However a 30 metre section of the wall remains fully exposed, and the top of the edge of the wall and some of the rings to which vessels were tied (item 6.1), are still visible beside the footpath on the eastern side of Halsey Street. The fully exposed section of Julian's Wall retains much of its original character and some original fittings including 2 cast iron bollards (item 6.2). However the modern balustrade that has been added to the top of the wall obscures its antiquity to some extent.



Julian's wall in 1921, with a scow and barge tied up. Auckland Public Libraries.





Intact section of Julian's wall, topped with modern balustrade. Note recesses for fender piles and ladders.



Sections of the top of Julian's wall that have been retained during construction of modern footpath between Viaduct Harbour Ave and Fanshawe Street.



Item 6.1 Eye-pin and ring fittings on Julian's wall surface.

Location:

Halsey Street footpath, East side (refer to attachment 2).

Description:

3 x iron eye-pin and ring fittings mounted in old concrete surface of wall that formed original eastern side of Freemans Bay reclamation. One has had the fitting sawn off.

Condition:

2 excellent, one poor (damaged).

History/significance:

Substantial parts of Julian's wall have been buried under more recent reclamations for the Americas cup base. However the edge of the wall and some of the rings to which vessels were tied, are still visible beside the footpath on the eastern side of Halsey Street. Significance as for Item 6 - contributes to overall character of Julian's wall.



Exposed aggregate surface of Julian's wall (right) with eye-pin and ring fitting.



Item 6.2 Mooring bollards on Julian's wall

Location:

On east side of Halsey Street footpath (refer to attachment 2).

Description:

2 x plain AHB cast iron mooring bollards mounted on exposed section of Julian's wall.

Condition:

Very good (not viewed at close range).

History/significance:

As for Item 6 - contributes to overall character of Julian's wall.



One of two remaining bollards on the exposed section of Julian's wall.



Item 7: Stanchions (reused)

Location:

Pier 21 (refer to attachment 3).

Description:

AHB pattern cast iron stanchions, reused on modern jetty with galvanized pipe railing & chain. The balustrade is approximately 80 metres long.

Condition:

Good, heavily sandblasted.

History/significance:

History not researched. Not in original position and presumably recycled from another balustrade elsewhere in the port.



Modern balustrade incorporating recycled stations, Pier 21.



Item 8: Bluestone kerbing

Location:

Widespread, along majority of original streets on Western Reclamation.

Description:

Bluestone kerbing has survived along most streets except where interrupted by vehicle crossings or has been replaced with modern concrete alternatives. In places there are also original bluestone paved vehicle crossings. A variety of finishes are represented - some kerbstones are hand spalled, others are more regular and appear machined.

Condition:

Generally very good. Only a small proportion has been re-layed and thus much of the kerbing retains its original spacing and detailing, now lost over much of the city.

History/significance:

Significant character element, potential for lost sections to be reinstated.



Bluestone kerbing , Beaumont St: Kerbing with original stones & detail on right, modern replacement on left.



Item 9: Cable junction box

Location:

Jellicoe Street, south side near Daldy Street intersection.

Description:

Cast iron cable junction box (probably telegraph/telephone). Embossed Henley HTW London.

Condition:

Excellent, cosmetic surface corrosion.

History/significance:

The W. T. Henley Telegraph works company was a long established (Victorian era) firm that became part of Associated Electrical Industries Ltd (AEI) in 1958. In 1959 AEI became a trading company and the AEI symbol replaced the brand names and trademarks of companies within the group from 1960. It is likely therefore that the box predates 1960, but it could be significantly older and possibly contemporaneous with the initial development of Jellicoe Street.



Cable junction box, Jellicoe Street



Not visited:

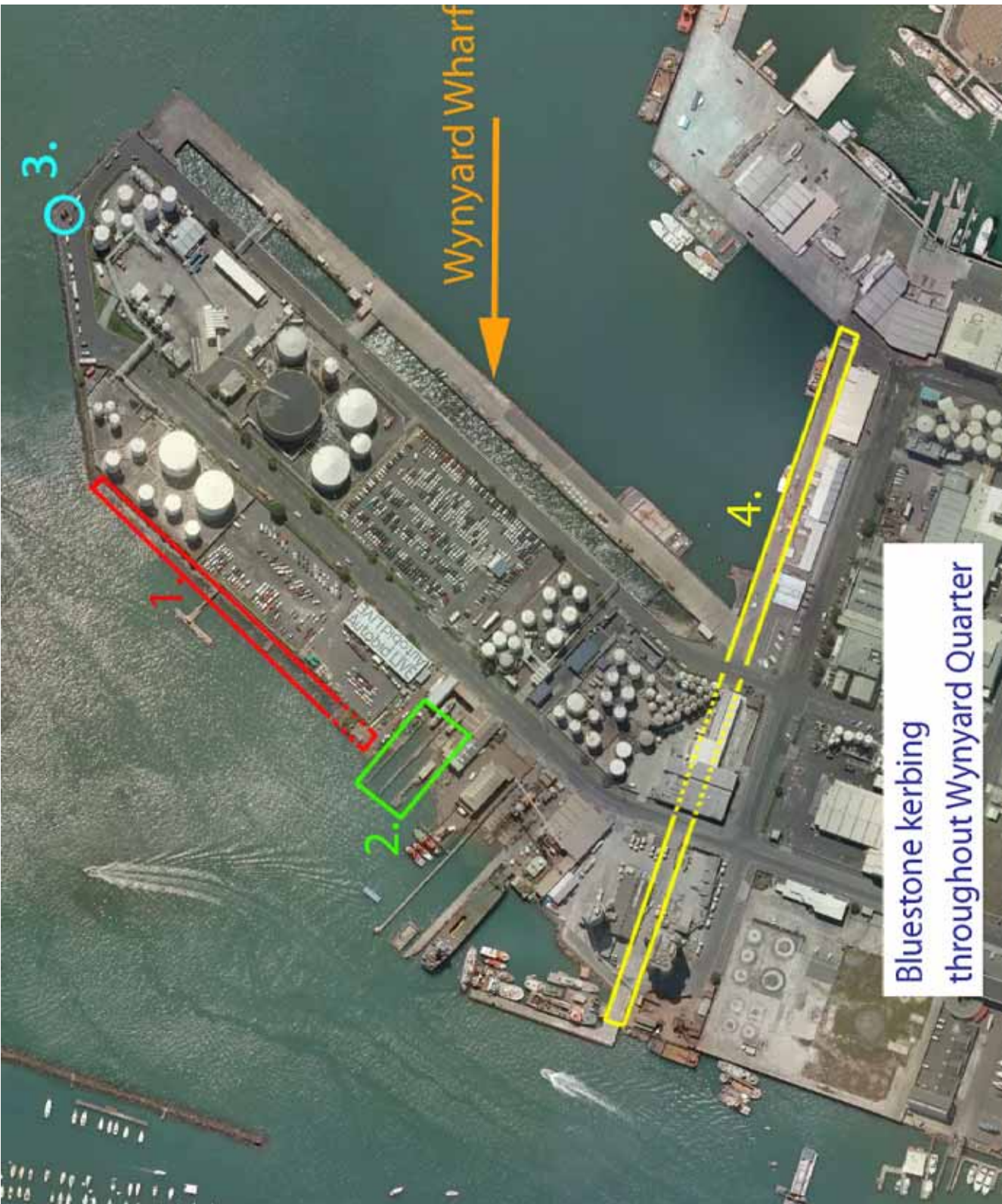
Further items that should be considered, but are not currently accessible:

Wynyard Wharf and western tide deflector: Wynyard (previously Western) Wharf is a 486 m long ferro-cement wharf for oil and coal started in 1920. It was finally completed in 1927, following the failure and collapse of a large section in 1924. The wharf is fitted with cast iron bollards similar to those on North Wharf and has rail tracks set into its surface. To the east lies the western tide deflector/breakwater, which forms the eastern side of the reclamation. Between the wharf and the breakwater are the remains of timber piles upon which there were originally two wharf sheds.

Cement wharf: A 1950s ferro-cement wharf with cast iron bollards located on the west side of the Western Reclamation adjacent to the cement silos. It was built on the site of the western vehicular landing. The bollards on the wharf appear similar to those on Wynyard and North wharves.

Bluestone revetment (west). There is a section of polygonal packed bluestone revetment adjacent to the cement wharf. It is part of a longer section of revetment that was built by the 1940s. The southwest end possibly survives beneath later rip-rap.





Attachment 2

