

PROPOSED PRIVATE PLAN CHANGE, QUEEN ELIZABETH SQUARE, AUCKLAND: HERITAGE IMPACT ASSESSMENT

Report prepared for Precinct Properties New Zealand Limited

By

Adina Brown (MA, MSc)
Zarah Burnett (MA Hons)

March 2015

Clough & Associates Ltd.
heritage@clough.co.nz
321 Forest Hill Rd, Waiaatarua
AUCKLAND 0612
Telephone: (09) 8141946
Mobile 0274 850 059
www.clough.co.nz

TABLE OF CONTENTS

Introduction.....	1
Project Background.....	1
Methodology	2
Historical Background	5
Introduction.....	5
Development of Queen Elizabeth Square Area	5
Endeans Building	35
Auckland Chief Post Office	45
Ferry Building.....	55
Past Research and Investigation.....	60
Archaeological Background.....	60
Historic Heritage Places.....	63
Recorded and Scheduled Historic Heritage Places	63
Historic Heritage Assessment.....	69
Introduction.....	69
Downtown Block	70
Queen Elizabeth Square.....	79
Assessment Point A - Quay Street towards Queen Elizabeth Square.....	83
Assessment Point B - Queen Elizabeth Square from SE junction of Customs Street East and Queen Street	83
Assessment Point C – CPO Building and Endeans Building	84
Assessment Point D – Ferry Quay Street intersection with Queen Street	85
Discussion and Conclusions	110
Summary of Results.....	110
Maori Cultural Values.....	110
Survey Limitations.....	110
Historic Heritage Value and Significance.....	111
Effects of Proposal – Built Heritage	115
Effects of Proposal -Archaeology	115
Resource Management Act 1991 Requirements.....	117
Heritage New Zealand Pouhere Taonga Act 2014 Requirements	121
Conclusions.....	122
Bibliography	123
Appendix 1: General History	126
Appendix 2: Queen Elizabeth Square Timeline.....	138

Appendix 3: Site Record Forms.....	139
Appendix 4: Central Area Street Sightline No. 20	142
Appendix 5: Sculptures.....	144

INTRODUCTION

Project Background

Precinct Properties New Zealand Limited (PPNZL) are proposing a private plan change to the Auckland Council District Plan (Operative Auckland City – Central Area Section 2005) to change the zoning for Queen Elizabeth Square (also known as Queen Elizabeth II Square), from ‘Public Open Space 1’ to a pedestrian orientated zone, consistent with the rest of the Downtown block. Queen Elizabeth Square is situated on the east side of the central Auckland block bounded by Customs Street West, Lower Queen Street, Quay Street and Lower Albert Street (Figure 1, Figure 2). The proposed plan change includes associated changes to the District Plan Planning Overlay Maps and text, to enable redevelopment of Queen Elizabeth Square (Figure 3, Figure 4). The square itself has not previously been evaluated for historic heritage significance, however there are a number of scheduled historic heritage places adjacent to this block. The potential impact of any future development enabled through this plan change on any unrecognised historic heritage values of the square, and the adjacent historic heritage places, needed to be established.

A Heritage Impact Assessment was commissioned by Gerard Thompson, Barker and Associates, on behalf of PPNZL. This is to establish whether the proposed plan change is likely to impact on historic heritage values and if mitigation of adverse effects is required. The report takes into account Schedule 4, Section 6 and Section 32 of the Resource Management Act 1991 (RMA). The report also identifies any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

Methodology

The New Zealand Archaeological Association’s (NZAA) site record database (ArchSite), Auckland Council’s Cultural Heritage Inventory (CHI), District Plan schedules and the Heritage New Zealand (Heritage NZ) New Zealand Heritage List were searched for information on historic heritage places recorded in the vicinity of the plan change area. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early plans held at Land Information New Zealand (LINZ) were checked for information relating to past use of the plan change area.

A visual inspection of the plan change area was conducted on 14/03/2015. Photographs were taken to record features within Queen Elizabeth Square, surrounding historic heritage places and of key viewing points.

Continued on next page

INTRODUCTION, CONTINUED

Methodology, *continued*

There is no adopted methodology for assessing impact on the setting and views of historic heritage places in Auckland. Therefore, this report draws on international good practice guidance, including ‘Seeing History in the View’ (English heritage 2011) and ‘The Setting of Heritage Assets’ (English Heritage 2014). This is compatible with the values based methodology for assessing historic heritage significance in the PAUP (Chapter B: 4.1).

The ground surface is completely modified and subsurface testing with a probe and spade for potential archaeological deposits was not practical. Archaeological sites beneath modern buildings in urban environments can rarely be identified prior to being exposed in the course of redevelopment work, and the approach to archaeological assessment is therefore to identify historically recorded activities on the site, and assess the potential for archaeological evidence to have survived on the basis of later modifications to the site.

Continued on next page

INTRODUCTION, CONTINUED

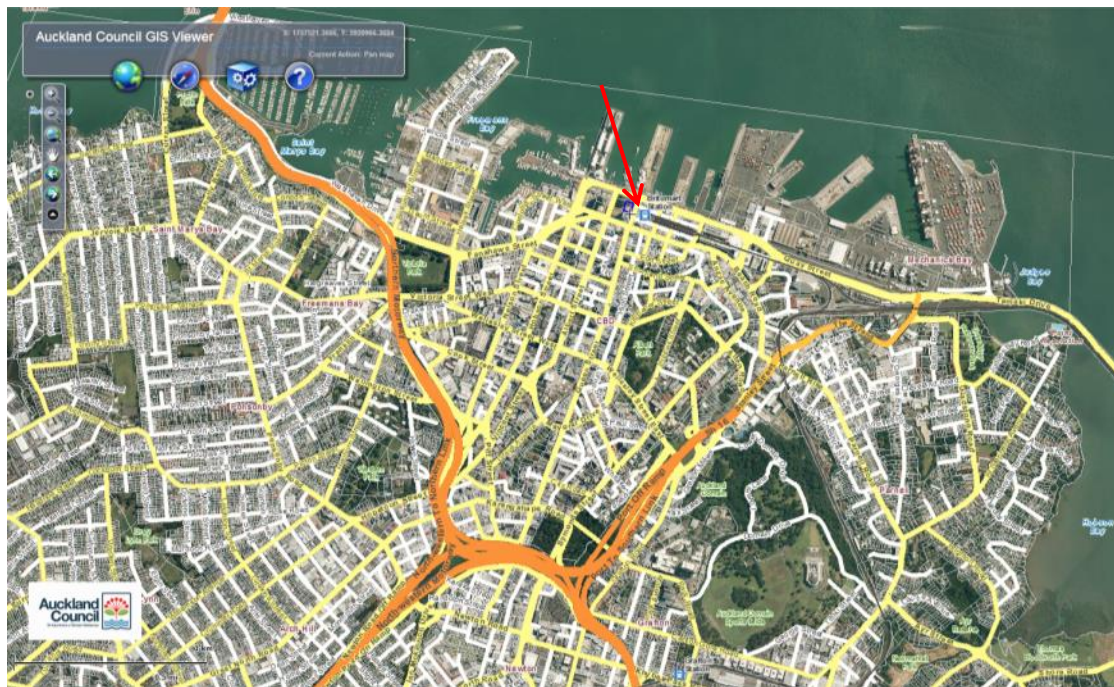


Figure 1. General location map of plan change area (arrowed) showing wider Auckland context (source: Auckland Council GIS viewer; accessed 25/03/2014)



Figure 2. Detailed 2010 aerial of plan change area showing property boundaries in blue (source: Auckland Council GIS viewer; accessed 25/03/2015)

Continued on next page

INTRODUCTION, CONTINUED

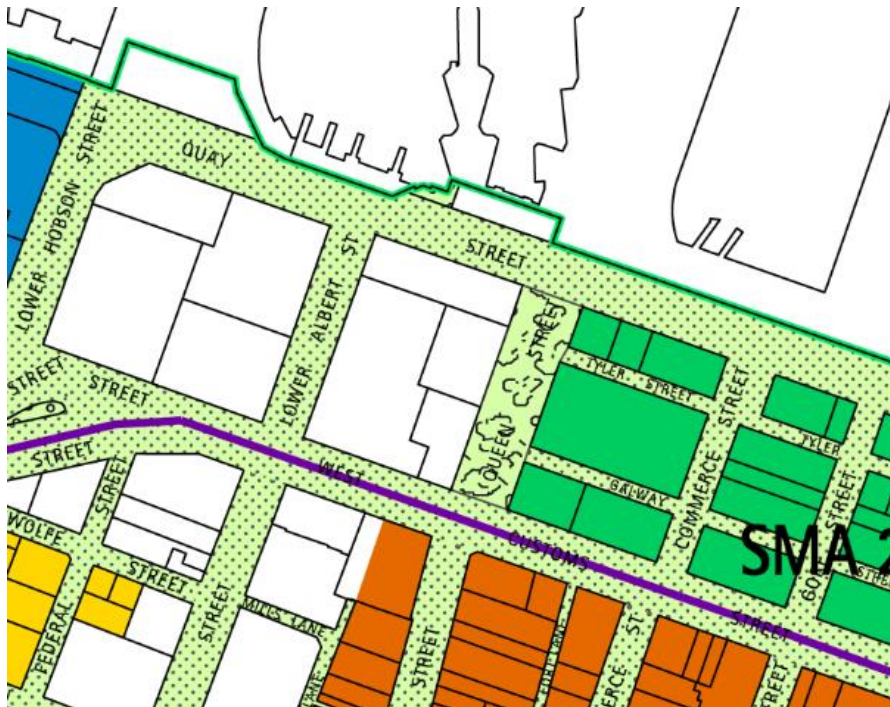


Figure 3. Inset of proposed Planning Overlay Map 1 (Precincts and Quarters) removing Queen Elizabeth Square from the 'Public Open Space 1' zone (source: Barker and Associates; 2005)

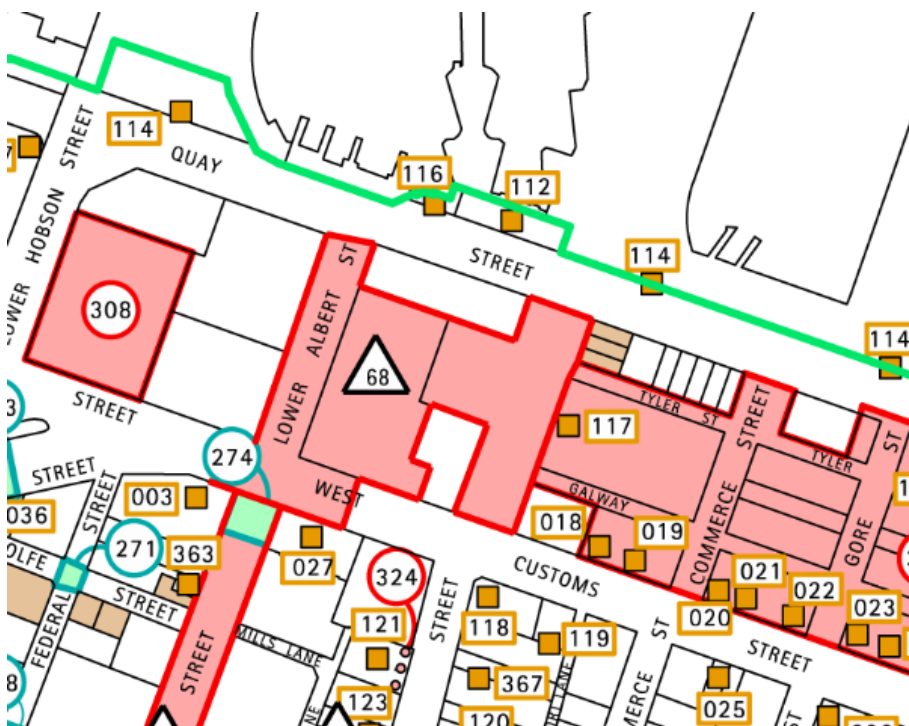


Figure 4. Inset of proposed Planning Overlay Map 6 (Heritage) showing removal of text 'Queen Elizabeth Square' and item 353, which is no longer present in the square (source: Barker and Associates; 2005)

Continued on next page

HISTORICAL BACKGROUND

Introduction

The Maori and Early European history of the area has been summarised by Zarah Burnett in Appendix 1. This includes European purchase and settlement from 1840 and reclamation of Commercial Bay from c.1850. A number of other historic background reports have also been produced for the adjacent Downtown Shopping Centre proposed redevelopment (Pearson and Walker 2013 and Judge et al. 2014).

The following historical background provides more in-depth information on the development of Queen Elizabeth Square, the Chief Post Office, Endeans building and the Ferry Building. These buildings are the focus of the heritage assessment (discussed further below) and a summary timeline for the development of Queen Elizabeth Square is included in Appendix 2.

Development of Queen Elizabeth Square Area

Bounded to the west by lower Queen Street, the east by Little/Lower Albert Street, and the south by Customhouse Street, the newly reclaimed harbour land was divided into 26 lots, numbered 38-63, (the current Queen Elizabeth Square area being part of Lots 43-51) and accessed by a central thoroughfare named Little Queen Street (Figure 5). In 1878 the *Evening Post* advertised the public auction of the eastern half of the land by R.C. Greenwood:

‘The undersigned has received instructions to sell, at the office of the Auckland Harbour Board, Fort-street, by public auction...the leasehold, for sixty-six years, from the 1st day of November, 1877, of fourteen allotments, numbered from 38 to 51 inclusive, having an extensive frontage to Queen-street and Little Queen-street, at a rental per annum. This property is situated in the Main Street of the City of Auckland, and from its contiguity to Queen-street Wharf and the new Railway Station, warrants the Auctioneer in asserting that such an opportunity to acquire a long lease of property in the most valuable part of the city will not occur again.’¹

Leaseholds were formally conveyed on 3 December 1878, with the exception of Lot 51 which was retained by the Auckland Harbour Board (AHB) until 24 July 1883 (Table 1).²

Continued on next page

¹ *Evening Post*, 22 August 1878, p.4.

² Deeds Index 16A/909, Archives New Zealand.

HISTORICAL BACKGROUND, CONTINUED

Development of Queen Elizabeth Square Area, *continued*

Building commenced on the land soon afterwards and in 1879 the *New Zealand Herald* reported on progress with the following:

‘The entire space between Customhouse street and Quay-street, between which streets these buildings are being constructed, is laid off in 14 allotments [being Lots 38-51], which are all taken up as follows: - 6. Mr. Laing [Lamb]. Just about to build; 7. Mr. Forgie [Foughy]. Vacant; 8. Mr. Major. Built upon...; 9. Mr. Vare. At present vacant, but plans are out calling for tenders; 10. Mr. Batger. Built upon; 11. Mr. Compton. Built upon; 12. Owen and Dewar. Vacant as yet; 13. Messrs. J. and D. Oxley. Built upon; 14. Mr. Burt (41 x 120). Vacant. On allotments No.s 9, 10, 11, 12 and 13 [Lots 46-50], five in all, there will be, when all are completed, buildings [i]n exactly the same style and description in every way, which, as a block, will present a very handsome and uniform appearance; and hereafter when a third storey will have been erected on each of these...they will be still greater ornaments to the wharf and to the city generally. A description of the two edifices which are being now built on the two allotments, No.s 10 and 11 [Lots 47 and 48], leased respectively by Mr. Batger and Mr. Compton, will answer for the whole five. The architect is Mr. Edward Bartley, and the builder is Mr. William Philcox. It is a two-storey building, with circular doors and windows.....The front of the building in Queen street is ornamented with sunken pilasters and cornices, the top cornices being supported on brackets. The lower part of the front is formed in rusticated blocks, with large plate-glass windows. The walls are all built of brick, with ground mortar, and cemented with Portland cement. The two buildings on the allotment of Messrs. Batger and Compton are divided into four shops, fronting on Queen-street, and two stores at the back fronting on Little Queen-street. The four shops on the Queen-street front are rented by Mr. Williams, fishmonger; Hales and Griffith, bakers; F. E. Compton, and the Pacific Mail Co. Messrs. J and D. Oxley’s building on allotment No. 13 [Lot 50] is precisely the same externally as those just described. The architect is the same, viz., Mr. Edward Bartley, the builders in Messrs. Oxley’s case being McConochie and Flatt. Their building is divided into a store for their own use in front – that is, as a ship chandlery warehouse – and at the back they have a large workshop fitted up with all the proper machinery for the manufacture of blocks, &tc. The front part in the upper storey is divided into two offices, and the remainder of the same storey is a sail loft.’ (Figure 6)³

Continued on next page

³ *New Zealand Herald*, 6 December 1879, p.6.

HISTORICAL BACKGROUND, CONTINUED

Development of Queen Elizabeth Square Area, *continued*

In 1882 Hickson's Map of the City of Auckland depicted a number of structures on the reclaimed lots, with those situated between lower Queen Street and Little Queen Street shown to be constructed entirely of brick (Figure 7). The buildings were also depicted on Stevens' birdseye view map of Auckland City, dated 1886, which showed the finished Railway Station reclamation (within the block which is now bounded by Customs Street East, Quay Street, Lower Queen Street, and Britomart Place), and the newly constructed Palmerston Buildings and Marine Chambers (Figure 8 to Figure 10).⁴

The three-storied Marine Chambers was constructed at the corner of Quay and Queen Streets in 1885 (Figure 11). The structure was partly erected in Portland cement and featured shops on the ground level and offices on the second and third floors.⁵ The headquarters of the Auckland and North Shore Steam Ferry Company were established in the chambers by 1887 and the building was eventually renamed the Gladstone Coffee Palace/Gladstone Buildings in the 1890s (Figure 12).⁶

By the turn of the century the area of Lower Queen Street was a bustling hub (Figure 13 to Figure 16). Warehouses, offices and shops were in close proximity to the Queen Street wharf and Auckland Railway Station, and electric tram lines were introduced to the area in 1902.

In 1908 the buildings of Lower Queen Street were illustrated on Wrigg's Map of the City of Auckland (Figure 17).

The map showed brick structures on all of the lots [43-51] ranging in size from two to three storeys in height. Coloured portions of the map indicate later amendments to the structures and include the conversion of a two-storey brick building situated on Lot 45, formerly occupied by Messrs. Jagger and Harvey, well-known ship chandlers, into a large six-storey premises for Messrs. R. and W. Hellaby, butchers. In March 1914 Mr J.H. Colebourne's tender of £16,168.15s.10d for the building work was accepted and plans were prepared by the architect B.C. Chilwell (Figure 18).

Continued on next page

⁴ The four-storied Palmerston Buildings were constructed over Lots 38-40 (on the corner of Lower Queen Street and Customs Street West) in 1884. See: *Auckland Star*, 20 February 1884, p.3.

⁵ *New Zealand Herald*, 16 March 1885, p.4.

⁶ *Auckland Star*, 13 May 1887, p.1.

HISTORICAL BACKGROUND, CONTINUED

Development of Queen Elizabeth Square Area, *continued*

The *New Zealand Herald* reported that year:

‘The structure will run back to Little Queen Street – a distance of 121.5ft. It is to be a ferro-concrete steel-frame building, and will be practically fireproof. On the ground floor provision has been made for two shops. One of these is to be used as a butcher’s shop, and has been designed on the most up-to-date and hygienic principles, and no wood of any kind will be used in the construction. Walls and ceilings will be all-tiled, marble slabs are to be used, and the floor will be of ferro-concrete. At the rear of the shops there will be a factory for the butcher’s shop, together with a cool store...Further back again there will be stores for letting purposes, and these will have an entrance from Little Queen Street.’⁷

Throughout the 1910s and 20s the western side of Lower Queen Street was dominated by the Palmerston Buildings, the Gladstone Buildings, R & W Hellaby’s building, the Grand Theatre [on Lot 42], and the wholesale and retail outlets of Messrs. Wingate & Co (Figure 19 to Figure 21).

Smaller businesses occupying the block included: Wah Jang and Company, fruiterers; Charles Frederick Shaw, chemist; Trocadero Dining Rooms; Louis Glass, tailor; Tim Hayes, bootmaker; Delany and Menzies; E McKeown and Sons Limited; and CCC Dining Rooms.

Minimal change occurred throughout the western Lower Queen Street block during the 1930s, 40s and 50s and photographs from the mid-20th century demonstrate the static nature of the period (Figure 22 and Figure 23). Development in the wider area included the reclamation of land to the west of Quay Street during the 1930s and the erection of the bus terminal at the rear of the Chief Post Office in 1937. The tram car service to the area was discontinued in 1956.⁸

Continued on next page

⁷ *New Zealand Herald*, 2 March 1914, p.9.

⁸ Pearson, D. and M. Walker. September 2013. Downtown Shopping Centre, Auckland: Site History Report. Dave Pearson Architects report prepared for Precinct Properties New Zealand Limited, p.29.

HISTORICAL BACKGROUND, CONTINUED

Development of Queen Elizabeth Square Area, *continued*

By the 1960s the remaining buildings along the western side of Lower Queen Street were in various stages of deterioration and calls were made for the revitalization of the area. The Auckland Harbour Board responded with the proposed Downtown Redevelopment Project which engaged English architect Professor Robert Kennedy to transform Lower Queen Street and the surrounding thoroughfares into a place of civic importance. The project area involved a total of 13 hectares bounded by Quay Street, Britomart Place, Fort Street, Customs Street East, and Hobson Street. In his report, Professor Kennedy suggested a mixture of shops and offices centred on Lower Queen Street which was to become Queen Elizabeth Square. A pedestrian plaza was planned along the front of the Central Post Office.⁹

A later review of the proposal by Melbourne based property consultant George Connor recommended that the block bounded by Queen, Quay, Customs and Albert Streets (the project area) be developed as a large concentrated retail area mixed with office space establishing a potential rental income of \$1,430,000. He further recommended that multi-storey car parking buildings be provided in the adjacent land on the western side of Albert Street.¹⁰

In 1965 the Board proposed what was to be the first stage of the Central Area Properties redevelopment scheme, covering the seven-acre block west of Queen Street. The recommendations put forward by Connor, of office and retail space along with car parking facilities and a pedestrian plaza, were to be provided. Portfolios were released for tender submissions. Disappointingly, there was little interest in the project and the tender eventually accepted was a consortium called MDF comprising Mainline Construction Pty Ltd, then an Australian subsidiary of a US contractor; Dillingham Constructions Pty Ltd, an Australian subsidiary of a Hawaiian firm and Fletcher Trust and Investment.¹¹

The consortium engaged architects in Sydney to draw up a proposed development. After much negotiation between the consortium and the Harbour Board an agreement was reached for the development of the site and the scheme was submitted to the Auckland City Council for consent in June 1966.¹²

Landscaping of Lower Queen Street had occurred in the early 1960s, which included the planting of cabbage trees along the median strip in the middle of the thoroughfare (Figure 24). In 1967 a bronzed statue of a Maori chief, sculpted by Molly Macalister, was installed between the trees (Figure 25).¹³

Continued on next page

⁹ Ibid., pp.30-1.

¹⁰ Ibid.

¹¹ Ibid., p.31

¹² Ibid.

¹³ Ibid., p.29.

HISTORICAL BACKGROUND, CONTINUED

Development of Queen Elizabeth Square area, continued

In 1968 the demolition of buildings within the Downtown redevelopment area commenced (Figure 26). While some buildings were demolished as early as 1969, other long-standing structures, such as Hellaby's building, remained until the second phase of works around 1972/3 (Figure 27).¹⁴ The first office block was built at No 1 Queen Street in 1972. Known as Air New Zealand House, the block sat on 2322m² of land, reached a height of 81metres, and had 20 floors of retail and office space. In 1973 a 14-storey office block named Downtown House was completed next to the mall space. The Downtown Shopping Complex was opened in April 1975.¹⁵

Revitalisation of the area between the Downtown Shopping Complex and the Chief Post Office building was the next phase of development works. A pedestrian area, known as Queen Elizabeth Square, was created which included the installation of a trio of fountains on the southern side called the Coutts Fountain (Figure 28 to Figure 30).¹⁶ On the western side of the square, and partially surrounded by the new Downtown Shopping Complex, a stainless steel 'Wind Tree' sculpture was erected in 1977.¹⁷ Designed by the Japanese sculptor, Michio Ihara, the 'Wind Tree' cost \$80,000 to install and was made with two and a half miles of tubing.¹⁸ The statue of the Maori chief was removed from its two-metre high pedestal during works and relocated closer to the Quay Street end of the square, on a lower base. The square was officially opened by the Mayor of Auckland, Sir Dove Myer Robinson, on 29 February 1980 (Figure 31).¹⁹

Continued on next page

¹⁴ Auckland Scrap Book, June 1972, p.1; Auckland Scrap Book, March 1969, p.164 & 181 - May 1969, p.40, Auckland Card Index, Auckland Libraries.

¹⁵ Pearson, D. and M. Walker. September 2013. Downtown Shopping Centre, Auckland: Site History Report. Dave Pearson Architects report prepared for Precinct Properties New Zealand Limited, pp.36-7.

¹⁶ Ibid., p.38.

¹⁷ Auckland Scrap Book, February 1977, p. 219, Auckland Card Index, Auckland Libraries.

¹⁸ Auckland Scrap Book, February 1977, p.153, Auckland Card Index, Auckland Libraries.

¹⁹ Pearson, D. and M. Walker. September 2013. Downtown Shopping Centre, Auckland: Site History Report. Dave Pearson Architects report prepared for Precinct Properties New Zealand Limited, p.38.

Development of Queen Elizabeth Square Area, *continued*

RED HARBOUR BOARD LOTS
BE LEASED
BY AUCTION

ALBERT ST
QUAY STREET
QUEEN STREET
LITTLE QUEEN STREET

CUSTOM HOUSE
CUSTOM HOUSE J. MFS.

Plant 133
Plant 134
Plant 135

SC 4586
SC 4587

1621766
1621767
1621768
1621769
1621770
1621771
1621772
1621773
1621774
1621775
1621776
1621777
1621778
1621779
1621780
1621781
1621782
1621783
1621784
1621785
1621786
1621787
1621788
1621789
1621790
1621791
1621792
1621793
1621794
1621795
1621796
1621797
1621798
1621799
1621800
1621801
1621802
1621803
1621804
1621805
1621806
1621807
1621808
1621809
1621810
1621811
1621812
1621813
1621814
1621815
1621816
1621817
1621818
1621819
1621820
1621821
1621822
1621823
1621824
1621825
1621826
1621827
1621828
1621829
1621830
1621831
1621832
1621833
1621834
1621835
1621836
1621837
1621838
1621839
1621840
1621841
1621842
1621843
1621844
1621845
1621846
1621847
1621848
1621849
1621850
1621851
1621852
1621853
1621854
1621855
1621856
1621857
1621858
1621859
1621860
1621861
1621862
1621863
1621864
1621865
1621866
1621867
1621868
1621869
1621870
1621871
1621872
1621873
1621874
1621875
1621876
1621877
1621878
1621879
1621880
1621881
1621882
1621883
1621884
1621885
1621886
1621887
1621888
1621889
1621890
1621891
1621892
1621893
1621894
1621895
1621896
1621897
1621898
1621899
1621900
1621901
1621902
1621903
1621904
1621905
1621906
1621907
1621908
1621909
1621910
1621911
1621912
1621913
1621914
1621915
1621916
1621917
1621918
1621919
1621920
1621921
1621922
1621923
1621924
1621925
1621926
1621927
1621928
1621929
1621930
1621931
1621932
1621933
1621934
1621935
1621936
1621937
1621938
1621939
1621940
1621941
1621942
1621943
1621944
1621945
1621946
1621947
1621948
1621949
1621950
1621951
1621952
1621953
1621954
1621955
1621956
1621957
1621958
1621959
1621960
1621961
1621962
1621963
1621964
1621965
1621966
1621967
1621968
1621969
1621970
1621971
1621972
1621973
1621974
1621975
1621976
1621977
1621978
1621979
1621980
1621981
1621982
1621983
1621984
1621985
1621986
1621987
1621988
1621989
1621990
1621991
1621992
1621993
1621994
1621995
1621996
1621997
1621998
1621999
1622000

Figure 5. Deeds Plan A Red, dated c.1877, showing the newly reclaimed land between Lower Queen Street and Albert Street (source: Quickmap)

Continued on next page

²⁰ Ibid., p.39.

HISTORICAL BACKGROUND, CONTINUED

Table 1. Early Lessees of reclaimed Lots 43-51 in Lower Queen Street (source: Deeds Index 16A/909, Archives New Zealand)

Lot Number	Original Lessee	Date of Instrument	Source
43	John Lamb	3 December 1878	Deeds Index 17A/531
44	William Foughy	3 December 1878	Deeds Index 16A/917
45	Charles Major	3 December 1878	Deeds Index 16A/910
46	Zachariah Vare	3 December 1878	Deeds Index 16A/911
47	John Batger	3 December 1878	Deeds Index 16A/912
48	Frederick Ernest Compton	3 December 1878	Deeds Index 16A/913
49	George Wm Owen	3 December 1878	Deeds Index 16A/914
50	John Wm Oxley & or.	3 December 1878	Deeds Index 16A/920
51	Edward B. Reynolds	24 July 1883	Deeds Index 18A/437



Figure 6. Photograph, dated 1880, showing the corner of Albert and Customhouse Street and the Lower Albert Street reclamations. Brick premises along Lower Queen Street are arrowed in red (source: Sir George Grey Special Collections, Auckland Libraries, 4-569)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 7. Close-up of Hickson's Map of the City of Auckland, dated 1882, showing the newly reclaimed land between Lower Queen Street and Albert Street. Note: reddish brown colour denotes brick construction (source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 91)



Figure 8. Photograph, dated 1885-1889, showing early brick buildings situated between Little Queen Street (centre) and Lower Queen Street (source: Sir George Grey Special Collections, Auckland Libraries, 4-568)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED

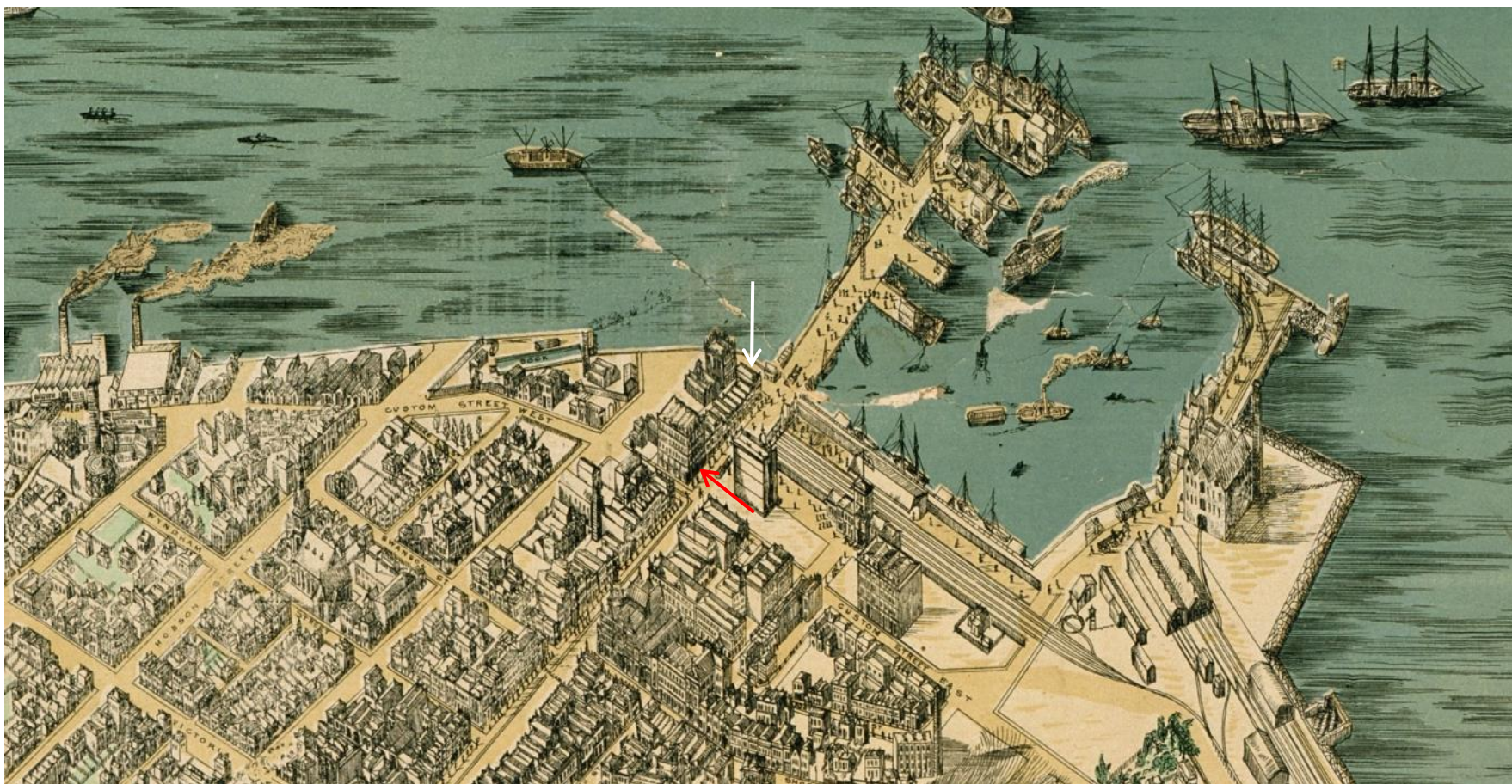


Figure 9. Close-up of Stevens' Birdseye View of Auckland, dated 1886, showing buildings on the reclaimed land between Lower Queen and Albert Streets. The Marine Chambers are arrowed in white and the Palmerston Buildings are arrowed in red. (source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 4630)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 10. Photograph, dated 1880s, showing the Palmerston Buildings (foreground left) on the corner of Lower Queen and Custom House Streets, with adjacent businesses and Lower Queen Street visible (source: Sir George Grey Special Collections, Auckland Libraries, 4-786)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 11. Photograph, dated late 1880s, showing Marine Chambers (foreground) on the corner of Quay and Lower Queen Streets (source: Sir George Grey Special Collections, Auckland Libraries, 4-RIC350)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 12. Photograph, dated 1897, showing the northern end of Queen Street Wharf with the Gladstone Coffee Palace (formerly Marine Chambers) arrowed in red (source: Sir George Grey Special Collections, Auckland Libraries, 4-589)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 13. Photograph, dated 21 March 1904, looking south across Queen Street Wharf and showing Lower Queen Street. The Gladstone Buildings are arrowed in red (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1101)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 14. Photograph, dated May 1905, showing Quay Street (centre) and Lower Queen Street (across centre) with premises (from right to left), of Robert Rew, Gladstone Coffee Palace, Shipping Bakery, E. McKeown, S. Whitley, J.W. Coleman, Ah Chee, Peter Franchi, Fish and Oyster Saloon, Imperial Bakery, T.H. Hall and Company, Jagger and Harvey, W.B. Hall and Wingate and Company, and showing the Endeans Buildings under construction (left foreground) (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1209)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 15. Photograph, dated May 1905, showing part of the Northern Roller Mills (left), construction of Endeans Building on Lower Queen Street corner, Quay Street East, entrance to railway station, G. Kronfeld and the Waverley Hotel on Customs Street East, with the Waitemata Hotel, Campbell and Ehrenfried, Wingate and Company, T.H. Hall and Company, W.S. Whitley and other premises on the west side of Lower Queen Street (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1208)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 16. Photograph, dated 20 May 1906, looking south from the masthead of the barque 'Callas', showing Queen Street Wharf and steamboats, Lower Queen Street running off the wharf and up the hill (centre to centre left distance), Endeans Buildings (centre left), Gladstone Buildings (centre right) and the businesses of Lower Queen Street (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1006)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED

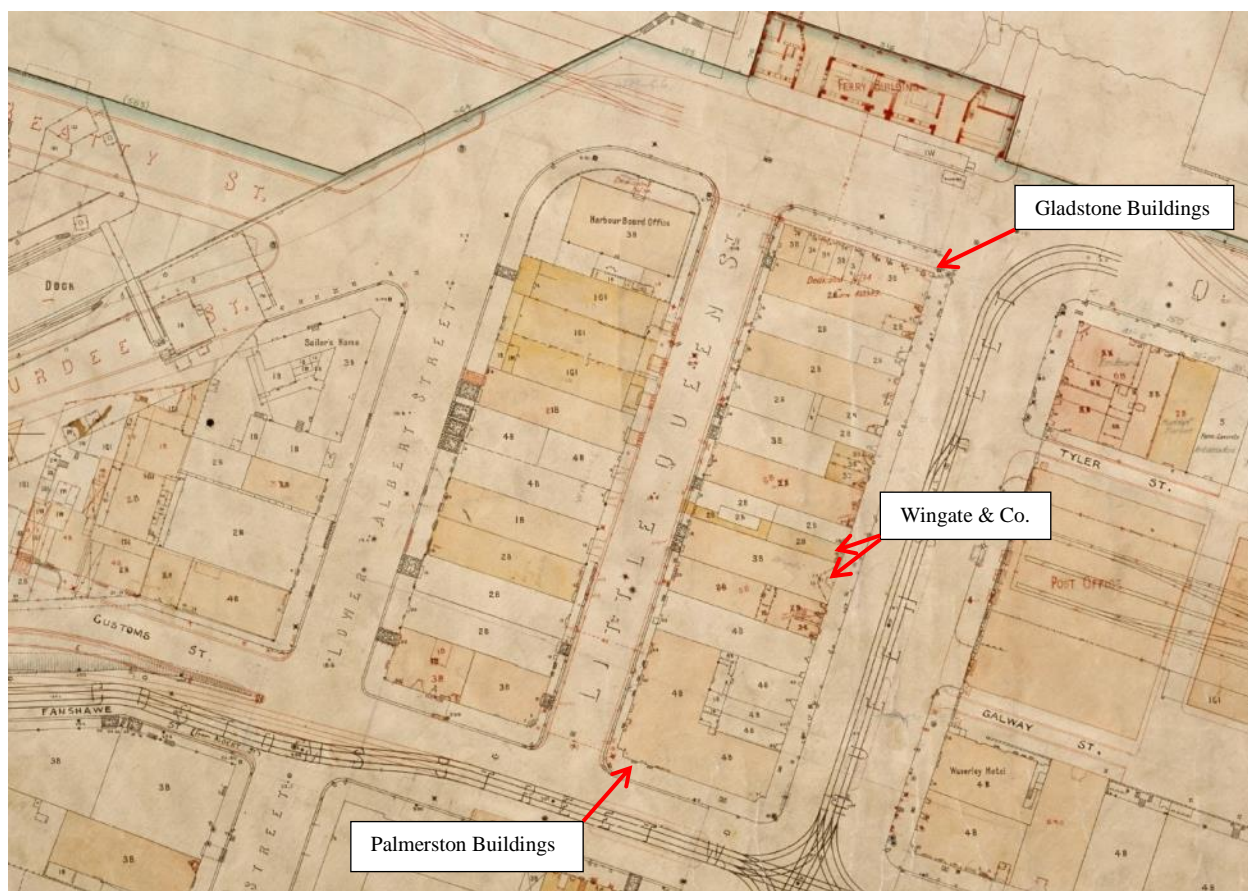


Figure 17. Close-up of Wrigg's 1908 City of Auckland Plan (source: Auckland Council Archives, ACC014-C13)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED

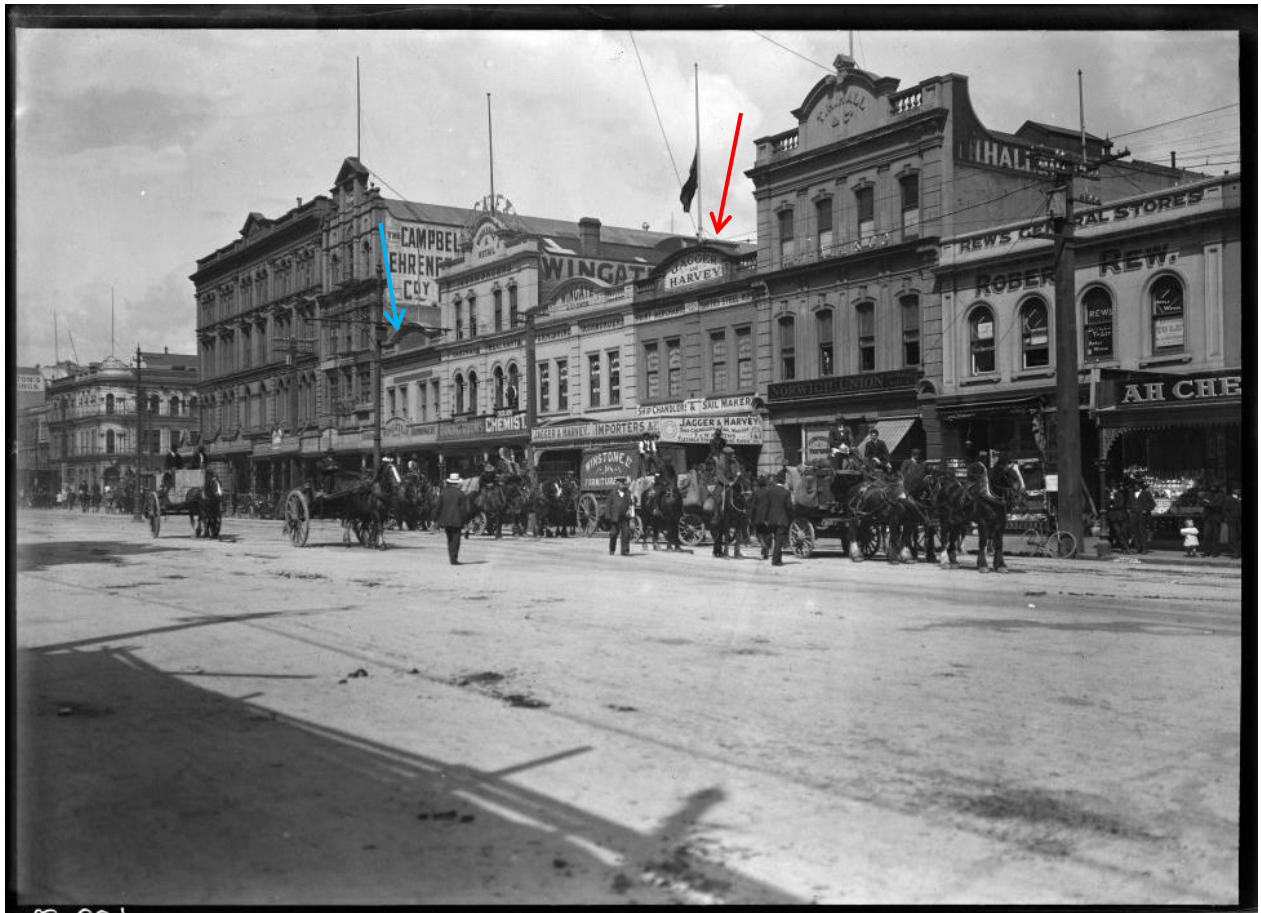


Figure 18. Photograph, dated 1913-1914, showing buildings along Lower Queen Street prior to the construction of Hellaby's buildings. The shop frontages of Messrs Wingate & Co, are visible between the two-storey business of Messrs. Jagger and Harvey (arrowed in red) and former H.C. Tonks ironmongery store (arrowed in blue). Other businesses shown include: Ah Chee, fruiterer, Robert Rew, grocer, C.M. Osburne, bookseller, and T.H. Hall and Company's buildings, Charles Frederick Shaw, chemist, Cafe Cecil, Phoenix Chambers, and the Palmerston Buildings (source: Sir George Grey Special Collections, Auckland Libraries, 1-W7)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 19. Photograph, dated 11 November 1919, showing Lower Queen Street. The premises of Messrs. Wingate & Co. are visible alongside the newly constructed six-storey Hellaby's building. Other businesses include C W Wah Jang and Company, fruiterers, C F Shaw, chemist, Sanford Limited, fish merchants, R. Rew, grocer, Ah Chee, greengrocer, and W.H. Whitehead, dining rooms (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1675)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 20. Photograph, dated 1928, showing the Gladstone Buildings on the corner of Lower Queen and Quay Streets (source: Sir George Grey Special Collections, Auckland Libraries, 4-1780)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 21. Photograph, dated 22 January 1928, looking south from Quay Street showing businesses along Lower Queen Street, including (right to left) the Trocadero Dining Rooms, Louis Glass, tailor, Tim Hayes, bootmaker, Delany and Menzies, E McKeown and Sons Limited, J W Coleman, CCC Dining Rooms, Mrs M.A. Bull, Rews Chambers, Ah Chee, R. Jaffe Limited, Sanford Limited, R. and W. Hellaby Limited, Wingate & Co., the Grand Picture Theatre, and the Palmerston Buildings (source: Sir George Grey Special Collections, Auckland Libraries, 4-1713)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 22. Aerial photograph, dated 1940, showing buildings located to the west of Lower Queen Street (source: Auckland Council GIS Viewer)



Figure 23. Aerial photograph, dated 1959, showing buildings located to the west of Lower Queen Street (source: Auckland Council GIS Viewer)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 24. Photograph, dated early to mid-1960s, looking north along the west side of Lower Queen Street from the junction with Customs Street East, showing (from the left) Coutts chemist, the City Grill, Phoenix Chambers, the Red Hen Restaurant, the Sheepskin Rug Shop, the Oxford Theatre, the Down Town Soul Club, the Comb Up Bar, Beazley Homes, Rews Chambers, Bond and Bond, and the Ferry Building (centre background) The newly planted cabbage trees are visible along the Lower Queen Street median strip (source: Sir George Grey Special Collections, Auckland Libraries, 786-A010-1)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 25. Photograph, dated 1967-1979, showing the Chief Post Office and statue of a Maori chief by Molly Macalister (source: Sir George Grey Special Collections, Auckland Libraries, 435-A5-38)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 26. Photograph, dated early 1970s, looking south east from Princes Wharf towards the junction of Quay Street and Lower Albert Street, showing the construction site for Air New Zealand House. Buildings in Lower Queen Street can be seen in the centre of the picture. The Harbour Board building and the Gladstone Building have already been demolished (source: Sir George Grey Special Collections, Auckland Libraries, 786-A023-5)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 27. Photograph, dated early 1970s, showing the final stages of demolition of buildings in the vicinity of the future Queen Elizabeth Square (source: Sir George Grey Special Collections, Auckland Libraries, 314-5-21A)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 28. Photograph, dated 1980-1989, looking north-east across Queen Elizabeth Square showing the Coutts Fountain, the corner of Customs Street, the South Pacific Hotel (far right), the Chief Post Office (centre), Endeans building (far left) (source: Sir George Grey Special Collections, Auckland Libraries, 1021-531)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 29. Photograph, dated 1980-1989, looking north-east across Queen Elizabeth Square showing the Coutts Fountain, the corner of Customs Street (far left), the South Pacific Hotel (far right), the Chief Post Office (centre), Endeans building (centre left) (source: Sir George Grey Special Collections, Auckland Libraries, 1021-699)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 30. Photograph, dated 1980-1989, looking west across Queen Elizabeth Square showing the Coutts Fountain (foreground) and the Downtown Shopping Centre (background) (source: Sir George Grey Special Collections, Auckland Libraries, 1021-700)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 31. Photograph, dated 1980-1989, looking south along Queen Elizabeth Square showing (from the left) Chief Post Office, South Pacific Hotel, and Coutts Fountain (source: Sir George Grey Special Collections, Auckland Libraries, 101-207)

Endeans Building

The site of the Endeans Building at 2 Queen Street (on the corner of Queen, Quay and Tyler Streets) originally formed part of the 1879-86 'Railway Station' reclamation of Commercial Bay (see Table 5, Figure 94 and Figure 7).²¹ In 1904 a 50 year lease for the corner property was obtained from the Auckland Harbour Board by John Endean, a Cornish-born businessman and mining speculator.²² Endean commissioned architects Edward Mahoney and Son to design a five-storey brick building which was erected on the site in 1905 (see Figure 14 and Figure 15).

Continued on next page

²¹ J. Barr, 1926. *The Ports of Auckland, New Zealand: A History of the Discovery and Development of the Waitemata and Manukau Harbours*, Auckland, 1926, np.

²² Building File 070, 'Endeans', Heritage New Zealand. Note: Endean's wife, Ellen (née Phillips) was the first woman to stand for election to the Auckland City Council in 1894.

HISTORICAL BACKGROUND, CONTINUED

Endeans Building, *continued*

Known as ‘Endean’s Buildings’ the structure featured various shops and offices and the *New Zealand Herald* noted:

‘A very material improvement at the junction of Queen and Quay Streets has been effected by the construction of a noble pile of buildings, built to the order of Mr. John Endean, and this structure will really be the first imposing object on that side of Queen-street to meet the eyes of arrivals by train or steamer.’²³

The building stood on the site for less than 10 years before it was destroyed by fire in March 1913 (Figure 32 and Figure 33).

Plans to construct a replacement structure were commenced immediately and designs for a new six-storey building were submitted by architects B.C. Chilwell and C. Trevithick in October 1913.²⁴ That same month the tender of Messrs. Craig Bros., at £24, 525, for the construction work was accepted²⁵ and the Auckland Star reported:

‘The proposed new building will be of the most modern ferro-concrete type, fire-proof, and of maximum efficiency. The building will occupy the whole of the existing frontages of 84 feet to Queen Street and 81 feet to Quay Street, and will be of six stories, with the topmost cornice a height of 86 feet from the pavement. The construction will allow [for] the addition of another storey should this be considered desirable. The entire framework will be of steel – the largest, it is said, of its kind in New Zealand. All the partition walls and floors are to be of reinforced concrete, while the window frames and sashes will be of metal. The plans show the main office entrance to Queen Street, connected by a vestibule of strikingly handsome design, with a central light court in which will be placed the stairs and two electric passenger lifts. There will be eight shop frontages to Queen and Quay streets of the most improved type, while the verandahs will be of the “hanging” pattern. The first, second, and third flats will each contain eighteen offices and a specially-constructed strongroom... The roof of the building, from which a splendid view of the harbour and city will be obtainable, is to be utilised as a garden.’²⁶

Continued on next page

²³ *New Zealand Herald*, 6 November 1905, p.3.

²⁴ *Auckland Star*, 14 October 1913, p.6.

²⁵ *Ibid.*

²⁶ *Auckland Star*, 15 September 1913, p.4.

HISTORICAL BACKGROUND, CONTINUED

Endeans Building, continued

By February 1914 strengthening of the footings of the original Endeans Buildings had commenced and additional piles were driven 13.1 metres down into bedrock to support the weight of the new structure.²⁷ The original street verandah was retained during works, and owing to the steel construction of the new building many businesses on the ground floor were able to continue trading until the structure was almost complete (Figure 34).²⁸ Progress of the Endeans Building continued apace throughout 1914 and by November the *New Zealand Herald* wrote: ‘the steelwork of this building is now in position, and a fair amount of brick-work and concrete work has been done.’²⁹ The building was eventually completed in 1915 and featured a total of nine shops and 90 offices.³⁰ Early tenants of the ground-floor shops included S. Stone & Co. Ltd., boot and shoe dealers and J.J. Wooler, stationer, while occupants of the offices on the upper storeys included the New Zealand Yacht Squadron, C. Munroe Emanuel, dentist, J. Pomeroy & Co., coachbuilders, and the Auckland Farmers Freezing Company.³¹

Modifications were carried out on the building from the 1920s (Figure 35 and Figure 36). In 1922 architects Chilwell and Trevithick designed a caretaker’s house to be erected on the roof of the structure.³² The house was altered in 1934 and the following year alterations were carried out on ground floor shops for Henderson & Macfarlane Ltd.³³ Along with the caretaker’s house, the roof of the Endeans Building was also utilised as a vantage point for the placement of a Bofors gun during World War II.³⁴ Minor internal changes took place throughout the building during the mid-late twentieth century, including the erection of mezzanine floors in the 1940s and 1950s (Figure 37).³⁵

Continued on next page

²⁷ Building File 070, ‘Endeans’, Heritage New Zealand.

²⁸ Ibid; *New Zealand Herald*, 31 March 1913, p.8.

²⁹ *New Zealand Herald*, 17 November 1914, p.9.

³⁰ Building File 070, ‘Endeans’, Heritage New Zealand; *New Zealand Herald*, 29 April 1915, p.4.

³¹ Ibid.; *New Zealand Herald*, 28 June 1915, p.8; *New Zealand Herald*, 4 October 1915, p.10; *Auckland Star*, 4 October 1916, p.8; *Waikato Times*, 13 October 1916, p.1; *New Zealand Herald*, 25 November 1916, p.8.

³² Building Permit Plan, 2-10 Queen Street, ‘Endeans Buildings, Queen St, Proposed Caretaker’s House on Roof’, 1922, AKC 339, Permit No. 20161, Auckland Council Archives.

³³ Building Permit Plan, 2-10 Queen Street, ‘Alterations to Endeans Buildings – Extra Room to Caretaker Rooms’, 28 August 1934, AKC 339, Permit No. 5713, Auckland Council Archives; Building Permit Plan, 2-10 Queen Street, ‘Alterations to Shops in Endeans Buildings for Henderson & Macfarlane Ltd’, 13 May 1935, AKC 339, Permit No. 6911, Auckland Council Archives.

³⁴ Building File 070, ‘Endeans’, Heritage New Zealand.

³⁵ Building Permit Plan, 2-10 Queen Street, ‘Proposed mezzanine floor, cloak and store room’, 11 July 1949, AKC 339, Permit No. 2301, Auckland Council Archives; Building Permit Plan, 2-10 Queen Street, ‘Alterations & form mezzanine floor’, 4 July 1959, AKC 339, Permit No. 15457, Auckland Council Archives.

HISTORICAL BACKGROUND, CONTINUED

Endeans Building, *continued*

The building was freeholded from the Auckland Harbour Board in the 1990s and an additional two levels were constructed in place of the caretaker's house. Following these substantial alterations the upper floors were converted into apartments and the building was renamed The New Yorker. Premises on the ground floor continue to be utilised for commercial purposes (Figure 38).³⁶



Figure 32. Photograph, dated 3 April 1913, showing the aftermath of the fire in the original Endeans's Buildings (source: Sir George Grey Special Collections, Auckland Libraries, AWNS-19130403-4-2)

Continued on next page

³⁶ Building File 070, 'Endeans', Heritage New Zealand.

HISTORICAL BACKGROUND, CONTINUED

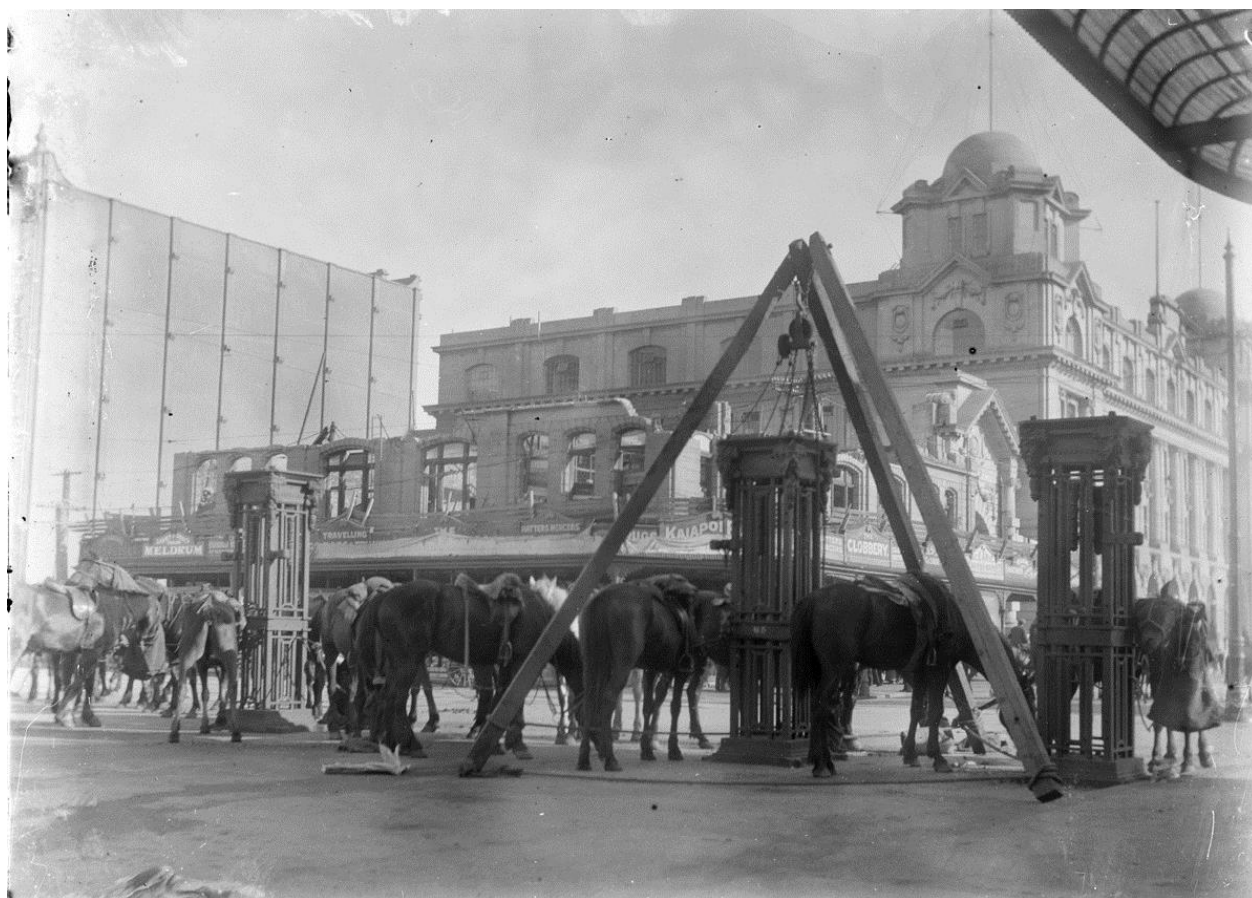


Figure 33. Photograph, dated October 1913, showing the demolition of the original Endeavour's Buildings (background) with horses of the Mounted Specials at the wharf gates (under construction) in the foreground (source: Sir George Grey Special Collections, Auckland Libraries, 236-7464)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 34. Photograph, dated 5 February 1914, showing the Endean's Buildings on the corner of Quay Street East and Lower Queen Street, under construction (source: Sir George Grey Special Collections, Auckland Libraries, 1-W598)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 35. Photograph, dated ca.1920s, showing Endeans Buildings on the corner of Quay Street East and Lower Queen Street and the premises of C. Emanuel, dentist, G.F. Coales, outfitter, S. Stone and Company, with the Chief Post Office at right (source: Sir George Grey Special Collections, Auckland Libraries, 1-W377)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 36. Photograph, dated 24 October 1927, showing the east side of Lower Queen Street, with (from the left) the Post Office and the entrance to the Railway Station, Dilworth Building and Endeans Buildings, with the premises of S Stone and Company, G.F. Coates, C. Munro Emanuel, P.C. Folman, the Den tea rooms and Auckland Farmers Freezing Company Limited (source: Sir George Grey Special Collections, Auckland Libraries, 4-1692)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 37. Photograph, dated c.1973, looking south from the wharf area at the junction of Quay Street and Lower Queen Street, showing (from the left) Paragon Outfitters on the ground floor of Endeans Buildings, and the Central Post Office (enclosed in scaffolding) (source: Sir George Grey Special Collections, Auckland Libraries, 786-A010-4)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 38. Photograph, dated April 2011, looking south-east from Quay Street showing Endeans Buildings, Britomart Transport Centre and the Mercure Hotel (source: Sir George Grey Special Collections, Auckland Libraries, 1104-12)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED

Auckland Chief Post Office

The (former) Auckland Chief Post Office building at 12 Queen Street is situated on land which was originally formed from reclamation works in Commercial Bay, carried out from 1879-1886.³⁷ The site was initially used to accommodate the station grounds of the Auckland Railway Station, completed in 1885.³⁸

Auckland's central Post Office was located along Shortland Street from 1865; however, by the turn of the century the ever increasing volume of work rendered the building unsuitable. In 1907 the parcel of land directly to the west of the Auckland Railway Station was selected as the site for a new and sizeable Chief Post Office. With a frontage onto Lower Queen Street, and within close proximity of the train station and wharves, the building was situated along Auckland's main commercial thoroughfare. Plans for the new Post Office were drawn up by the government architects John Campbell and Claude Paton in 1908 and J. & J. Jamieson's tender of £95,000 was accepted for the construction work.³⁹

On 1 August 1910 the foundation stone of the new building was laid by the Prime Minister, Sir Joseph Ward and progress continued throughout 1911 (Figure 39 and Figure 40).⁴⁰ The completed structure was officially opened on 20 November 1912 by Prime Minister William Massey on front of a crowd of nearly 10,000 onlookers (Figure 41 and Figure 42).⁴¹ Following its opening the *New Zealand Herald* reported:

‘The new building measures 179ft to Queen street, with a depth of 140ft. It is interesting to note that the frontage of the building is almost exactly the same as that of the new General Post Office which has just been opened in London...In our new building the arches, giving access to the railway station and the rear of the new buildings, make the entire front elevation of the building on the ground floor 243ft. There are five storeys, inclusive of basement...An inspection of the premises gives a comprehensive idea of the varied operations of the Department...

Continued on next page

³⁷ J. Barr, 1926. *The Ports of Auckland, New Zealand: A History of the Discovery and Development of the Waitemata and Manukau Harbours*, Auckland, 1926, np.

³⁸ *New Zealand Herald*, 26 October 1885, p.6.

³⁹ Building File No. 040, ‘Chief Post Office’, Heritage New Zealand.

⁴⁰ *Auckland Star*, 3 August 1910, p.8.

⁴¹ *Colonist*, 21 November 1912, p.4.

HISTORICAL BACKGROUND, CONTINUED

Auckland Chief Post Office, *continued*

... In the basement are situated a parcels office, a Customs examination office, machinery rooms for elevators, a heating room, a pneumatic tube machinery room, and diningrooms and kitchen for staff...The accommodation on the ground floor comprises a large public office lighted by glass domes, a capacious entrance vestibule, having tiled wall and floor, in which posting facilities are provided...Separate entrances are provided for private letter-boxes and old age and Imperial pensions paying office. The office accommodation consists of a large mail room, a money-order and savings bank room, a clerks' retiring room, and electric mails lift to letter sorters above. The accommodation on the first floor comprises a chief post-master's room, assistant post-master's room, clerks' office, large letter carriers' sorting room, etc...The second floor will be wholly occupied by the Railway Department's traffic and engineer's staffs. The third floor will contain accommodation for the telegraph engineer's branch, the Pacific Cable staff, and also a district storeroom, and social room for the officers and telegraph message boys. The building is erected of Coromandel granite, with Oamaru stone front, the sides and back being of cemented brickwork. It is designed in the style of the English Renaissance. The ground floor is reinforced concrete, the upper floors being of hardwood and concrete...The columns and beams everywhere are of steel, riveted together, and encased in concrete, as a protection from fire. The roof is flat, constructed of steel and concrete, and covered with reinforced malthoid, forming a promenade and allowing for the addition of a future storey if required. The building being on reclaimed land is founded on numerous reinforced concrete piles from 40ft to 50ft in length.'⁴²

Throughout the twentieth century few changes were carried out on the exterior of the Chief Post Office, with the exception of an Art Deco extension of the rear to the building constructed in the 1930s (now removed) (Figure 43 to Figure 47).⁴³ The New Zealand Post Office continued to occupy the building until its closure in 1992. The premises were eventually purchased by the Auckland City Council in 1995 and are now incorporated into the Britomart Transport Centre.

Continued on next page

⁴² *New Zealand Herald*, 25 November 1912, p.9.

⁴³ Building File 040 v.2, 'Chief Post Office', Heritage New Zealand.

HISTORICAL BACKGROUND, CONTINUED



Figure 39. Photograph, dated 17 June 1911, looking south-east from Ferry Buildings showing Endeans Buildings (left), with premises of S Stone and Company, boot importers, Fischer's Fish Market, Mrs Wilson, fruiterer, R. and W. Hellaby, family butchers, with Central Post Office still under construction (centre left), Gladstone Buildings (right foreground), Jagger and Harvey, ship chandlers, with trams horse-drawn wagons and carriages in the street (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1533)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 40. Photograph, dated 1 September 1911, looking south from Ferry Building across the city showing on east side of Lower Queen Street, Endeans Building, Central Post Office (under construction), the Waverley Hotel and Thames Hotel on corner of Customs Street East, with T.H. Hall, Wingate and Company, and Campbell and Ehrenfried on the west side (source: Sir George Grey Special Collections, Auckland Libraries, 1-W946)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 41. Photograph, dated 20 November 1912, looking south from Ferry Building, showing a crowd outside the Central Post Office during the opening ceremony and people looking on from building ledges, also shown in Queen Street are Endeans Buildings with the premises of Fischers Fresh Fish Market, Mrs Wilson, fruiterers, R. and W. Hellaby, butchers and the entrance to the railway station (left), Thames and Waverley Hotels (centre), Gladstone Building (right) (source: Sir George Grey Special Collections, Auckland Libraries, 1-W913)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 42. Photograph, dated 21 November 1912, showing Lower Queen Street (centre) with the newly completed Chief Post office at left (source: Sir George Grey Special Collections, Auckland Libraries, AWNS-19121121-9-1)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 43. Photograph, dated 29 December 1915, showing Lower Queen Street with the Waverley Hotel (right), entrance to the Railway Station, Central Post Office (centre), Endeans Buildings, premises of J. Sharkey, hairdresser and tobacconist (left) (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1325)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 44. Photograph, dated 24 February 1927, showing Lower Queen Street with decorations over the Chief Post Office to celebrate the visit of the Duke and Duchess of York (source: Sir George Grey Special Collections, Auckland Libraries, AWNS-19270224-44-6)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 45. Photograph, dated 7 July 1927, showing the Endeans Buildings, premises of Stones Limited, the Den Tea Rooms, entrance to railway station, Central Post Office, Waverley Hotel and the Dilworth Building on the east side (left) with the side view of Sanford Limited and Hellaby's Buildings on west side (right) (source: Sir George Grey Special Collections, Auckland Libraries, 1-W858)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 46. Photograph, dated 8 May 1935, showing decorations over the Chief Post Office to celebrate the silver jubilee of King George V. (source: Sir George Grey Special Collections, Auckland Libraries, AWNS-19350508-54-3)



Figure 47. Photograph, dated 1980s[?], looking from Queen Elizabeth Square and showing the Chief Post Office with Maori chief statue in centre (source: Sir George Grey Special Collections, Auckland Libraries, 435-A5-38A)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED

Ferry Building

The Ferry Building at 99 Quay Street, Auckland, is considered one of the most significant port buildings in New Zealand. In 1904 engineer W.H. Hamer submitted his plan for a proposed harbour extension to the Auckland Harbour Board. Hamer's report suggested significant modifications for the area west of Queen Street Wharf including a new Queen's Wharf (in ferro-cement), Ferry Wharf, Hobson Street Wharf (later named Prince's Wharf) and further reclamation. Later additions to the plan also recommended the construction of a Ferry Building, which would become the headquarters of the ferry companies.⁴⁴

In 1907 the Auckland Harbour Board appointed Alexander Wiseman as the project architect and sketch plans were drawn up soon afterwards. The proposed Ferry Building was to be constructed on the site of the old Northcote Tee and the *Auckland Star* noted: 'this handsome five-storied structure, with its fine central tower should materially add to the imposing appearance of Quay Street.'⁴⁵ Throughout 1907 and 1908 Wiseman was engaged in lengthy negotiations with the Board regarding the specifications of the Ferry Building, which included reducing the height of the structure to accommodate four storeys. The materials were agreed as follows: 'the base would be built of Coromandel granite, the sill course to the first storey would be of Pymont sandstone, and the remainder would be of Australian pressed brick with white Pymont stone facings.'⁴⁶ Wiseman drew up his final plans of the Ferry Building in 1909 and W. Philcox and Sons' tender of £53,585 (plus an additional £1492 for extra shops on the ground floor) for the building work was accepted that same year.⁴⁷

Work on the construction of the Ferry Building commenced in 1910 and by March 1911 the *New Zealand Herald* reported:

'At no point is the progress of Auckland more in evidence than along the waterfront. One of the most striking improvements at present in hand is the erection of the new ferry building at the head of the Queen-street Wharf and the new ferry tee. This building, which is being erected on behalf of the Auckland Harbour Board, will be completed early next year. It has now reached its third storey in height, leaving yet another storey and the tower to add...

Continued on next page

⁴⁴ Building File No. 075 v.4, 'Ferry Building', Heritage New Zealand; David Johnson, *The Auckland Ferry Building*, Auckland, 1988, p.8.

⁴⁵ Ibid; *Auckland Star*, 25 June 1907, p.5.

⁴⁶ Johnson, p.12.

⁴⁷ Ibid., p.13; *New Zealand Herald*, 11 September 1909, p.5.

HISTORICAL BACKGROUND, CONTINUED

Ferry Building, *continued*

...The outside walls and columns are being constructed of Sydney sandstone and pressed brick, with a plinth 6ft high in Coromandel granite and a reinforced concrete pile foundation. The floors throughout are to be laid down in reinforced concrete, rendering the building practically fireproof. The tower, which will be built from the centre of the Quay-street façade, will rise to a height of 140ft, and will be surmounted by a timeball. A large opening will be left in the tower for a clock 7ft 6in in diameter. Marseilles tiles will be used for the roofing of the main portion of the structure. At each end of the building a one-storey wing will be erected, having flat roofs in reinforced concrete. The eastern portion of the ground floor of the building will contain four large shops. From the main entrance hall, about 20ft square, users of the building will ascend by a large electric passenger lift or by a wide concrete staircase finished off with terrazzo treads, which will give it a handsome appearance...A spacious passengers' entrance, about 20ft wide, with necessary ticket offices, etc., opening on to it, will lead on to the wharf and passengers' gangway...A splendid suite of offices has also been set apart for the managers and staffs of the ferry companies. The upper floors, generally speaking, are designed with wide corridors running from end to end of the building, with various offices opening on either side.'⁴⁸

The Ferry Building was eventually completed in 1912 and early tenants included: (first floor) Kearsley Ltd., wool scourers, W.F. Utting, commission agent, W.T. Utting, rent and debt collector, Taupiri Coal Mines Co., and Westport Coal Mines; (second floor) Tiarks and Hayes, accountants, J & C Smith, coal merchants and shipping agents, and G.J. Millar, commercial broker.⁴⁹ The following year further work saw the completion of the tower with the installation of a new clock and chimes (Figure 48 and Figure 49). The *Auckland Star* noted:

'The big 13cwt bell for the new clock now being installed in the tower of the Ferry Buildings was hoisted into position this morning...The clock, which is being erected, has been secured by the Auckland Harbour Board from W.H. Baily and Co., of Manchester. The instrument for the Ferry Buildings is a gravity escapement clock, with four dials, each of which is 8ft in diameter. Cambridge chimes of four bells strike the quarter hours, the total weight of these and the hour bell being over a ton and a half.'⁵⁰

Continued on next page

⁴⁸ *New Zealand Herald*, 7 March 1911, p.7.

⁴⁹ Johnson, p.23.

⁵⁰ *Auckland Star*, 19 May 1913, p.6.

HISTORICAL BACKGROUND, CONTINUED

Ferry Building, *continued*

The Ferry Building remained at the hub of Auckland ferry operations throughout the early-mid twentieth century; however, the construction of the Auckland Harbour Bridge in the 1950s significantly reduced maritime activities and the building eventually fell into decline (Figure 50 to Figure 52). Significant refurbishment was undertaken on the Ferry Building from 1986-1988 and the premises is now utilised for office and retail space.⁵¹



Figure 48. Photograph, dated 8 April 1913, showing the newly completed Ferry Building (source: Sir George Grey Special Collections, Auckland Libraries, 1-W1555)

Continued on next page

⁵¹ Building File No. 075, 'Ferry Building', Heritage New Zealand.

HISTORICAL BACKGROUND, CONTINUED



Figure 49. Photograph, dated c.1913, showing works on the clock tower of the Ferry Building (source: Sir George Grey Special Collections, Auckland Libraries, 35-R47)



Figure 50. Photograph, dated c.1914-15, showing the Ferry Building with clock in place (source: Sir George Grey Special Collections, Auckland Libraries, 35-R49)

Continued on next page

HISTORICAL BACKGROUND, CONTINUED



Figure 51. Photograph, dated 12 January 1916, showing the Ferry Building (centre) with Endeans Building at left (source: : Sir George Grey Special Collections, Auckland Libraries, 1-W1324)



Figure 52. Photograph, dated 22 December 1923, looking south east from Princes Wharf showing Quay Street with the Ferry Buildings, Endeans Buildings, and Gladstone Buildings on the corner of Lower Queen Street (source: Sir George Grey Special Collections, Auckland Libraries, 1-W614)

PAST RESEARCH AND INVESTIGATION

Archaeological Background⁵²

Over the past 20 years several archaeological investigations have been carried out in central Auckland, which have demonstrated the potential for the survival of archaeological remains beneath modern buildings and city streets. These have included the Britomart Transport Centre investigations within the Commercial Bay reclamation area (Bickler et al. 2005); investigations of drainage systems beneath Queen Street, Swanson Street and elsewhere (e.g. Best et al. 1999); Auckland's early gaol site at the corner of Queen Street and Victoria Street West (Best 1992); an early hotel site on Fort Street (Brassey & Macready 1994); the site of His Majesty's Theatre (Felgate 1998); an area of early settlement around the former Mechanics Institute, Chancery Street (Macready & Robinson 1990); investigations and monitoring undertaken of modern drainage works and streetscape improvements along Elliot and Darby streets (Judge et al. 2012), St Patrick's Cathedral Square (Low & Macready 2010), Swanson Street (Low & Bickler 2008), Fort Street (Shakles & Phear 2012, 2013), O'Connell Street (Low & Farley 2014) and Federal Street (Farley et al. 2014).

Most archaeological sites recorded in central Auckland and other urban areas have been recorded on the basis of archival research in response to specific development proposals, rather than on the basis of confirmed archaeological features or deposits. Other recorded sites are existing 19th century buildings which are likely to have associated subsurface remains. Some sites have also been recorded once they have been exposed (and generally destroyed) through redevelopment.

The investigations of most relevance to the project in terms of proximity and type of archaeological remains encountered are those within the Britomart area (Bickler et al. 2005).

Continued on next page

⁵² Derived from Judge et al. 2014.

PAST RESEARCH AND INVESTIGATION, CONTINUED

Archaeological Background, *continued*

The excavations at Britomart involved excavation to a depth of 20m in some areas – well below the depth of the original seabed, which was identified at c.5m below the existing ground surface. The excavations exposed the remains of the original Queen Street wharf (within Queen Elizabeth Square), other wharves, a small boat buried under the reclamation fill, and numerous 19th-century household and industrial artefacts from the reclamation fill, most of which was originally taken from Britomart Point – the original site of Fort Britomart and an earlier Maori pa. The fill contained extensive remains relating to the activities of the city during the late 19th century.

Of particular interest are the excavations that were undertaken within Queen Elizabeth Square within the proposed plan change area (Figure 53). Excavations carried out in front of the Chief Post Office building in Queen Elizabeth Square during 2003 revealed the remains of former timber piles. These were excavated from the fill at a depth of approximately 4m. They were loose in the reclamation and not embedded in the marine floor, and were thought to relate to the earliest part of the Queen Street jetty.

The excavations for the main concourse were undertaken within this area, which exposed many of the original Queen Street Wharf piles as well as parts of the drainage systems through the reclaimed land. The depth of reclamation material within this area was less than 4m from the existing Queen Street level. The reclamation material comprised mainly large quantities of scoria rocks with some clay and sandstone fill. The removal of subsurface materials exposed remnants of former building foundations, wharf or jetty planking, brick footings, a mooring anchor rock, utilities cabling, a ship's chain and a limited variety of domestic artefacts. Four large concrete foundation blocks were also identified at the western end of the Concourse works area.

Also undertaken within this area were the excavations for a stormwater diversion, cantilever and planter box as well as the 'north Queen Street' trench excavation. The excavations for the stormwater diversion ran across previous brick stormwater drains that were likely to have been laid at the time of reclamation as well as a variety of 20th-century utility pipes. Excavations for the cantilever showed older concrete and brick foundations, some of which may related to the original Queen Street road. Some wharf piles probably from the Queen Street wharf were also exposed. The small trench that ran along the northern side of Queen Elizabeth Square revealed parts of the Quay Street seawall, as well as a section of the brick drainage system. The Quay Street seawall was revealed as dressed basalt breakwater courses with scoria rock stabilising at the rear. The seawall runs beneath what is now Quay Street.

Continued on next page

PAST RESEARCH AND INVESTIGATION, CONTINUED

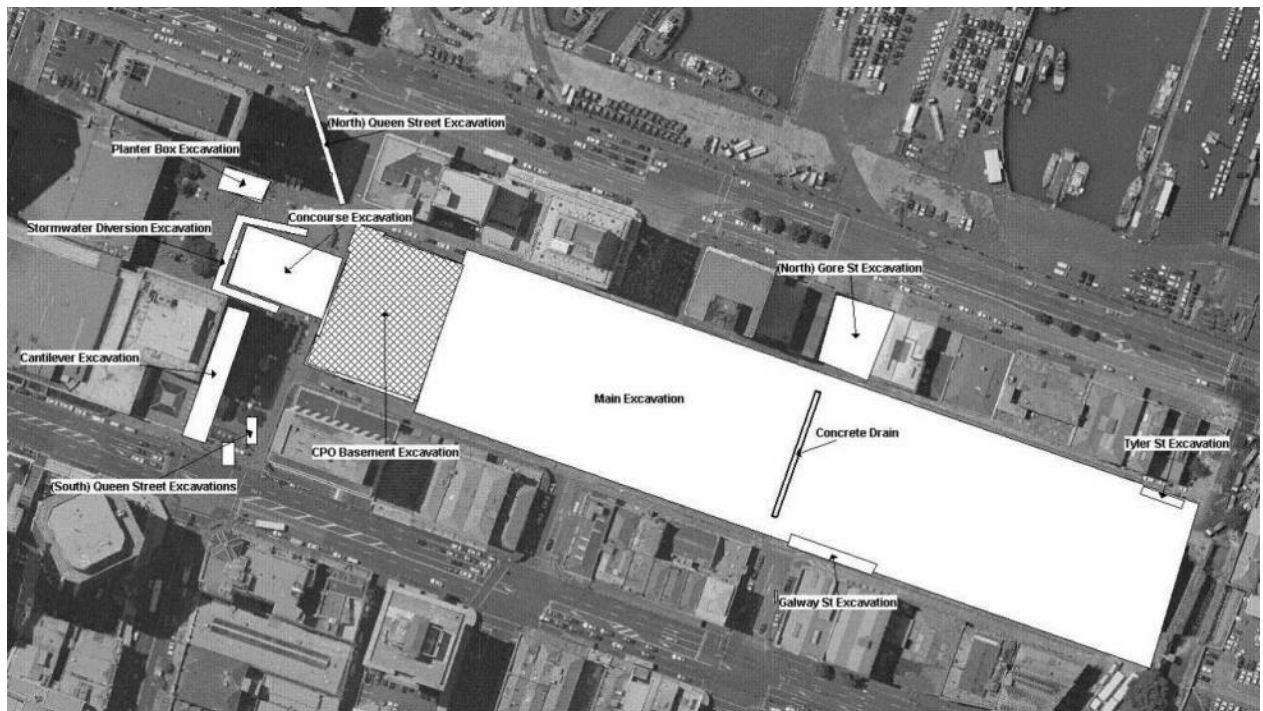


Figure 53. Location of excavations in the Britomart area, including Queen Elizabeth Square (source: Bickler et al. 2005)

HISTORIC HERITAGE PLACES

Recorded and Scheduled Historic Heritage Places

There are a number of historic heritage places within the vicinity of the plan change area, which are summarised in Table 2 (see Appendix 3 for site record forms). These include places scheduled under the operative district plan or PAUP, and other places that are not necessarily scheduled, but may potentially be affected by the proposal.

Places within the Proposed Plan Change Area

Queen Elizabeth Square itself was officially opened in 1980 and has no recognised historic heritage values. A sculpture called the ‘wind tree’ (item 353) is scheduled in the District Plan and shown in the planning maps for Queen Elizabeth Square (Figure 55). However, this has since been relocated to Jellicoe Street, Wynyard Quarter (PAUP ID 1916). There is also a protected City Centre Sightline, looking north east ‘from the fountain’ (now gone) in Queen Elizabeth Square, towards the red fence, wharf and port. The location for the sightline is shown in Appendix 4.

There is one archaeological site (R11/2572) recorded within the NZAA ArchSite database and three other heritage sites recorded on the Auckland Council CHI (Figure 57) within the Queen Elizabeth Square block. The recorded archaeological site comprises the area of reclamation undertaken from 1875-1877 between Albert Street, Queen Street, Customs Street and Quay Street which the plan change area largely covers. The other heritage sites all comprise shipwrecks recorded from historical records as being located ‘near the mouth of the main sewer near to the end of the Queen Street Wharf’. All of the ships were wrecked during a gale between 24 and 25 March 1871. One of these, the ‘Alabama’ is recorded within Queen Elizabeth Square Proposed Plan Change area.

Continued on next page

HISTORIC HERITAGE PLACES, CONTINUED

**Recorded and
Scheduled
Historic
Heritage
Places,
*continued***

Places Adjacent to the Proposed Plan Change Area

There are seven scheduled historic heritage places adjacent to the Queen Elizabeth Square block; many of these are also Heritage New Zealand Listed and on the Auckland Council CHI.

These include the Chief Post Office (Britomart Transport Centre entrance 2004) located adjacent to the square, scheduled Category A (PAUP ID 2021; District Plan ID 117) and listed Category 1 (Heritage NZ No. 102).

The Category A/ 1 Dilworth Building (PAUP ID 2022; District Plan ID 118; Heritage NZ No. 4600), Category A/ 1 Old Customs House (PAUP ID 1946; District Plan ID 027; Heritage NZ No. 104) and Category B West Plaza (PAUP ID 1923; District Plan ID 003) are located on the other side of Customs Street.

On the other side of Quay Street is the Category A/ 1 Ferry Building (PAUP ID 2016; District Plan ID 112; Heritage NZ No. 102), Category B/ 2 public shelter (PAUP ID 2018; District Plan ID 116; Heritage NZ No. 670) and Category A/ 2 Auckland Harbour Board Fence (PAUP ID 1915; District Plan ID 114; Heritage NZ No. 632).

There is a Site and Place of Significance to Mana Whenua (ID 15 Ngahu Wera) on Albert Street, outside of the proposed plan change area.

Also of note is the Endeans Building, located next to the Chief Post Office and adjacent to Queen Elizabeth Square, which is a special character building (PAUP Chapter I: 4/10; Figure 56) and Heritage New Zealand Listed Category 2 (Heritage NZ No. 4597).

Continued on next page

HISTORIC HERITAGE PLACES, CONTINUED

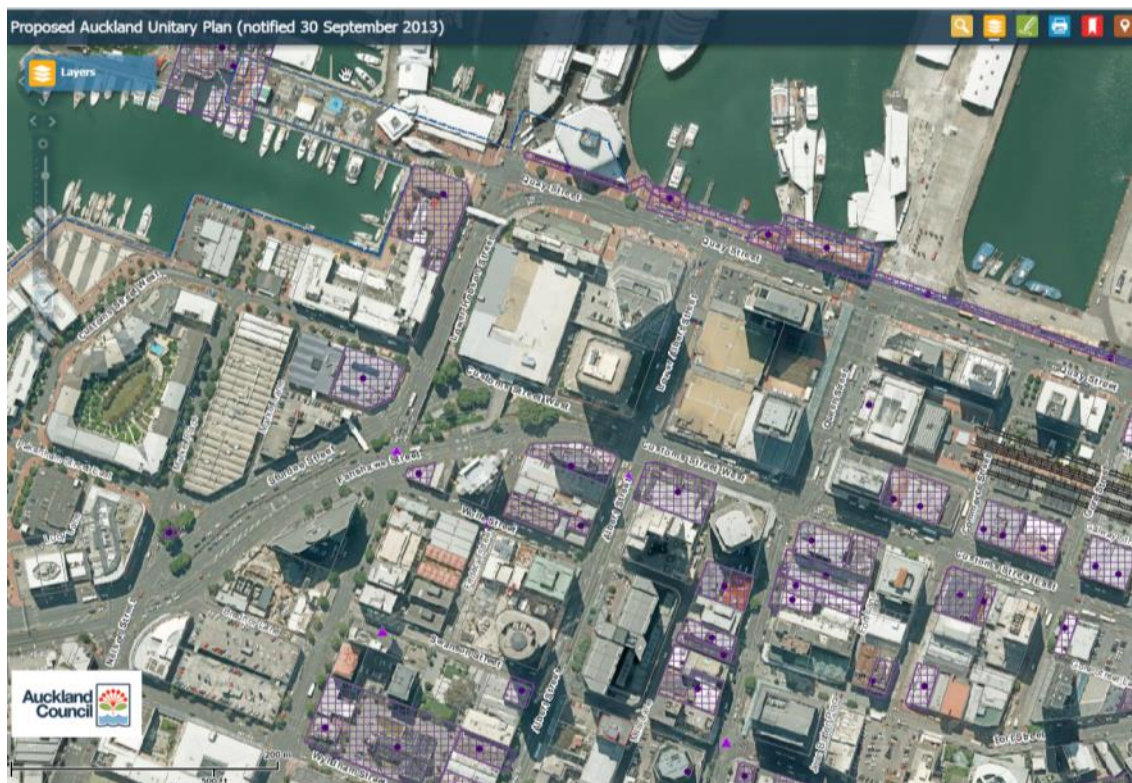


Figure 54. PAUP Map with scheduled historic heritage places (purple dots) and extent of place (purple hatching) (source: Auckland Council 2015)

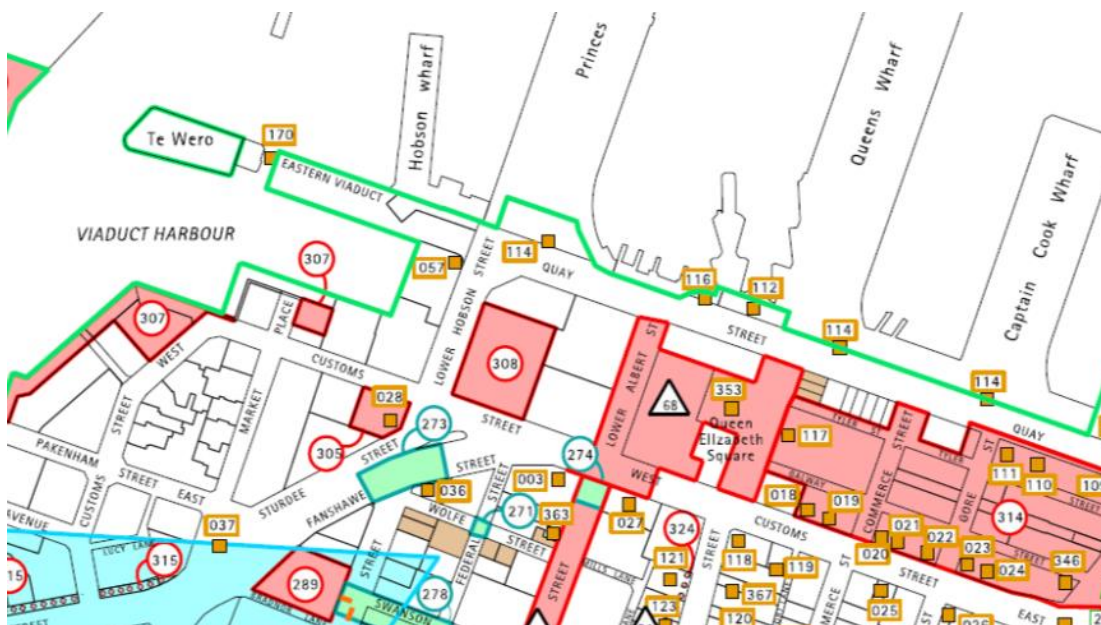


Figure 55. Map Overlay 6 showing Queen Elizabeth Square and scheduled item 353 (source: Auckland Council 2005)

Continued on next page

HISTORIC HERITAGE PLACES, CONTINUED



Figure 56. PAUP City Centre zone map showing special character buildings including the Endeans (arrowed) (source: Auckland Council 2013; Chapter I: 4/10)

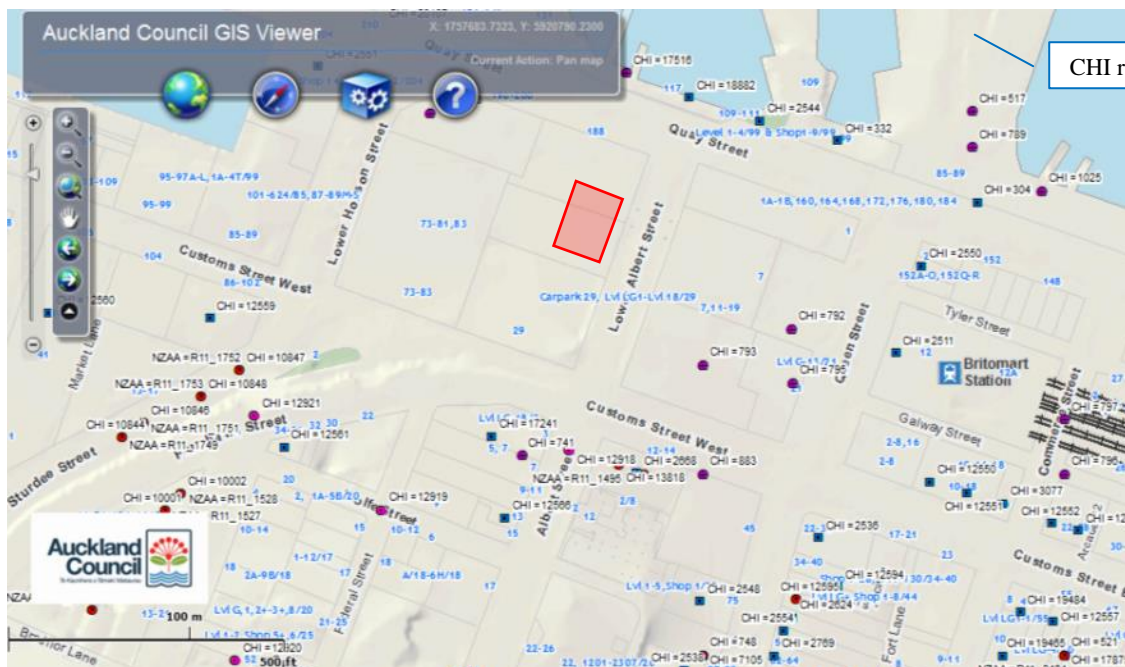


Figure 57. CHI sites and the proposed plan change area Queen Elizabeth Square (red outline). Archaeological sites are shown as dotted red circles, maritime sites as crossed purple circles, historic buildings as dotted blue squares, Mana Whenua sites as dotted pink circles (source: Auckland Council GIS viewer 2015)

Continued on next page

HISTORIC HERITAGE PLACES, CONTINUED

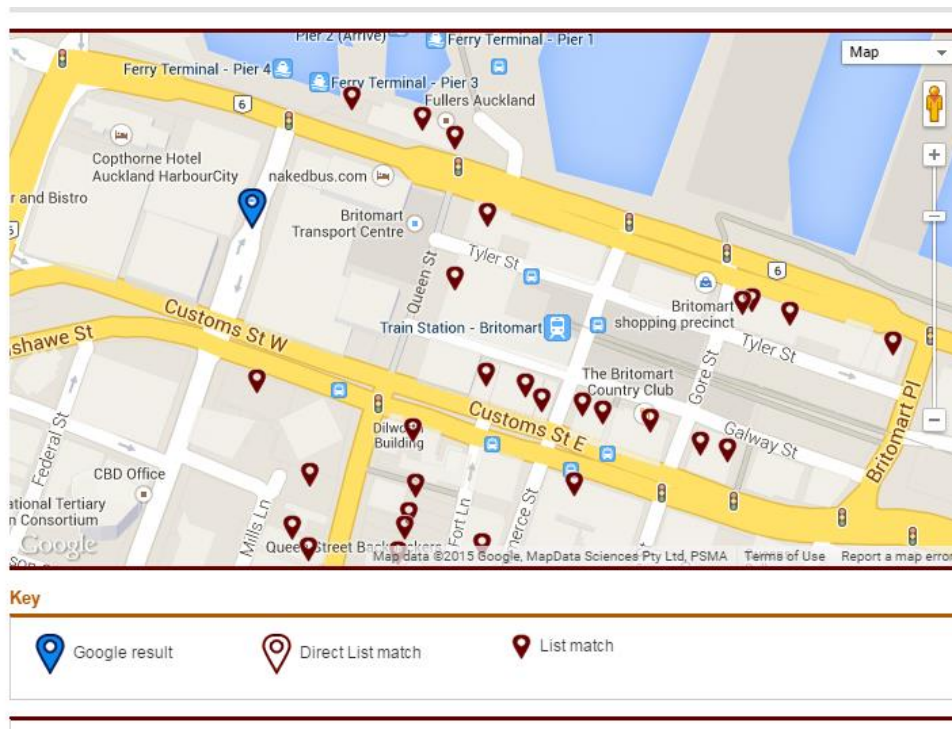


Figure 58. Heritage NZ list entries in the vicinity of the proposed plan change area (source: Heritage NZ List website search engine 2015)

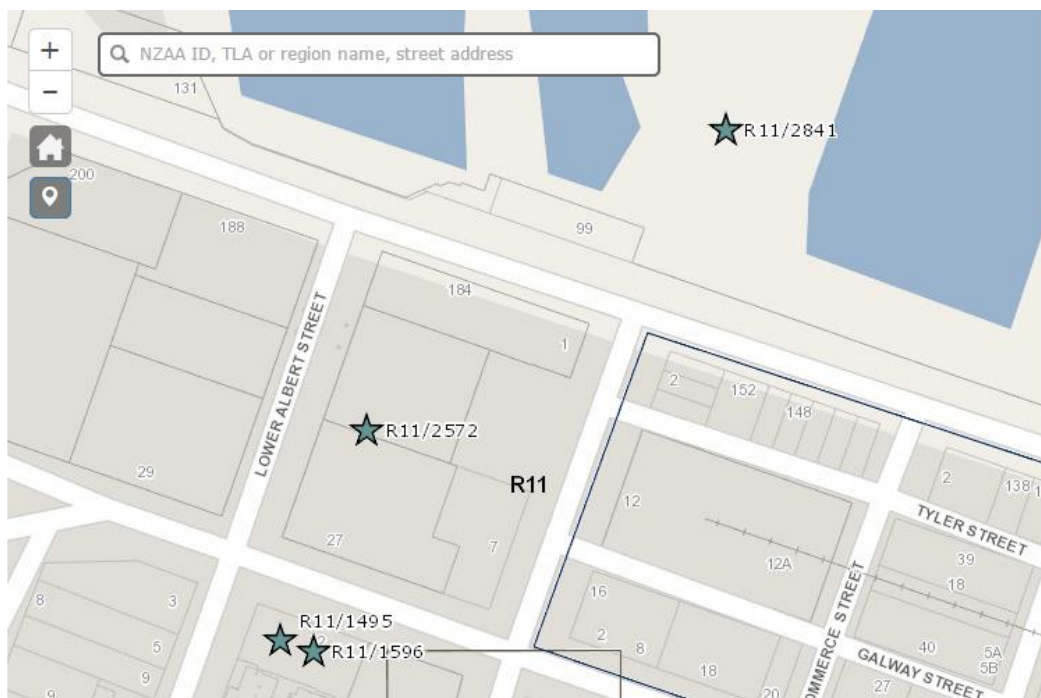


Figure 59. NZAA Archsite map showing archaeological sites in the vicinity of the proposed plan change area (source: NZAA ArchSite 2015)

Continued on next page

HISTORIC HERITAGE PLACES, CONTINUED

Table 2. Historic heritage places within the study area (sites within the subject property are highlighted in grey)

Name	PAUP Ref / Category	District Plan Ref / Category	HNZ ref / Category	NZAA ref	CHI ref	NZTM Grid Reference (E / N)
Scheduled Places						
Chief Post Office (Britomart Transport Centre entrance 2004)	2021 / A	117 / A	102 / 1	N/A	2511	1757571 / 5920970
Dilworth Building	2022 / A	118 / A	4600 / 1	N/A	2536	1757527 / 5920868
Old Customs House	1946 / A	027 / A	104 / 1	R11/1596	10029	1757431 / 5920902
West Plaza	1923 / B	003 / B	N/A	N/A	17241	1757347 / 5920924
Ferry Building	2016 / A	112 / A	102 / 1	N/A	332	1757538 / 5921083
Public Shelter Eastern (Fullers Ticket Office 2004)	2018 / B	116 / B	670 / 2	N/A	2544	1757496 / 5921098
All elements of the original Auckland Harbour Board Fence – Red Fence	1915 / A	114 / A	632 / 2 (Queens Wharf Gates)	N/A	304	1757615 / 5921052
Public Shelter Western	1915 / A	N/A	670 / 2	N/A	17516	1757423 / 5921124
All elements of the original Auckland Harbour Board Fence – Blue Fence	1915 / A	N/A	7158 / Historic Area	N/A	18882	1757456 / 5921110
Site & place of significance to Mana whenua	1015 Ngahu Wera	274 Ngahu Wera	N/A	N/A	12918	1757390 / 5920916
Wind Tree*	1916 / B	353 / B	N/A	N/A	19590	1756558 / 5921396
Other Places						
Queens Wharf & Shed 10	N/A	N/A	9500 / 1	N/A	16792	1757660 / 5921321
Historic Harbour	N/A	N/A	7158 / Historic Area	N/A	18882	1757456 / 5921110
Endeans Building	Special Character	Special Character	4957 / 2	N/A	2550	1757571 / 5920970
Shipwreck – Alabama	N/A	N/A	N/A	N/A	792	1757571 / 5920970
Shipwreck – Aloe	N/A	N/A	N/A	N/A	793	1757571 / 5920970
Shipwreck – Annie	N/A	N/A	N/A	N/A	794	1757571 / 5920970
Reclamation – Custom Street to Quay Street	N/A	N/A	N/A	R11/752	N/A	1757571 / 5920970
Midden site – Old Customs House	N/A	N/A	N/A	R11/1495	13818	1757427 / 5920903
Industrial Shipyard Site - Customs Street West	N/A	N/A	N/A	N/A	883	1757464 / 5920902
Shipwreck – Queens Wharf site	N/A	N/A	N/A	N/A	789	1757613 / 5921083
Site of Historic Queens Wharf	N/A	N/A	N/A	N/A	517	1757613 / 5921103
Shipwreck – West Plaza site	N/A	N/A	N/A	N/A	741	1757363 / 5920913

* ‘Wind Tree’ is shown on the District Plan map within Queen Elizabeth Square as site 353, but has since been relocated to Jellicoe Street

HISTORIC HERITAGE ASSESSMENT

Introduction

A visual inspection of the plan change area was conducted on 14/03/2015 by Adina Brown in good weather conditions. As outlined above, archaeological subsurface testing is not possible in this urban environment. The assessment therefore focused on evaluating the built heritage values of Queen Elizabeth Square and potential impact of the proposed plan change on the adjacent scheduled historic heritage places, particularly in relation to their setting and context.

English Heritage (2014) recommends the following broad approach to assessment of setting, undertaken as a series of steps that apply proportionately to complex or more straightforward cases:

- Step 1: identify which heritage assets and their settings are affected;
- Step 2: assess whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s);
- Step 3: assess the effects of the proposed development, whether beneficial or harmful, on that significance;
- Step 4: explore the way to maximise enhancement and avoid or minimise harm;
- Step 5: make and document the decision and monitor outcomes.

During the visit key locations for the assessment of views towards historic heritage places were identified. The potential impact on these views through the proposed plan change were evaluated using the English Heritage methodology set out in 'Seeing History in the View' (English Heritage 2014). As outlined above, both of these approaches are considered to be compatible with the values based methodology for assessing historic heritage significance in the PAUP (Chapter B: 4.1).

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Downtown Block

A circuit of the Downtown block from Quay Street by Princes Wharf, along Albert Street to Customs Street West, and down Queen Street back to Quay Street, provided a number of points to appreciate views to and from Queen Elizabeth Square, including the airspace above. Figure 60 shows the location for photographs taken during the site visit (blue arrows) and discussed here.

The ‘downtown’ area of Central Auckland has a highly urban character, relieved by wider views and connections to and from the Harbour edge. To the north of the downtown block are the Ferry Building, Harbour Board fences, Queens Wharf and Shed 10, as well as open spaces and wide pedestrian footpaths. Quay Street divides this lower density harbour edge to the north, with greater height and more modern development to the south, including the two office towers within the downtown block (Figure 61).

The western edge of the block fronting Albert Street is taken up largely by the Downtown shopping centre. There is no experience of Queen Elizabeth Square or the historic heritage places to the east of the square from Albert Street (Figure 62). The shopping centre also forms the greater part of the southern street frontage to Customs Street West, opposite Old Custom House. Consequently, there is no experience of Queen Elizabeth Square (or the historic heritage places to the east of the square) from the majority of Customs Street West, until the intersection with Queen Street (Figure 63).

Queen Street forms the eastern boundary of the square and is built up on the eastern side with the CPO building, now the entrance to Britomart Station (Figure 67, Figure 68). The rest of the Queen Street block is completed by the Endeans Building to the northeast of the square, and the Mercure Hotel to the southeast, which are highly visible. From this area of Queen Street there are also views looking southeast to the Dilworth Building (Figure 69). Looking south from the Quay Street intersection the relationship with the rest of Queen Street is apparent, with the historic buildings to the east contrasting with the modern buildings to the west (Figure 72).

Looking northeast from the eastern boundary of the square are also views towards the Ferry Building, Harbour Board fences, Queens Wharf and Shed 10. A review of the City Centre Sightline 20 from Queen Elizabeth Square, which looks in this direction, shows that it has been compromised by planting of trees, the large glass canopy, and the erection of a café and seating area (Figure 70). A roughly equivalent experience was still available closer to the pavement edge, however (Figure 71).

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

**Downtown
Block,
*continued***

The best views of Queen Elizabeth Square are from outside the CPO building looking west. This shows Queen Elizabeth Square bounded to the west by the Downtown Shopping Centre and to the north and south by the two adjacent commercial office towers – HSBC Tower, 1 Queen Street and Zurich House, 21 Queen Street, respectively (Figure 64, Figure 65 and Figure 66).

On the basis of the site visit it was apparent that of the surrounding historic heritage places identified in Table 2, only the CPO Building, The Endeans Building, the Ferry Building and its associated Harbour Board structures were likely to be affected by the proposed plan change, in addition to Queen Elizabeth Square itself. Four key assessment points were identified that demonstrated the best potential to analyse effects to the setting of these places. These are the red arrows in Figure 60 and are discussed separately below. No analysis was undertaken of the view directly towards Queen Elizabeth Square from the CPO Building (Figure 67), because this viewpoint did not include any visible historic heritage places.

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

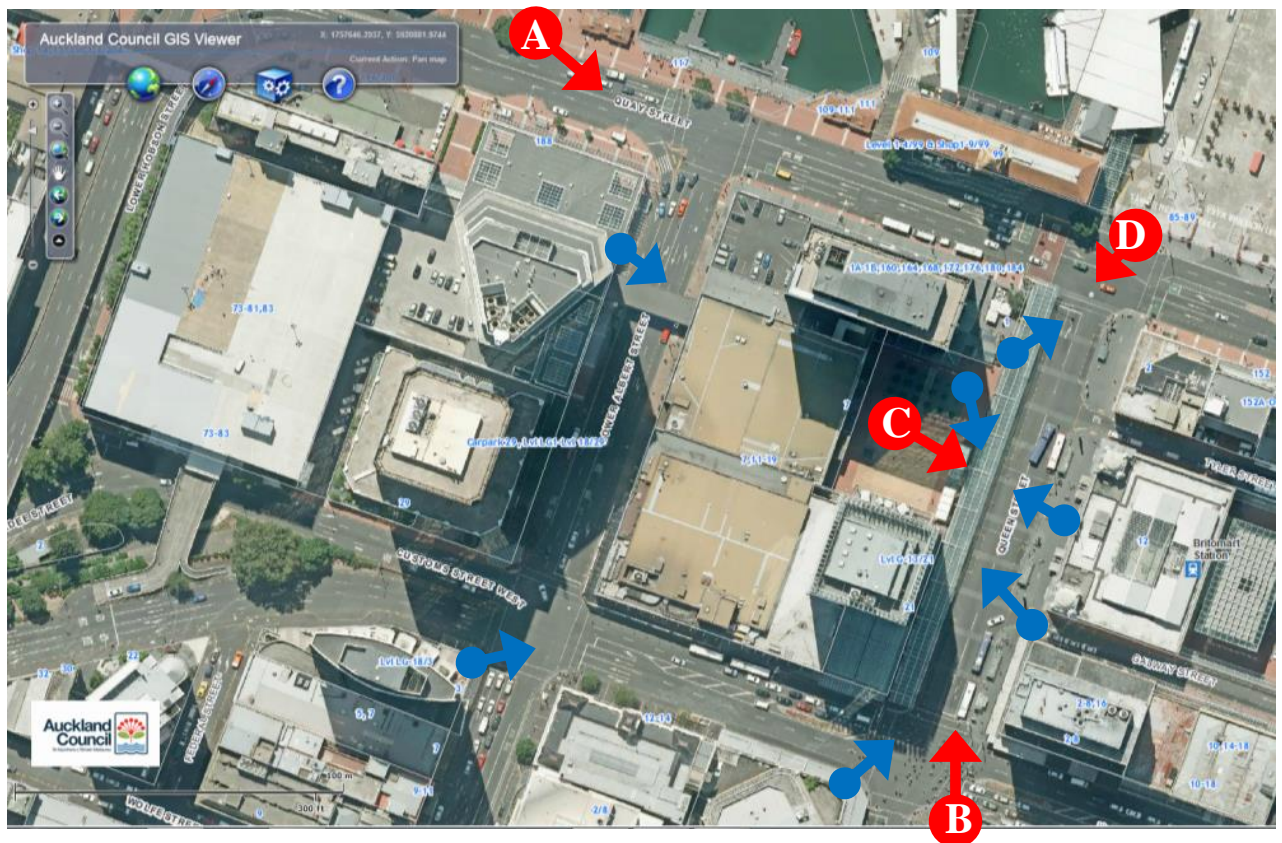


Figure 60. Location of views to and from the Downtown block and Queen Elizabeth Square, with key assessment points in red (map source: Auckland Council GIS viewer 2015)

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 61. View towards Queen Elizabeth Square (gap between the HSBC and Zurich buildings) from Quay Street near Princes Wharf, looking SE



Figure 62. View towards Queen Elizabeth Square (gap with small glimpse of CPO building in background) from Albert Street Pedestrian Overbridge, looking E



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 63. View towards Queen Elizabeth Square (gap between the HSBC and Zurich buildings) from intersection of Albert Street and Customs Street West, looking E



Figure 64. View towards Chief Post Office (right) and Queen Elizabeth Square (left hidden from view) from intersection of Queen Street and Customs Street West, looking NE



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 65. View towards Queen Elizabeth Square (left hidden from view) from intersection of Queen Street and Customs Street East, looking N



Figure 66. View towards Queen Elizabeth Square from intersection of Queen Street and Galway Street, looking N



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 67. View towards Queen Elizabeth Square from outside the CPO, looking W



Figure 68. View from Queen Elizabeth square towards the CPO building, looking E



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 69. View from Queen Elizabeth Square looking SE



Figure 70. View from approximate location of the District Plan sightline 20 towards the 'Red Fence', looking NE



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 71. View from Queen Street pavement edge towards the 'Red Fence'



Figure 72. View towards Queen Street from the intersection with Quay Street, showing the relationship of historic buildings on the east side of Queen Street and Elizabeth Square on the western side, looking N



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Queen Elizabeth Square

Queen Elizabeth Square is made up of the square (open space), with Queen Street footpath to the east and the surrounding buildings that enclose the space north, west and south. The square is constructed primarily of red and yellow paving bricks, with concrete edging. The northern area includes a recessed landscape feature lightly gravelled and planted with c.18 immature kauri trees. These trees were planted in c.2004 as a counterpoint to the Britomart sculptures (under the square within the train station underpass) by Michael Parekowhai (Figure 73; Appendix 5).

A sculpture installed in 2004, 'Te Ahi Kaa Roa' by Ngati Whatua ki Tamaki', occupies the southern part of the square (Figure 74; Appendix 5). The entrance to an underground pedestrian tunnel constructed between Queen Elizabeth Square and Britomart railway station occupies part of the south-east edge of the square (Figure 76). A large free-standing glass canopy constructed adjacent Queen Street extends along the length of the eastern side of the square opposite the Britomart train station entrance (Figure 70). There are associated bus shelters, ticketing machines and other supporting infrastructure. At the time of the site visit a number of temporary structures were noted, including WWI 100 commemorative and interpretive panels to the underground pedestrian walkway, and a 'cricket ball' countdown clock for the 2015 Cricket World Cup. A variety of 'Auckland Council' street furniture provides some public amenity (Figure 68).

There is an open space extending north between the HSBC Tower and Queen Street, which is partly occupied by a bar and seating area opposite the Ferry Building (Figure 70). A statue of a Maori Chief, by Molly Macalister (1967) is facing Quay Street opposite the Ferry Building (Figure 75). This was originally located in Queen Street opposite the main entrance of the CPO but has been relocated twice, initially to the south of the square in the 1970s (Figure 25, Figure 31), and then to its current location.

In comparison to when it was opened 1980, the design of Queen Elizabeth Square has changed considerably (Figure 27 to Figure 31, Figure 47). The historic commercial buildings that previously occupied the site were demolished to make way for the square (Figure 16 to Figure 25). This area of Queen Street was also pedestrianised at the time and formed part of the square, but since the early 2000s has been re-integrated back into the road network. This has further reduced the legibility of the original design intent (compare Figure 28) and many of the original features have been demolished or relocated. This includes the removal of the Coutts Fountain and the 'Wind Tree' sculpture, the latter now relocated to Jellicoe Street. The c. 2004 'makeover' of the remaining area of the square removed earlier materials that arguably responded better to the prevailing built form (compare Figure 30, Figure 47).

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Queen Elizabeth Square, continued

The design of the square at present is not highly successful, with the pedestrian tunnel, glass canopy, temporary activities and other clutter acting as a barrier to the entrance of the square and reducing permeability. The downtown shopping centre building to the west does not offer a good sense of enclosure for the space, whereas the two tower blocks contribute to issues of shade and wind (noted since its creation). People were not observed enjoying the space, rather it was observed to be a place to pass through, rather than a destination. Other than the area of open space that now remains, there are no original features that remain from the 1980s and the design of the square itself has also been eroded.

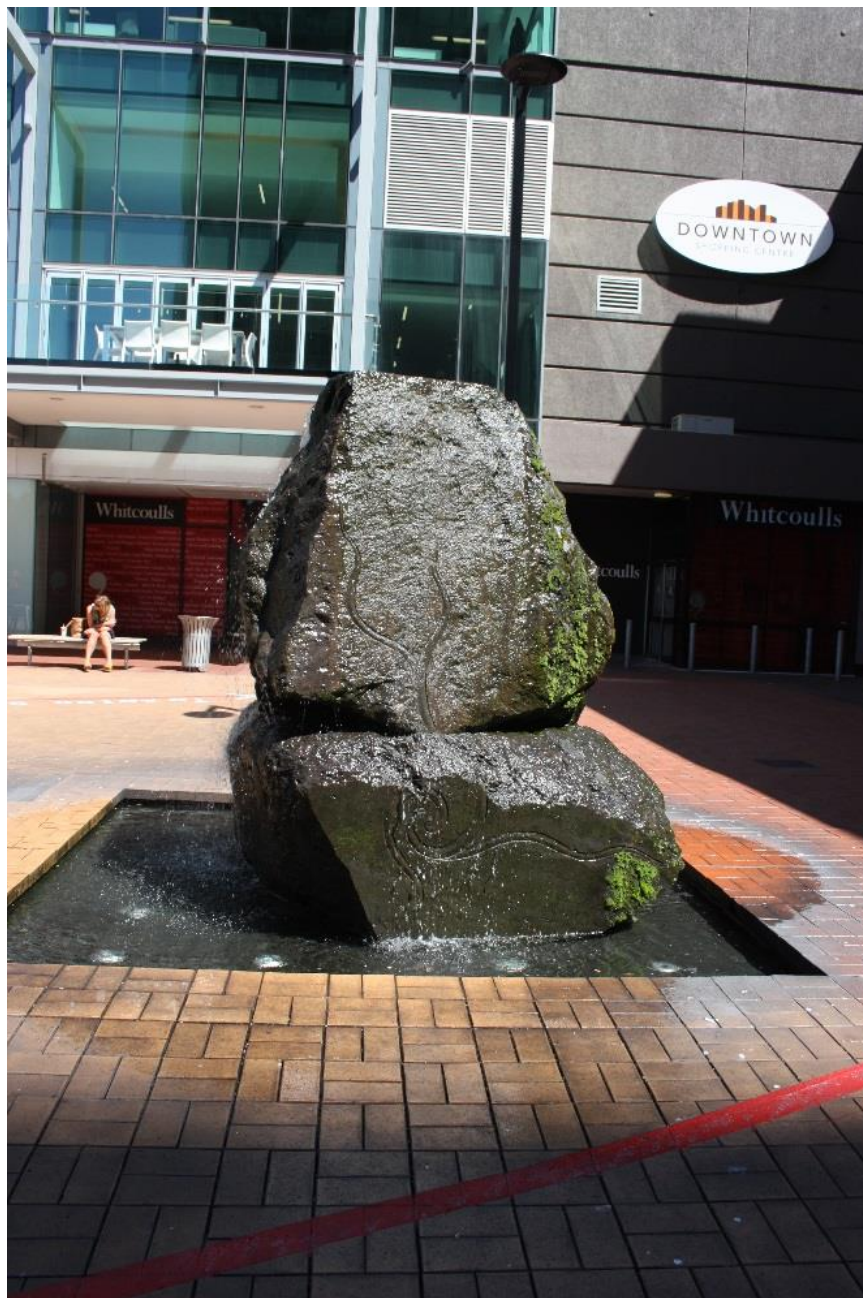
Figure 73. Queen Elizabeth Square northern zone with planted kauri trees (2004), looking NE



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 74. 'Te Ahi Kaa Roa' by Ngati Whatua ki Tamaki (2004), looking W



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Figure 75. Statue of a Maori chief, by Moll Macalister (1967), looking S towards Queen Elizabeth Square



Figure 76. Entrance to pedestrian underground walkway to Britomart Train Station



Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

**Assessment
Point A -
Quay Street
towards
Queen
Elizabeth
Square**

The Downtown block is readily appreciated from Quay Street, looking east from Princes Wharf (Figure 77). The void created by an absence of buildings allows the approximate location of the Queen Elizabeth Square to be determined, but it is not visible. The CPO building is slightly visible, but the predominant area of interest in the view is the harbour front, including the Ferry Building, the Edwardian public shelters, and the Auckland Harbour Board fence elements.

Other than a change in road and paving materials, the relationship of these sites along the water's edge is relatively unchanged since their construction, but the Downtown block has been entirely redeveloped (compare Figure 26, Figure 52). The significance of Queen Elizabeth Square II in the view is considered to be none/ low, as it is not visible at this location and the airspace above does not contribute to the view.

**Assessment
Point B -
Queen
Elizabeth
Square from
SE junction of
Customs
Street East
and Queen
Street**

The relationship of the Queen Elizabeth Square to the CPO and Ferry buildings is most apparent from this location (Figure 78), with the Endeans building, Shed 10, Queens Wharf and the 'Red Fence' also partially visible. The Ferry building forms the focal point of the view, framed to the left by the HSBC Tower at No. 1 Queen Street.

The view has changed significantly with respect to the Downtown block and the creation of Queen Elizabeth Square itself (compare Figure 24), however, the east side of Queen Street retains much of the context established since the construction of the Endeans building in c.1914 (compare Figure 44 and Figure 45). The exception to this is the Mecure Hotel, constructed in the c.1960s, although this building was completed by the time the square itself was created.

The significance of Queen Elizabeth Square in the view is considered to be low. Noticeably, the proposed plan change is unlikely to significantly affect the experience of the historic heritage places in the view from this location, as the view is already framed by the HSBC building to the west, and there will be no change to the eastern part of the view, including the CPO and Endeans buildings.

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Assessment Point C – CPO Building and Endeans Building

The experience from within the square (Figure 79) allows an appreciation of the full frontage of the CPO Building and the Endeans Building, with glimpses of the Ferry Building and the 'Red Fence', all elements which would have been readily appreciable at the time of the square's construction (compare Figure 29, Figure 31, and Figure 47).

However, with the redevelopment of the Britomart Train station, adaption of the CPO and introduction of the bus terminal, views from within the square have been obscured. Obstructions from c.2004 include the planting of the kauri trees, erection of bus shelters, the entrance to the Britomart underground walkway, and in particular the free-standing canopy. As a result the appreciation of the view towards the historic heritage places from this location is diminished to some degree. As discussed above, the City Centre Sightline 20 from Queen Elizabeth Square, which looks northeast towards the red fence, wharf and port has also been compromised. Again, this is due to planting of trees, the large glass canopy, and the erection of a café and seating area.

The views of the east side of Queen Street, including the CPO and Endeans building, as well as the Ferry Building (and other historic places on Quay Street), are still readily appreciable from the footpath. These views would be comparable to the historic views available prior to the creation of the square (compare Figure 43) and would still be retained if Queen Elizabeth Square was developed in the future.

Overall the significance of the view towards the CPO is potentially of considerable regional value as this side of Queen Street is the best location to view the front facade. Although the significance of the view is currently comprised, there is potential to reinstate the view through removal of structures, street furniture and through controlling the location of temporary activities. However, it is also important to note that this is not the only location to view the CPO; as noted above these views are equally strong from the footpath and the viewing place itself is of more historic importance (as it relates to the historic grid pattern, prior to establishment of Queen Elizabeth Square). The Endeans building and Ferry building can both be seen better from Quay Street.

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

Assessment Point D – Ferry Quay Street intersection with Queen Street

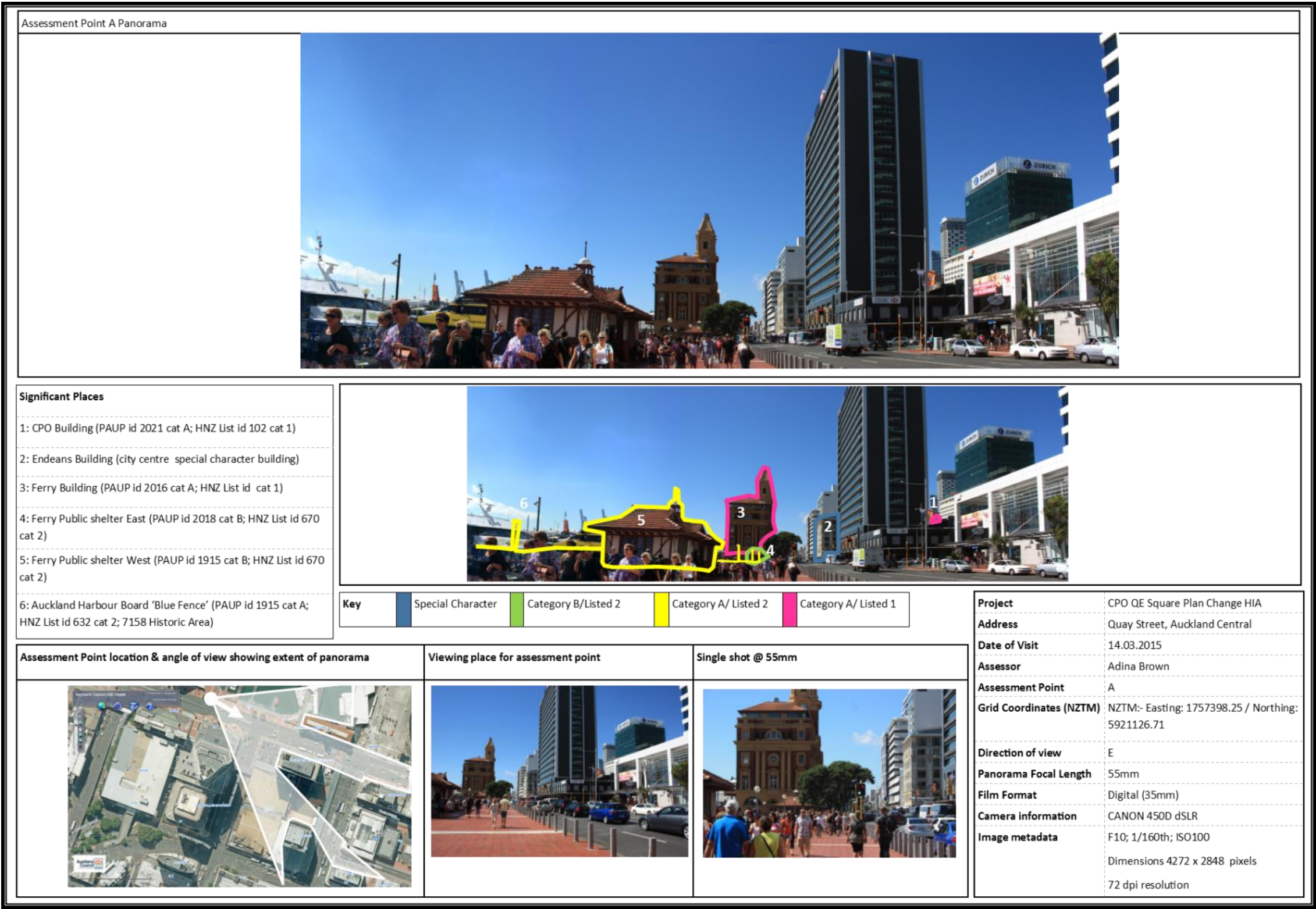
The view towards Queen Street from besides the Ferry building affords an appreciation of Queen Elizabeth Square, the Endeans, CPO and Dilworth Buildings. The contextual relationship with Queen Street as it runs south up the valley is also apparent (Figure 80). Due to the erection of structures alongside the HSBC Tower and the Queen Street pavement, the view to Queen Elizabeth Square is obscured, but its location can be discerned partly through the absence of construction and gaps between the Tower blocks on the west side of the street. The Endeans building is prominent in the view, with the CPO and Dilworth Building partially and mostly visible, respectively. The western part of the view is dominated by modern development, particularly the HSBC and Zurich Towers.

The view has been established since the construction of the Endeans Building in c.1914, but has dramatically changed over time with the development of the Downtown block to the west and along Queen Street, particularly to the west. The Mercure Hotel is also visible behind the CPO, although it would have been present prior to the development of the square. The development of Britomart has on the one hand re-established the earlier streetscape in this area (compare Figure 21, Figure 35, and Figure 36), but on the other hand compromised the design intent of the square and CPO setting (compare Figure 31). This is because of the relocation of the bus terminal to this part of Queen Street, which has further affected this view with structures erected since 2004.

The significance of Queen Elizabeth Square in the view is considered to be low. Noticeably, the proposed plan change is unlikely to affect the experience of the historic heritage places in the view from this location.

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED



HISTORIC HERITAGE ASSESSMENT, CONTINUED

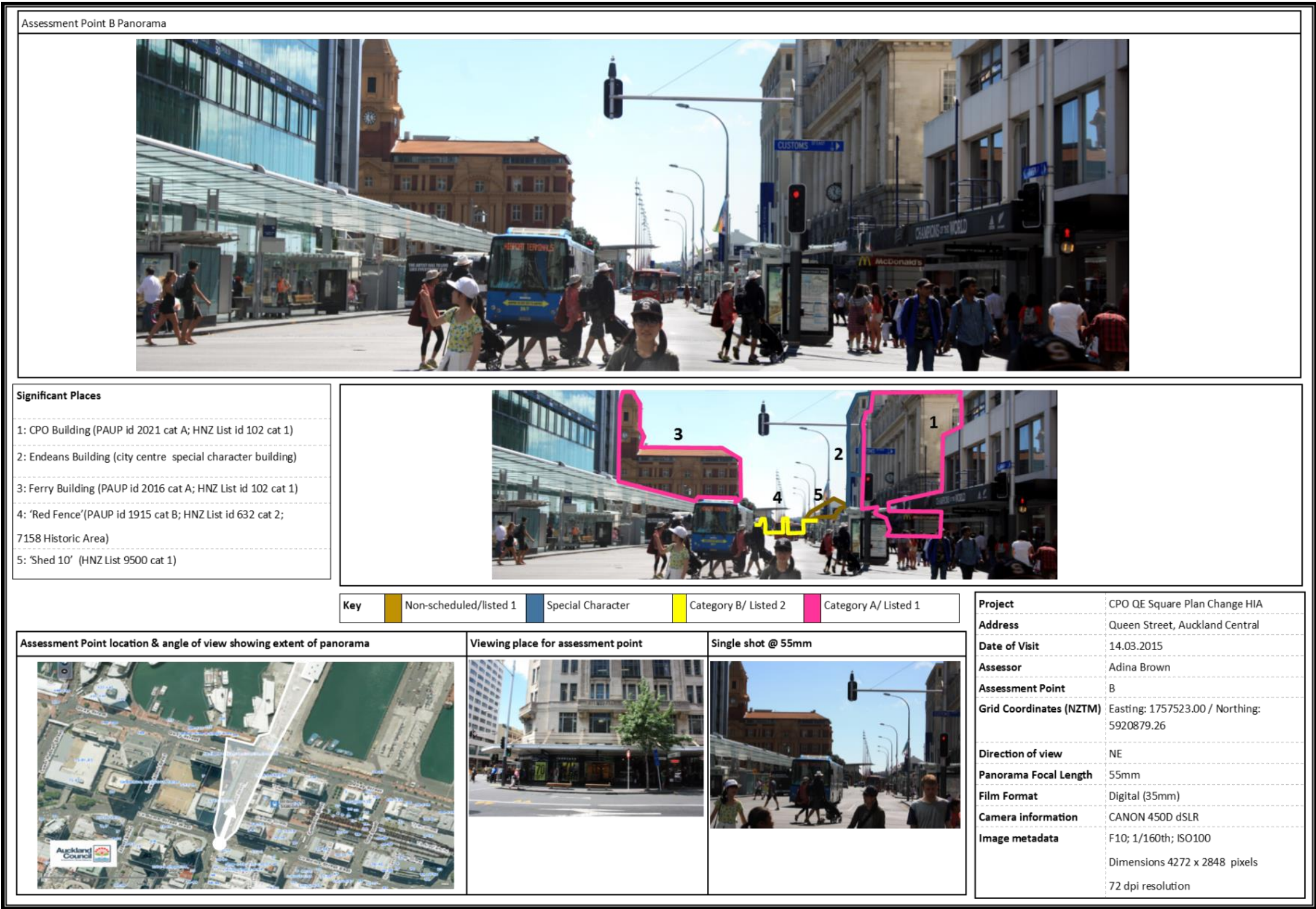


Figure 78. Assessment Point B panorama showing accurate visual representation of Queen Elizabeth Square and historic heritage places

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED

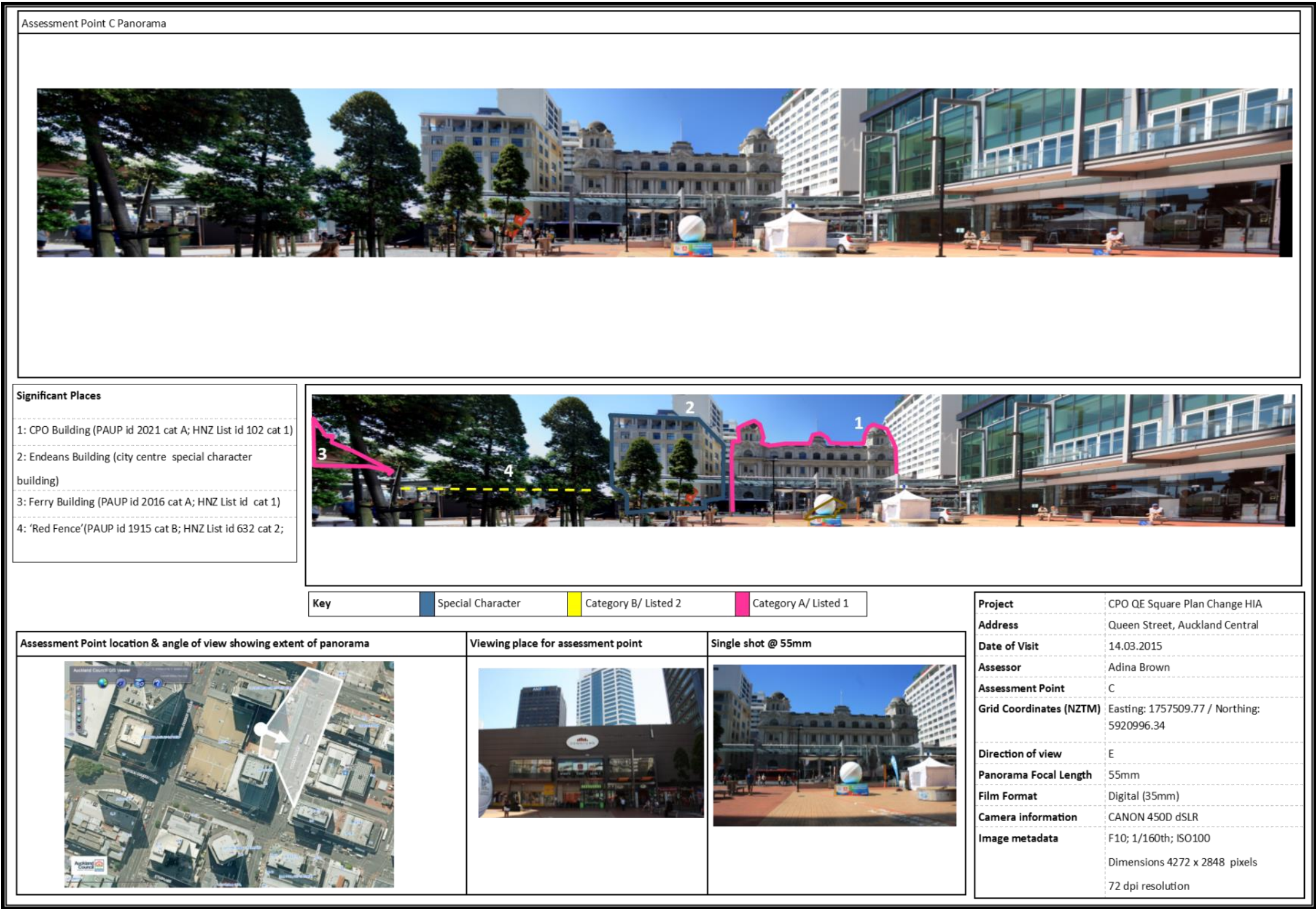
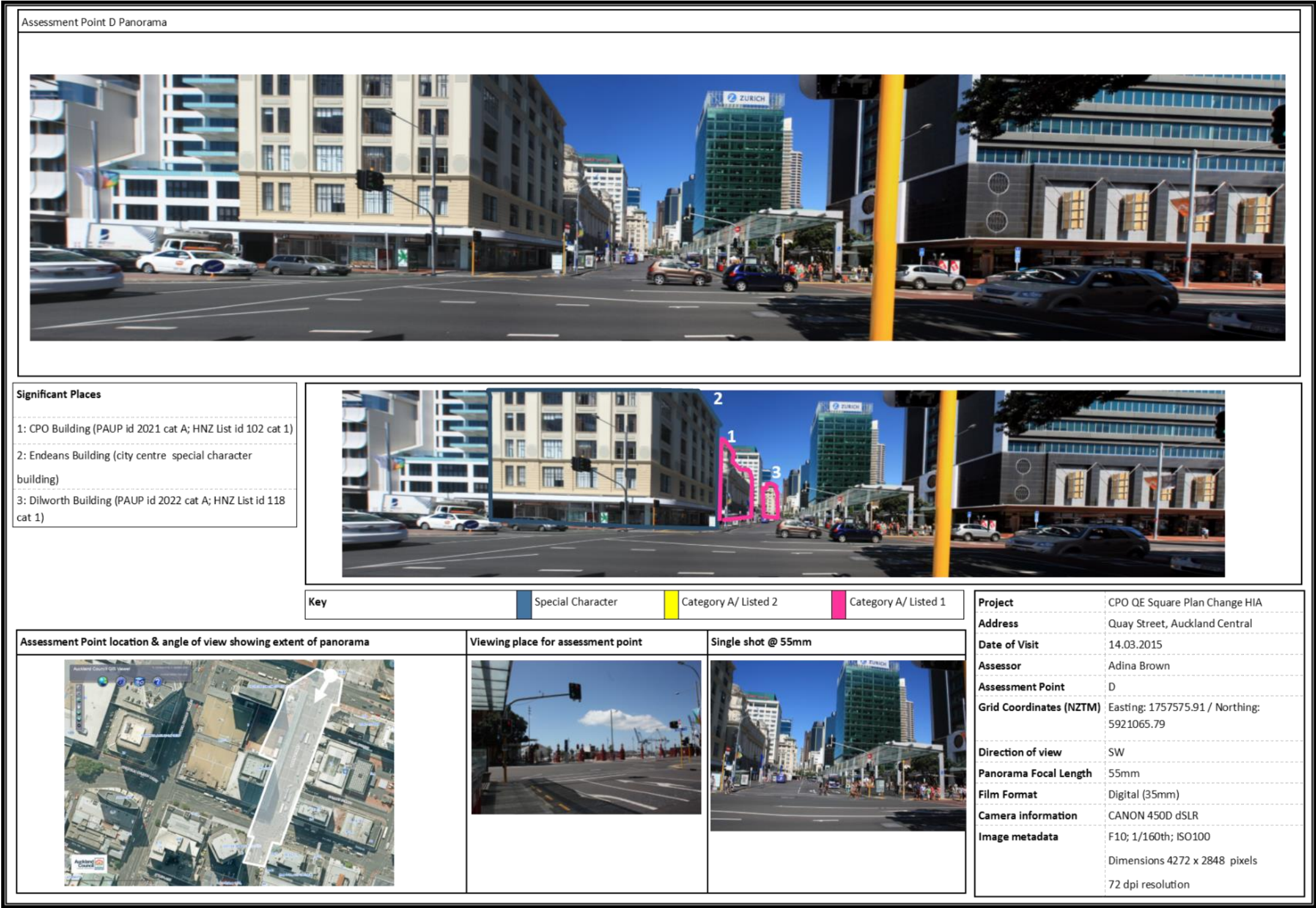


Figure 79. Assessment Point C panorama showing accurate visual representation of Queen Elizabeth Square and historic heritage places

Continued on next page

HISTORIC HERITAGE ASSESSMENT, CONTINUED



DISCUSSION AND CONCLUSIONS

Summary of Results

In the 1970s the historic commercial buildings that previously occupied Queen Elizabeth Square block were demolished and the historic grid pattern broken down as a result. Since it was opened 1980, the design of Queen Elizabeth Square has changed considerably and in particular this area of Queen Street has been reinstated, meaning the square no longer connects with the CPO surrounds. There are no original features from the 1980s. In particular the loss of the Coutts fountains and the wind tree sculpture have further eroded its integrity.

Queen Elizabeth Square itself is not recognised to be of historic heritage significance; however, it is within the setting of a number of important historic heritage places including the CPO Building, Endeans building and the Ferry Building (with associated 'Red Fence' and Queens Wharf). It is part of an important block within the historic core of Central Auckland, and the inter-visibility of these places afforded by the open space of the square adds to their aesthetic values in that their landmark qualities can be viewed. However, it is also important to note that if the square is developed in the future, these qualities will still be appreciated from the footpath and other places nearby.

The proposed plan change will enable redevelopment of Queen Elizabeth Square which will potentially affect reclamation materials dating to the 1870s, and have the potential to uncover historic building foundations and drainage pipes. Further remains of the Queen St wharf and historic shipwrecks within the reclamation material is also possible. The entire reclamation area (the block enclosed by Queen Street, Quay Street, Lower Albert Street and Customs Street West) is recorded as an archaeological site within the NZAA site recording scheme (R11/2572).

Maori Cultural Values

This is an assessment of effects on archaeological values and does not include an assessment of effects on Maori cultural values. Such assessments should only be made by the tangata whenua. Maori 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 Maori place names.

Survey Limitations

Subsurface archaeological testing could not be undertaken in the plan change area, which is currently a public square that is largely covered in hard surfaces.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Historic Heritage Value and Significance

The Auckland Council District Plan (Operative Auckland City – Central Area Section 2005) and Proposed Auckland Unitary Plan (2013) identify a number of criteria for evaluating the significance of historic heritage places. In addition Heritage NZ has provided guidelines setting out criteria that are specific to archaeological sites (condition, rarity, contextual value, information potential, amenity value and cultural associations) (Heritage NZ 2006: 9-10). The PAUP criteria have been used to evaluate the value and significance of Queen Elizabeth Square (see Table 3). The archaeological values of site R11/2572 have been assessed recently and this assessment is provided in Table 4.

Most of the built heritage places have already been evaluated according to the relevant statutory criteria and have been scheduled for protection on the District Plan and PAUP. This includes seven scheduled historic heritage places adjacent to the Queen Elizabeth Square block. Many of these are also entries on the Heritage New Zealand List, and recorded on the Auckland Council CHI. The Chief Post Office (Britomart Transport Centre entrance 2004 is scheduled Category A (PAUP ID 2021; District Plan ID 117) and listed Category 1 (Heritage NZ No. 102). Its identified heritage values relate to historical, social, physical attributes, aesthetic and context criteria. The Category A/ 1 Ferry Building (PAUP ID 2016; District Plan ID 112; Heritage NZ No. 102), Category B/ 2 public shelter (PAUP ID 2018; District Plan ID 116; Heritage NZ No. 670) and Category A/ 2 Auckland Harbour Board Fence (PAUP ID 1915; District Plan ID 114; HNZ No. 632) are located on Quay Street. Their identified heritage values relate to historical, physical attributes, aesthetic and context criteria, with the Ferry Building also recognised for social values. The Endeans Building is recognised for its special character value (PAUP Chapter I: 4/10; Figure 56) and Heritage New Zealand Listed Category 2 (Heritage NZ No. 4597). The Category A/ 1 Dilworth Building (PAUP ID 2022; District Plan ID 118; Heritage NZ No. 4600), Category A/ 1 Old Customs House (PAUP ID 1946; District Plan ID 027; HNZ No. 104) and Category B West Plaza (PAUP ID 1923; District Plan ID 003) are located on the other side of Customs Street and are less affected.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Historic Heritage Value and Significance, *continued*

Queen Elizabeth Square itself is not recognised for any historic heritage significance and is very recent (opened in 1980). There is a sculpture called the 'wind tree' (item 353) scheduled in the District Plan and shown in Queen Elizabeth Square (Figure 55). However, this has since been relocated to Jellicoe Street, Wynard Quarter (PAUP ID 1916). There is also a protected City Centre Sightline, looking north east 'from the fountain' (now gone) in Queen Elizabeth Square, towards the red fence, wharf and port (Appendix 4). This has been compromised to a degree by structures erected on the west side of Queen Street. The other 'Te Ahi Kaa Roa' by Ngati Whatua ki Tamaki' sculpture remaining in the square may have some cultural heritage values, but these would need to be determined by Mana Whenua, and are outside the scope of this assessment.

Overall Queen Elizabeth Square is considered to be of little historic heritage significance based on the criteria discussed (Table 3). However, it is within the setting of a number of important historic heritage places and part of an important block within the historic core of Central Auckland, and so is considered moderately significant in the aesthetic criterion in that it enables views towards these other significant places.

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 through the use of archaeological investigation techniques, and the research questions to which the site could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pa are more complex sites and have higher information potential than small midden (unless of early date). Archaeological sites may also have other values, including landscape, amenity, educational and cultural values.

The proposed plan change area is located within the original Auckland harbour, in an area of historic reclamation undertaken during the 1870s. Soon after reclamation the area was developed and became a bustling hub of commercial and industrial activity. The general downtown Auckland area retains considerable archaeological value and significance. The archaeological values of site R11/2572 were assessed in a recent report for the Downtown Shopping Centre (Clough et al. 2004). This concluded that overall, site R11/2572 is considered to have moderate to high archaeological and other historic heritage value based on the criteria discussed, based mainly on the information it could provide through archaeological investigation.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Table 3. Assessment of the historic heritage significance of Queen Elizabeth Square based on the criteria in the Proposed Auckland Unitary Plan (Chapter B: 4.1)

Criterion	Comment	Significance evaluation
a) historical: The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within New Zealand, the region or locality	The square is named after the current British monarch and head of the Commonwealth, Queen Elizabeth II, as are many places. It has no particular association with the Royal Family otherwise.	Little
b) social: The place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	The square provides a place of public amenity for the people of Auckland. It is difficult to say whether this is of great importance. It is generally not a place associated with public gathering or events.	Little
c) Mana Whenua: The place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value	Not assessed as part of this report. It is noted that the 'Te Ahi Kaa Roa' by Ngati Whatua ki Tamaki's sculpture within the square may hold values, which would need to be determined by Mana Whenua.	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	There is some archaeological potential in understanding the reclamation of the Queen Street area, former wreck sites, and the potential to reveal remains of the first Queen Street Wharf, which in itself is of considerable interest. However, these values do not relate specifically to the square itself, which is of recent construction, substantially modified, and has no especial interest.	None
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	The square is constructed with ordinary paving materials using everyday techniques.	None
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The square is not particularly notable or representative of a type. It has been highly modified in terms of urban design and most original features have been destroyed/relocated.	Little
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	The square itself has limited landmark quality, but it affords greater appreciation of other significant historic heritage places by virtue of its open space, and a number of public artworks are situated close to or within the square.	Moderate
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The square is relatively new in construction so not associated with any historic heritage places and the block itself has been developed in a manner that hides elements of the earlier historic grid pattern of the locale.	Little

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Table 4. Assessment of the archaeological values of site R11/2572 based on Heritage NZ criteria (Heritage NZ 2006: 8-9)

Value	Assessment
Condition	The site comprises reclamation fill probably containing artefacts and some structural and drainage remains. Condition not known but likely to be similar (moderate) condition to deposits and features found in the Britomart Transport Centre area. Some subsurface remains within the square destroyed during the Britomart Transport Centre project
Rarity	Areas of pre-1900 reclamation are extensive along Auckland's waterfront
Contextual value	The site has contextual value as being part of the development history of Auckland during the 19th century, and in particular the expansion of the city centre through reclamation
Information potential	The site retains significant information potential related to settlement and occupation of Auckland during the latter part of the 19th century in the form of artefacts and structural remains. The interface between the reclamation fill and the original seabed may provide significant information relating to maritime and industrial activities at Commercial Bay
Amenity value	The site has no amenity value. It exists entirely subsurface
Cultural associations	Direct associations with early European activity and development. Possible indirect associations with Maori pa Te Ngahuwera (later Stanley Point or Smales Point) that was utilised as fill in the reclamation

(source: Judge et al. 2014. See report for PAUP criteria assessment)

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Effects of Proposal – Built Heritage

Queen Elizabeth Square itself is of little historic heritage significance, and the effects of the proposed plan change on its historic heritage values are therefore likely to be less than minor. There is the potential to affect the setting and experience of several historic heritage places of significance through the resultant loss of views should the formerly open space be developed. However, it is of importance to note that views to the CPO Building, Endeans Building, Ferry Building and other historic heritage places can be experienced from the footpath and other nearby locations.

The proposed plan change will enable redevelopment of Queen Elizabeth Square that could provide opportunity to enhance the setting of nearby historic heritage places. For example, reinstatement of historic grid pattern will enhance contextual values and the removal of clutter/ poorly designed elements from the western side of Queen Street will enhance the aesthetic values.

The proposed plan change, particularly rules around site intensity, will allow a greater site density within this part of the block. This has the potential to affect the setting of surrounding historic heritage places, particularly the CPO Building and to a lesser degree the Endeans and Ferry Building. This may be appropriately managed through the provisions of the district plan or at resource consent application stage.

Effects of Proposal - Archaeology

The proposed plan change will enable redevelopment works within Queen Elizabeth Square. This is located within what was originally Commercial Bay, reclaimed during the 1870s. The site was also the location of multiple commercial and industrial buildings constructed from a variety of materials including wood, brick, Portland cement and iron dating to the 19th and early 20th centuries (see Historical Background). In addition, a small road, known as Little Queen Street originally ran in a north-south direction through the centre of the block.

All these earlier buildings were demolished during redevelopment and construction of the Downtown Centre (and adjacent HSBC House and Zurich House) in the late 1960s to early 1970s. The Downtown Centre would have required substantial foundations, and the process of construction would removed the majority of the foundations of earlier buildings. However, the Centre only has a partial basement level – increasing the potential for some remains to have survived outside the area of the basement.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Effects of Proposal – Archaeology, *continued*

Other areas within the block are relatively unmodified, such as the carpark on the corner of Lower Albert and Queen Streets and the Queen Elizabeth Square on the eastern side. In these areas the potential for subsurface remains relating to former buildings is higher, as well as remains relating to the 1870s reclamation (site R11/2572).

The reclamation deposits extend down c.5m below the current street level. Archaeological monitoring works undertaken during the Britomart excavations of 2003 identified the remains of the 19th century Queen Street wharf, 19th century drainage pipes and historic building foundations dating post reclamation within Queen Elizabeth Square. This provides a good guide to the type of archaeological remains that might be found, while the possibility of encountering the remains of wrecked vessels cannot be excluded. Three shipwrecks are recorded in this area in the CHI, although their exact locations are not known.

Future proposals to develop Queen Elizabeth Square may destroy all archaeological remains present within the proposed plan change area. Archaeological features and remains can take the form of burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or 19th century glass and crockery, ditches, banks, pits, old building foundations, 19th century drainage pipes, wooden wharf piles, remains of shipwrecks, artefacts of Maori and early European origin or human burials.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Resource Management Act 1991 Requirements

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

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when *‘managing the use, development and protection of natural and physical resources’*. 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 Maori, including wahi tapu; (iv) surroundings associated with the natural and physical resources’*.

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the rules of the RMA. The Auckland Council District Plan (Operative Auckland City – Central Area Section 2005) and Proposed Auckland Unitary Plan 2013 (PAUP).

As discussed above there are no scheduled historic heritage sites within the plan change area, although there are a number adjacent to the Queen Elizabeth Square block. The assessment shows there will be no physical effect on The CPO Building, Endeans and or Ferry Building, but that there will be loss of some views from within the square and the potential to affect their setting, depending on the future proposed development.

The proposed plan changes includes changes to the Planning Overlay Maps of the District Plan (Refer to Figure 81–Figure 86). Planning Overlay Map 1 will be amended to remove the public open space zone 1 from Queen Elizabeth Square and it will become a ‘pedestrian orientated’ area in Planning Overlay Map 2. Planning Map 6 (designations, heritage items and additional limitations) will have ‘Queen Elizabeth Square’ text removed and item ‘353’ (wind tree sculpture) deleted which is no longer present in the square. Planning overlay Map 5 (site intensity) will be changed to allow Basic Floor Area Ratio 6:1 and Maximum Total Floor Area Ratio 13.1, in accordance with the remainder of the surrounding block.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

**Resource
Management
Act 1991
Requirements,
*continued***

The proposed plan change to site intensity, will allow a greater site density within this part of the block. This has the potential to affect the setting of surrounding historic heritage places, particularly the CPO Building and to a lesser degree the Endeans and Ferry buildings. This may be appropriately managed through the provisions of the district plan and at the resource consent application stage. There are existing provisions within the district plan that relate to protection of historic heritage and assessment criteria for new development in the vicinity of historic heritage places.

The proposed plan change will enable development of Queen Elizabeth Square which will affect the recorded reclamation site R11/2572. This extends over the entire plan change area, and also has the potential to affect previously unrecorded archaeological remains (historic building foundations, drainage, etc) within or overlying reclamation deposits. Effects on the archaeological deposits or features can be appropriately mitigated through any future planning application. For example this can include archaeological investigation and recording to recover information relating to the late 19th century history of Auckland. If resource consent is granted, conditions can be made requiring monitoring of all subsurface works, so that archaeological investigation and recording of all significant remains (including any of early 20th century date) and reporting of the findings can be carried out. An advice note regarding the provisions of the HNZPTA would also be included, as an Authority under that Act will be required for any modification and investigation of archaeological remains.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Figure 81.
Proposed change
to Planning
Overlay Map 6 –
designations,
heritage items
and additional
limitations
(source: Barker
and Associates
2015)

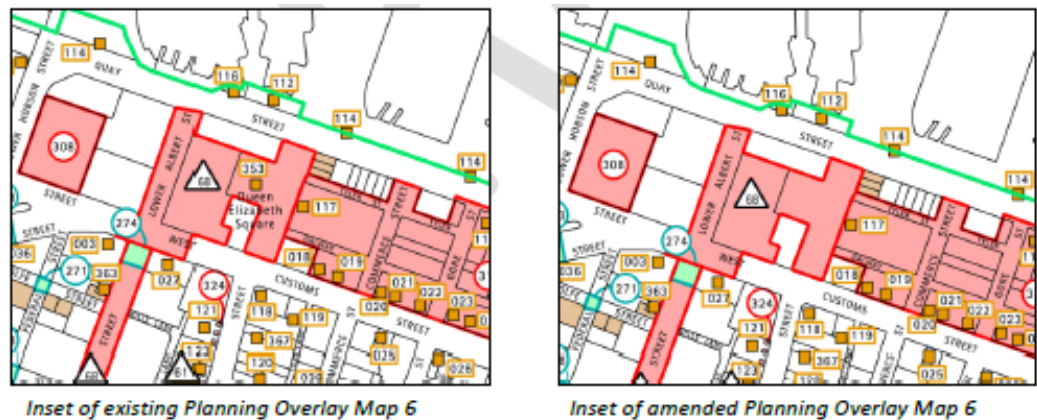


Figure 82.
Proposed change
to Planning
Overlay Map 5 –
site intensity
(source: Barker
and Associates
2015)

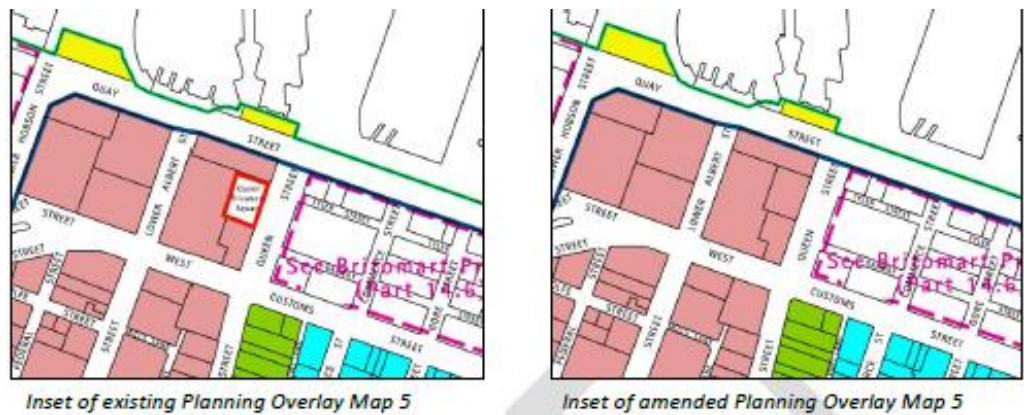
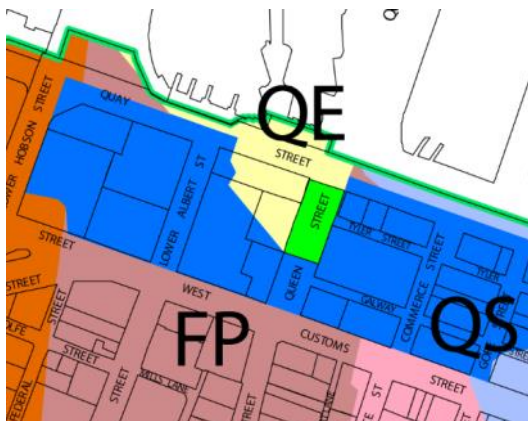


Figure 83.
Proposed change
to Planning
Overlay Map 4 –
Special Height
Controls -
sunlight
admission
control (source:
Barker and
Associates)



Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Figure 84.
Proposed change
to Planning
Overlay Map 3 –
special height
controls (source:
Barker and
Associates 2015)



Inset of existing Planning Overlay Map 3



Inset of amended Planning Overlay Map 3

Figure 85.
Proposed change
to Planning
Overlay Map 2 –
pedestrian
orientated
(source: Barker
and Associates
2015)



Inset of existing Planning Overlay Map 2



Inset of amended Planning Overlay Map 2

Figure 86.
Proposed change
to Planning
Overlay Map 1 –
removal of public
open space
(source: Barker
and Associates
2015)



Inset of existing Planning Overlay Map 1



Inset of amended Planning Overlay Map 1

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

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

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

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

‘archaeological site means, subject to section 42(3), –

(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.

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

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

The proposed plan change does not directly affect archaeological remains so would not require an authority. However, it will enable development of Queen Elizabeth Square which will affect the recorded reclamation site R11/2572. Effects on the archaeological deposits or features can be appropriately mitigated through any future planning application. As any proposed development may destroy most of what remains of site R11/2572 within the square, an Authority must be obtained from Heritage NZ before any work can be carried out that would affect the site.

Continued on next page

DISCUSSION AND CONCLUSIONS, CONTINUED

Conclusions

There are no scheduled historic heritage sites within the plan change area and Queen Elizabeth Square is of little historic heritage significance. However, the square is within the setting of a number of significant historic heritage places, and part of an important block within the historic core of Central Auckland.

The assessment shows that the plan change will not result in any physical effect on the CPO, Endeans or Ferry buildings, but that there will be potential loss of some views from within the square. However, it is of importance to note that similar quality views to the CPO Building, Endeans Building, Ferry Building and other historic heritage places can be experienced from the footpath and other nearby locations.

The proposed plan change will enable redevelopment of Queen Elizabeth Square that could provide the opportunity to enhance the setting of nearby historic heritage places. For example, reinstatement of the historic grid pattern would enhance contextual values and the removal of clutter/ poorly designed elements from the western side of Queen Street would enhance the aesthetic values. The proposed plan change rules around site intensity will allow a greater site density within this part of the block as it will no longer be zoned public open space. However, there are existing provisions within the district plan that relate to protection of historic heritage and assessment criteria for new development in the vicinity of historic heritage places to manage adverse effects. Effects on the setting of the CPO Building and Endeans Building can be appropriately managed through any future planning application, and can be enhanced through sensitive design and public realm improvements.

Queen Elizabeth Square is located within an area of archaeological significance. The proposed plan change will enable development works that are likely to require the removal of most of the remaining 19th-century reclamation site (R11/2572) lying within the square, with the potential to contain historic artefacts and early maritime structures and features. The works also have the potential to affect 19th-century building foundations and drainage elements within the site but post-dating the reclamation.

Effects on the archaeological deposits or features can be appropriately mitigated through any future planning application. An Authority under Section 44(a) of the HNZPTA 2014 would need to be obtained prior to works being undertaken. The archaeological effects could be mitigated through archaeological investigation and the recovery of information relating to the history of Auckland.

BIBLIOGRAPHY

- Auckland Council Cultural Heritage Inventory, accessed at <http://maps.aucklandcouncil.govt.nz> and <https://chi.org.nz>.
- Barr, J. 1926. *The Ports of Auckland, New Zealand: A History of the Discovery and Development of the Waitemata and Manukau Harbours*. Auckland: Unity.
- Best, S. 1992. *The Queen Street Gaol: Auckland's First Courthouse, Common Gaol and House of Correction (Site R11/1559)*. Auckland Conservancy Historic Resources Series 2. Auckland, Department of Conservation.
- Best, S. D. Prince and R. Clough. 1999. Excavations at the Queen St/Fort Sts & Swanson Sts Intersections, Auckland. Clough & Associates report prepared for Harbour Edge Development Group.
- Bickler, S. B. Baquié, R. Clough, T. Mace, D. Prince, M. Plowman and M. Turner. 2005. Excavations at Britomart, Auckland (R11/1379). Clough & Associates report prepared for Auckland City Council.
- Brassey, R. and S. Macready. 1994. *The History and Archaeology of the Victoria Hotel, Fort St, Auckland (Site R11/1530)*. Auckland Conservancy Historic Resources Series 10. Auckland, Department of Conservation.
- Clough, R., C. Judge and S. Macready. 2012. City Rail Link Project: Archaeological Assessment. Clough & Associates report prepared for Auckland Transport.
- English Heritage. 2011. *Seeing the history in the view: A method for Assessing Heritage significance within views*.
- English Heritage. 2014. Consultation Draft historic environment good practice advice in planning note 3: the setting of heritage assets.
- Farley, G., Z. Burnett, J. Low and R. Clough. 2014. Federal Street Streetscape Upgrade, Auckland: Final Archaeological Report. Prepared in Fulfilment of Heritage NZ Authority No. 2014/149. Clough & Associates report for SKYCITY Entertainment Group Limited.
- Felgate, M. (ed.). 1998. His Majesty's Theatre Site Excavations (R11/1624): Final Archaeological Report. Volume 1. Report prepared for Pacific Dynasty Group Ltd., Auckland.
- Heritage NZ. 2006. Writing Archaeological Assessments. Archaeological Guidelines Series No. 2. New Zealand Historic Places Trust Pouhere Taonga (now Heritage NZ).
- Heritage NZ. 2014. Investigation and Recording of Buildings and Standing Structures. Archaeological Guidelines Series No. 1. New Zealand Historic Places Trust Pouhere Taonga (now Heritage NZ).
- Johnson, D. 1988. *The Auckland Ferry Building*. Auckland: Remarkable View.
- Judge, C., Z. Burnett and R. Clough. 2014. Proposed Redevelopment, Downtown Shopping Centre, Queen Street, Auckland Central: Archaeological Assessment. Clough & Associates report prepared for RCP Precinct Properties Ltd.
- Judge, C., B. Pick, E. Ussher and S. Macready. 2012. Darby And Elliott Streets Streetscape Upgrades: Final Archaeological Monitoring Report (Site R11/2734) Prepared in Fulfilment of NZHPT Authority No. 2010/444. Clough & Associates report prepared for Auckland Council.
- Low, J. and S. Macready. 2010. Upgrade of St Patrick's Cathedral Square, Auckland: Archaeological Monitoring Report. Clough & Associates report prepared in Fulfilment of NZHPT Authority No. 2008/288 for Auckland City Council.

Continued on next page

BIBLIOGRAPHY, CONTINUED

- Low, J. and S. Bickler. 2008. Swanson Street Upgrade (Stage 1): Archaeological Monitoring. Report in Fulfilment of NZHPT Authority No. 2008/56. Clough & Associates report prepared for Auckland City Council.
- Low, J. and G. Farley. 2014. Monitoring of Network Installation Works in High Street and O'Connell Street, Auckland. Clough & Associates report prepared for Chorus Limited.
- Macready, S. and R. Clough. 2012. Key Historical Themes in the Development of the CBD Waterfront. Clough & Associates report prepared for Auckland Council.
- Macready, S. and J. Robinson. 1990. *Slums and Self-Improvement. The History and Archaeology of the Mechanics Institute, Auckland, and its Chancery Street Neighbourhood*. Vol 1: *The Site*. Science and Research Internal Report 91, Department of Conservation, Auckland.
- Matthews & Matthews Architects Ltd and T. Mace. 2009. Queens Wharf & Sheds, Auckland, Design Competition Phase 1: Heritage Assessment. Matthews & Matthews Architects Ltd report prepared for Auckland City Council & Auckland Regional Council.
- New Zealand Archaeological Association ArchSite Database, accessed at <http://www.archsite.org.nz>.
- New Zealand Heritage List, accessed at <http://www.historic.org.nz>.
- Pearson, D. and M. Walker. September 2013. Downtown Shopping Centre, Auckland: Site History Report. Dave Pearson Architects report prepared for Precinct Properties New Zealand Limited.
- Shakles, R. and S. Phear. 2012. Archaeological Monitoring of the Fort Street Area Streetscape Upgrade Stage 2, Auckland (R11/2464): Interim Report. Clough & Associates report prepared in Fulfilment of New Zealand Historic Places Trust Authority No. 2010/435.
- Shakles, R. and S. Phear. 2013. Archaeological Monitoring of the Fort Street Area Streetscape Upgrade Stage 3, Auckland (R11/2464): Interim Report. Clough & Associates report prepared in Fulfilment of New Zealand Historic Places Trust Authority No. 2010/435.
- Simmons, D. 1987. *Maori Auckland*. Auckland: The Bush Press.
- Stone, R.J.C. 2001. *From Tamaki-makau-rau to Auckland*. Auckland: Auckland University Press.

Archives New Zealand:

Deeds Index 16A/909

Auckland Council Archives:

Building Permit No's: 2301, 5713, 6911, 15457, 20161,

Auckland Libraries:

Auckland Card Index, Auckland Scrap Book, March 1969, pp.164 & 181; June 1972, p.1; February 1977, pp.153 & 219.

Heritage New Zealand:

Building Files: 070, 'Endeans'; 040, 'Chief Post Office'; 040 v.2, 'Chief Post Office'; 075, 'Ferry Building'; 075 v.4, 'Ferry Building'

Continued on next page

BIBLIOGRAPHY, CONTINUED

Maps:

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

Newspapers:

Auckland Star, 20 February 1884, 13 May 1887, 25 June 1907, 3 August 1910, 19 May 1913, 15 September 1913, 14 October 1913, 4 October 1916

Colonist, 21 November 1912

Evening Post, 22 August 1878

New Zealand Herald, 6 December 1879, 16 March 1885, 26 October 1885, 6 November 1905, 11 September 1909, 7 March 1911, 25 November 1912, 31 March 1913, 2 March 1914, 17 November 1914, 29 April 1915, 28 June 1915, 4 October 1915, 25 November 1916

Waikato Times, 13 October 1916.

APPENDIX 1: GENERAL HISTORY

Maori Occupation⁵³

Situated between the Waitemata and Manukau harbours, the Auckland isthmus was known to Maori as Tamaki-makau-rau, often translated as ‘the land desired by many’ or ‘the land of a hundred lovers’.⁵⁴ Its sheltered harbours, wide-ranging fishing and shell fishing grounds, fertile volcanic soils, easy waka (canoe) access, and portage routes made the area a highly desirable location for settlement.⁵⁵

Maori occupation of the isthmus can be traced back over centuries and is evidenced by the numerous archaeological sites (namely middens, pits, terraces, and pa) and associated place names throughout the region (Figure 87). Several different 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.⁵⁶

Early settlements were predominantly established near shorelines and major rivers and were occupied either long-term, seasonally, or temporarily, according to the availability of food resources.⁵⁷ 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.⁵⁸ 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.⁵⁹

Around 1500AD Maori began to construct defensive settlements known as pa, which were sited on strategic areas such as headlands and volcanic cones. Many pa were located around the perimeter of the Waitemata Harbour, including Tangihangapukaea (‘the blowing of the war trumpet’) and Te Rerengaoraiti (‘the leap of the survivors’) on the former headland between Horotiu and Te Toangaroa Bays, later known as Point Britomart.⁶⁰ Another pa, Te Ngahuwera, (‘Burnt Breasts’) was situated on the headland to the west of Horotiu, later named Point Stanley or Smale’s Point.⁶¹

Continued on next page

⁵³ The Maori Occupation section is largely taken from Macready and Clough 2012.

⁵⁴ R.J.C. Stone, *From Tamaki-makau-rau to Auckland*, Auckland, 2001, p.7.

⁵⁵ *Ibid.*, pp.2-3.

⁵⁶ D. Simmons, *Maori Auckland*, Auckland, 1987, pp.27-31.

⁵⁷ *Ibid.*, pp.14-17.

⁵⁸ J. Kelly and J. Sturridge, Map of the Tamaki Isthmus with Maori Place Names Redrawn from Tamaki-makau-ray by Leslie Kelly. Department of Geography, Auckland University, 1990.

⁵⁹ *Ibid.*, Simmons, p.89.

⁶⁰ Simmons, pp.83-4.

⁶¹ *Ibid.*, p.73.

APPENDIX 1: GENERAL HISTORY, CONTINUED

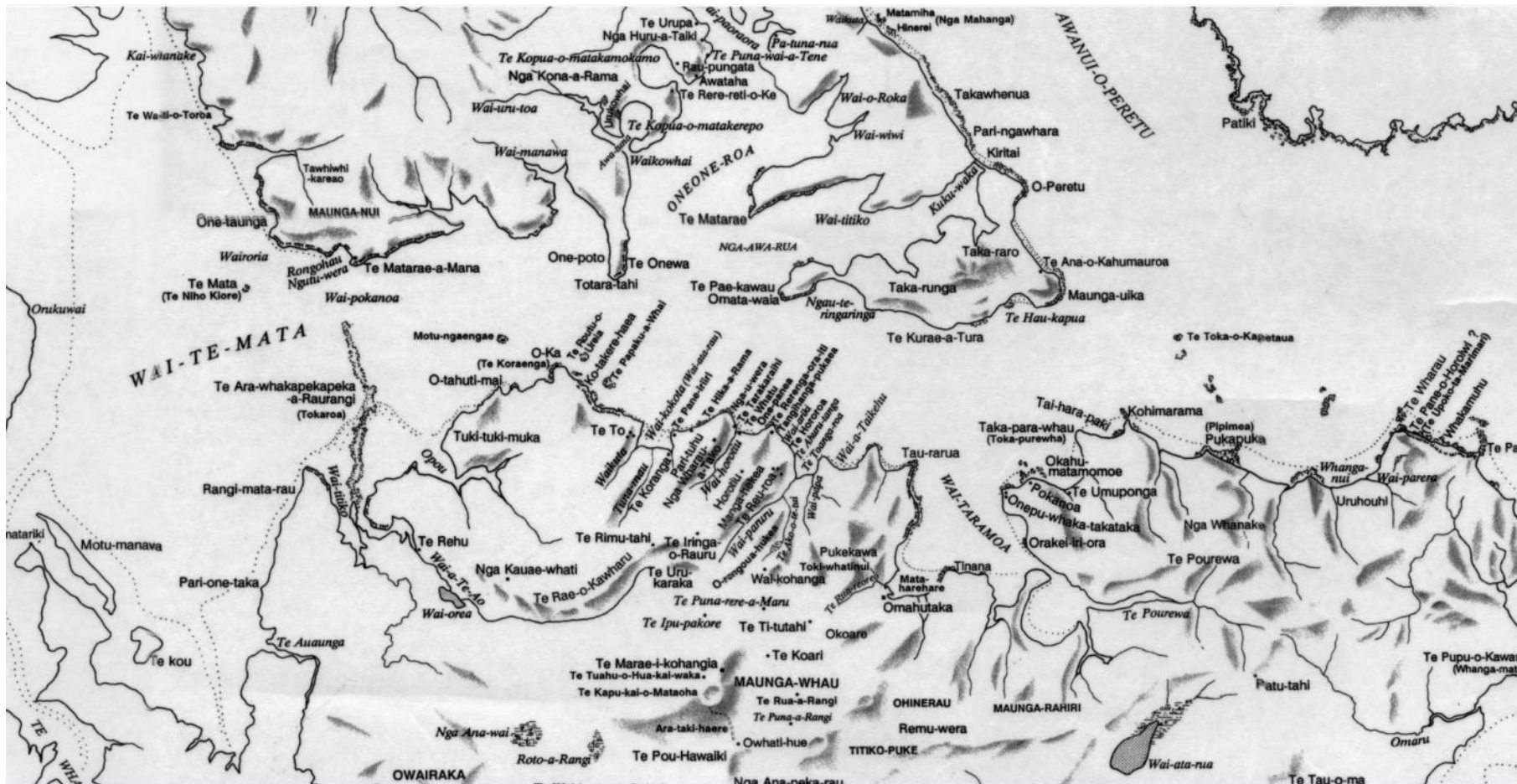


Figure 87. Maori place names around the Waitemata Harbour and Central Auckland. (source: Kelly, J. and J. Surridge. 1990. Map of the Tamaki Isthmus with Maori Place Names Redrawn from Tamaki-makau-rau by Leslie Kelly. Department of Geography, Auckland University)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED

Maori Occupation, *continued*

By the 18th century most of the isthmus had come under the control of Ngati Whatua who established settlements across the region. Intertribal warfare continued from the early 19th century; however, the musket raids of the 1820s, led by Ngapuhi from the north, proved the most destructive. Defending Ngati Whatua warriors, armed only with traditional hand combat weapons such as mere and taiaha, were swiftly defeated. Most fled the invasion, leaving the region virtually deserted for several years.⁶²

By the mid-late 1830s small numbers of Ngati Whatua began to return to their traditional occupation areas in Tamaki-makau-rau, eventually re-establishing themselves in the district. Maori gardening in the Queen Street valley was observed as late as c.1838-40, and an area named Te Roukai ('the food gathering') was situated near the corner of Queen Street and Customs Street West.⁶³ Along with the large Horotiu village at Albert Park, a settlement known as Nga Wharauatako ('Tako's reed huts') was located along the Swanson Street ridge and a track (Te Tarapounamu) led down to the Queen Street valley.⁶⁴

European Purchase and Settlement

In 1840 Governor William Hobson arrived in Tamaki-makau-rau at the invitation of Ngati Whatua chiefs who encouraged settlement to provide greater trading opportunities as well as protection from northern tribes. Hobson negotiated the crown purchase of 3000 acres of land between Cox's Bay and Hobson Bay (with Mt Eden at the apex) in September that same year and by March 1841 the capital of the fledgling colony had been relocated from Russell in the Bay of Islands to the newly named Auckland.⁶⁵

In order to provide adequate defense of the developing town, the headland of Point Britomart, once the site of Te Rerengaoraiti/Tangihangapukaea pa, was chosen as the location of Auckland's earliest military barracks. Known as Fort Britomart, construction began on the garrison in late 1840 and was completed the following year.⁶⁶

Continued on next page

⁶² Stone, pp.104-7.

⁶³ Simmons, p.83.

⁶⁴ Ibid., pp.85 & 92.

⁶⁵ Stone, pp.180 & 300.

⁶⁶ Ibid., p.226

APPENDIX 1: GENERAL HISTORY, CONTINUED

European Purchase and Settlement, continued

To the west, Horotiu Bay became the centre of trading activities and was initially renamed Store Bay, and later Commercial Bay.⁶⁷ Settlement of the bay developed rapidly with tents and whares erected for settlers, a government store, and later hotels and businesses established along the foreshore (Figure 88 to Figure 91). As the focal point for trade, vessels (including waka) arrived daily with local and imported goods; however, the shallow mudflats of the bay provided poor anchorage for the growing capital and the development of a viable harbour soon became essential.⁶⁸

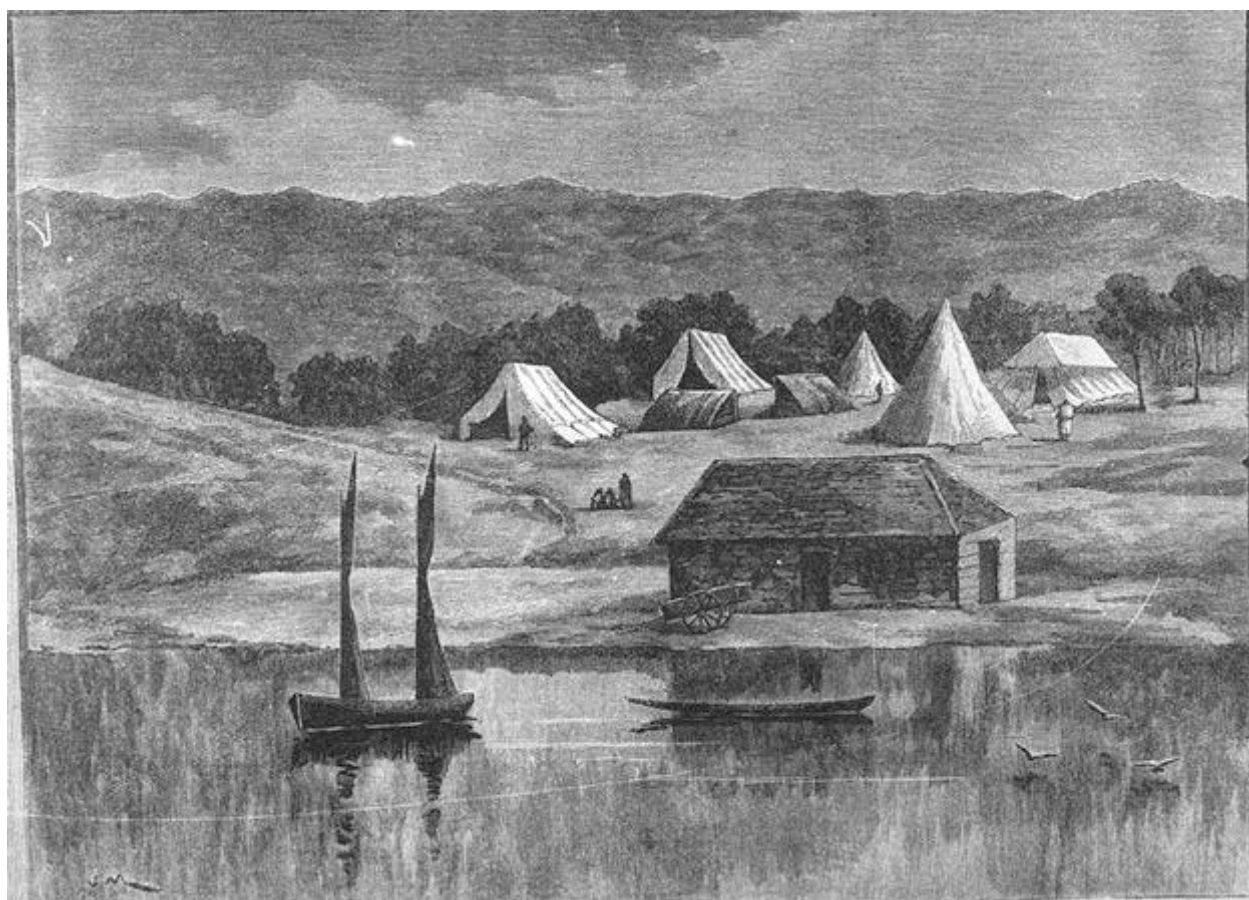


Figure 88. Sketch drawing of Commercial Bay, dated 1840, with Government Store and tents visible (source: Sir George Grey Special Collections, Auckland Libraries, 4-504)

Continued on next page

⁶⁷ A.W. Reed and Peter Dowling, *Place Names of New Zealand: Origins and Meaning for over 10,000 Names*, Auckland, 2010, p.86.

⁶⁸ Matthews & Matthews Architects Ltd, *Queens Wharf & Sheds, Auckland, Design Competition Phase 1: Heritage Assessment*. Report prepared for Auckland City Council & Auckland Regional Council, August 2009, p.5.

APPENDIX 1: GENERAL HISTORY, CONTINUED

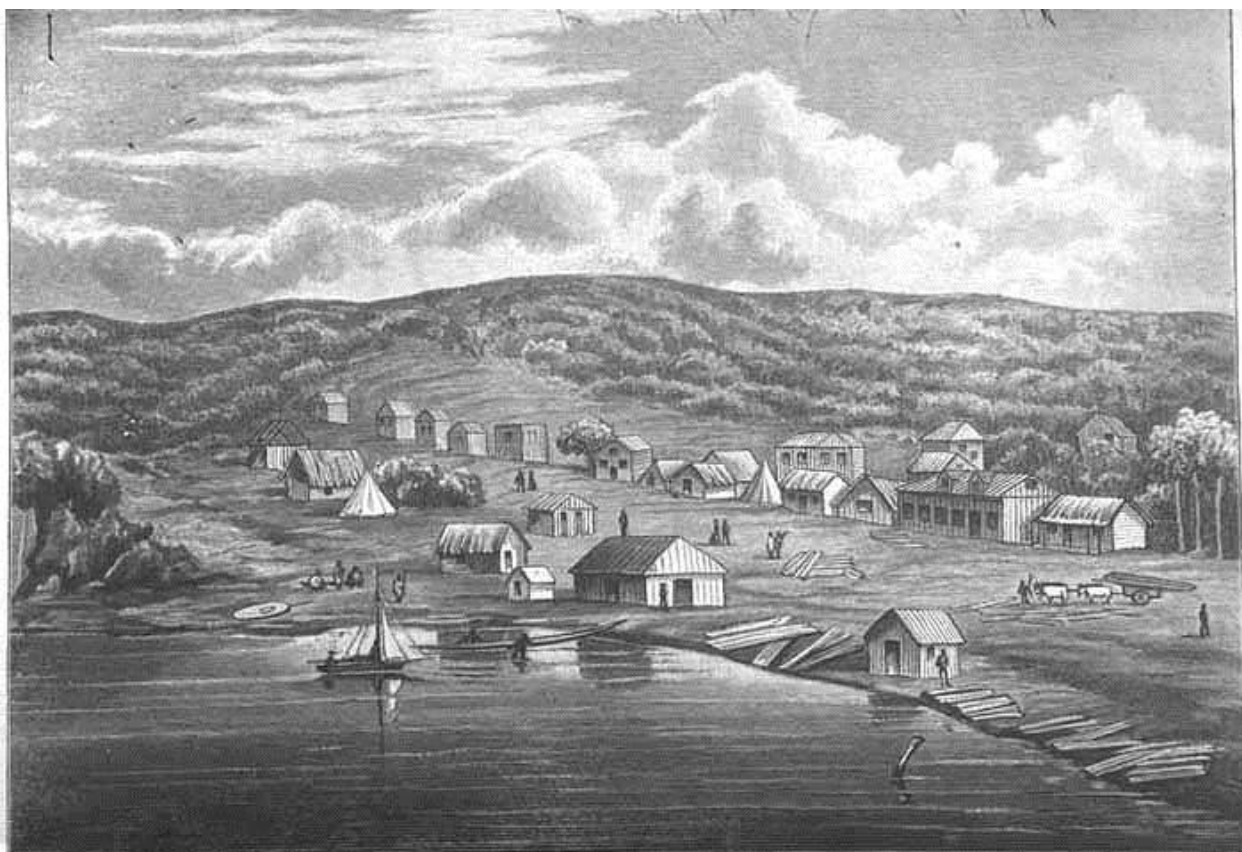


Figure 89. Sketch drawing of Commercial Bay, dated 1841, showing early timber buildings, whares and tents along the foreshore (source: Sir George Grey Special Collections, Auckland Libraries, 4-9089)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED

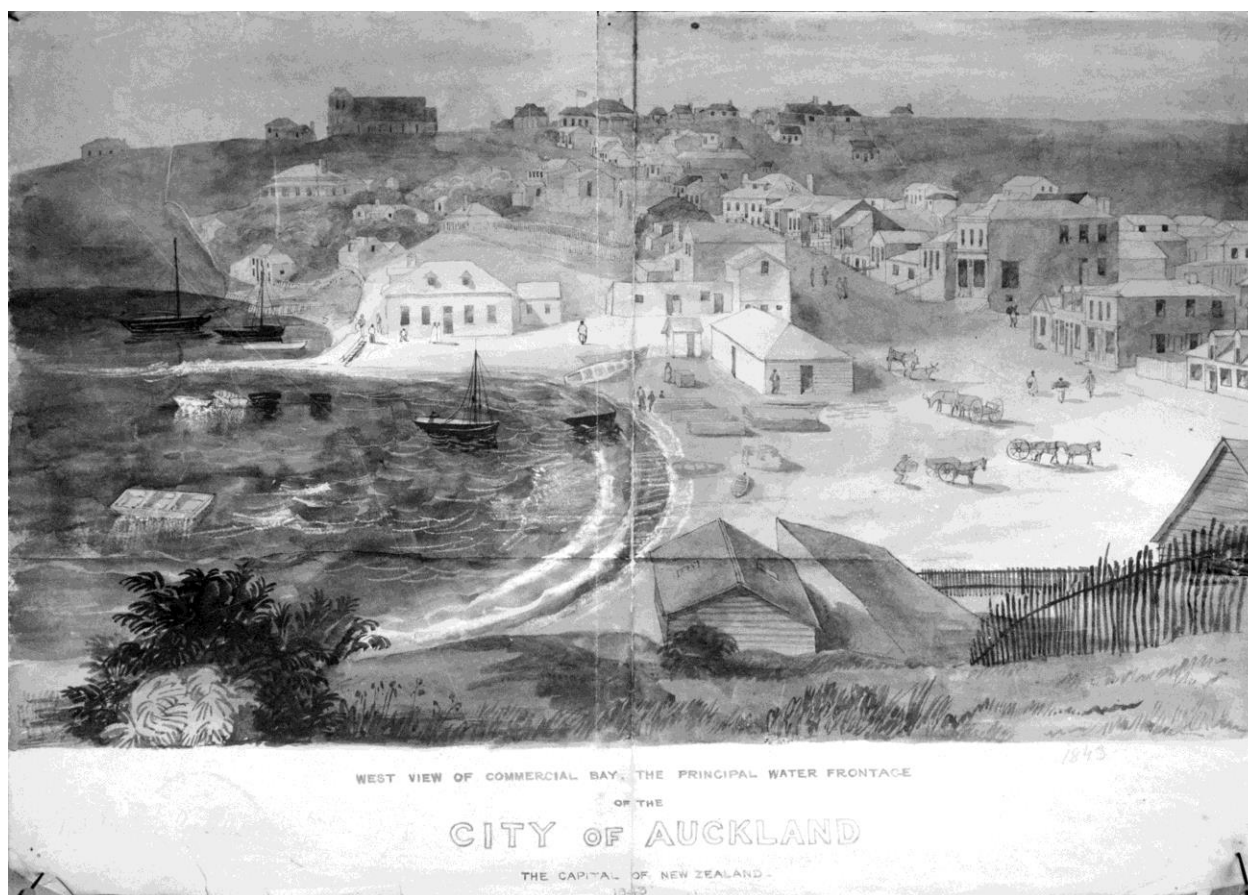


Figure 90. Sketch drawing of Commercial Bay, dated 1843, showing established businesses along Shortland Crescent (main thoroughfare, centre right) and the beginnings of Fore Street along the foreshore (source: Sir George Grey Special Collections, Auckland Libraries, 4-1047)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED

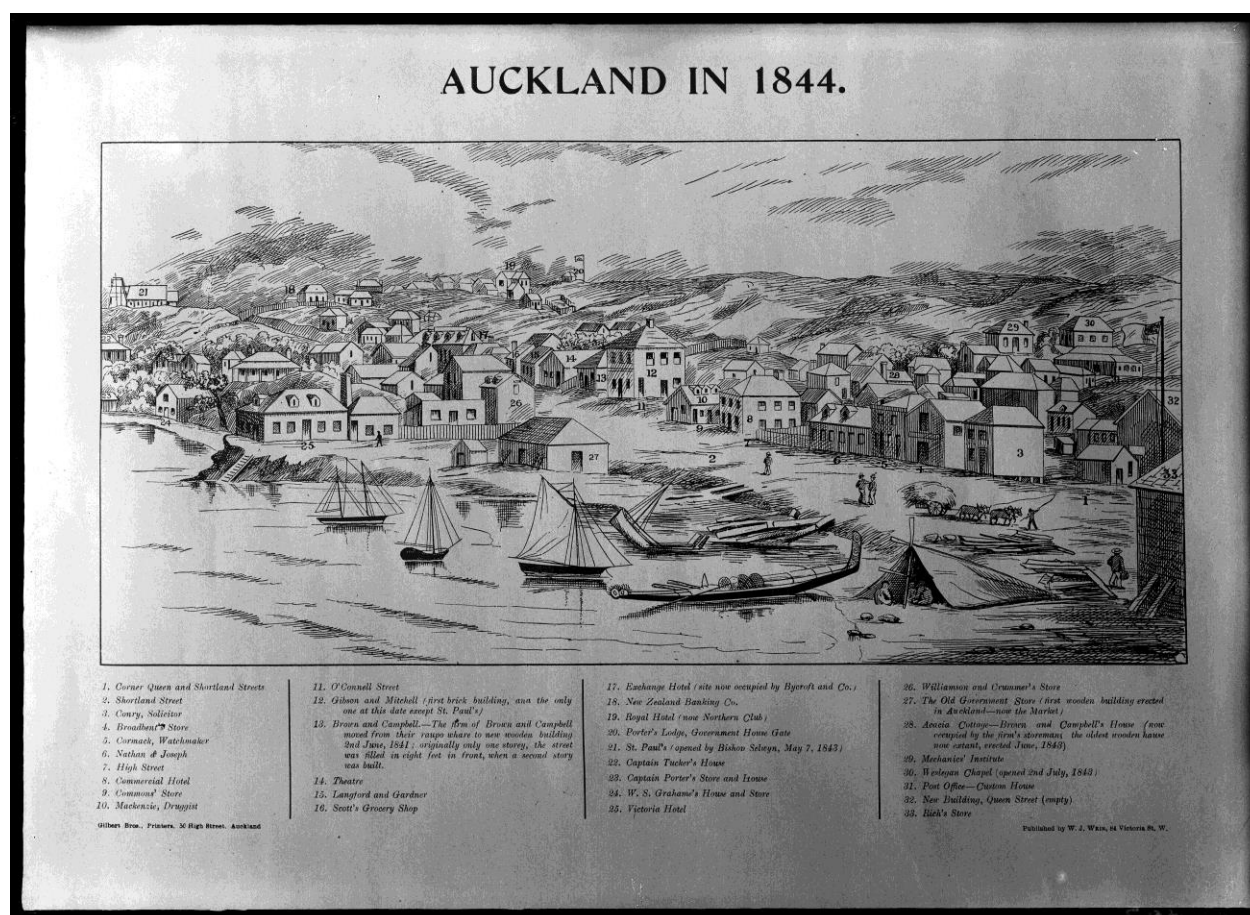


Figure 91. Drawing of Commercial Bay, dated 1844, showing the Victoria Hotel (No. 25) and the Old Government Store (no. 27) along what would later become Fort Street (source: Sir George Grey Special Collections, Auckland Libraries, 1-W465)

Reclamation

Plans for the reclamation of Commercial Bay had been considered by the government Surveyor-General Felton Mathew as early as 1841. His original plan of Auckland showed proposed reclamation of the entire bay up to Quay Street along with the extension of Queen Street and formation of Customhouse Street (Figure 92). By c.1850, minor reclamation had been undertaken to create Fore Street (later Fort Street) along the foreshore of Commercial Bay, and further improvements were made soon afterwards with the erection of the 1,400 foot long Queen Street wharf (Figure 93).⁶⁹

Continued on next page

⁶⁹ The Queen Street Wharf was erected in the early 1850s to replace the Queen Street jetty, which had been constructed ca.1846. Matthews & Matthews, 2009, p.5; Macready and Clough, 2012, pp.14 & 63.

APPENDIX 1: GENERAL HISTORY, CONTINUED

Reclamation, *continued*

In 1859 the Auckland Provincial Council undertook the first major reclamation project which involved an area of nine acres between Fort Street and Custom Street East, and infilled Commercial Bay (Table 5, Figure 94 and Figure 95). Works included the construction of a sea wall along Customs Street East and the demolition of Smale's Point to provide fill.⁷⁰

Following the establishment of the Auckland Harbour Board (AHB) in 1871, significant reclamation was carried out along the bays and headlands of Auckland's waterfront area from 1872.⁷¹ Point Britomart was heavily excavated during this time to provide fill and to integrate rail transport with harbour facilities.⁷²

In 1875 the AHB was conveyed several thousand acres of the Waitemata Harbour bed, along with the legal title to reclaimed land in the area, through the passing of the Auckland Harbour Foreshore Grant Act.⁷³ That same year work commenced on the reclamation of an area north of the former Smale's Point, which involved the infilling of Commercial Bay to create an additional eight acres of land between Queen Street and Albert Street (comprising the land on which Queen Elizabeth Square is now located. See Table 5, no. 4). In February 1875 the *Star* reported: 'On the west side of Queen's wharf, where the graving dock will be, reclamation has commenced, about 100 men being employed in cutting down Albert street, and conveying the material to the harbour.'⁷⁴ Works concluded in 1877 and the resulting reclamation gave the AHB prime flat land in the heart of Auckland's commercial district, with direct access to the Queen Street wharf.⁷⁵

Continued on next page

⁷⁰ Note: The responsibility for the development of Auckland passed from the Governor to the Auckland Borough Council in 1851 and then to the Auckland Provincial Council in 1853. In 1854 the Auckland City Council was established but was dissolved in 1856. Macready & Clough, 2012, p.14.

⁷¹ The Auckland Harbour Board was formed under the Harbour Boards Act, 1870, and was constituted in 1871. The Board inherited sole responsibility of the port from the Auckland Provincial Council, and remained in existence until the Port Companies Act, 1988. Matthews & Matthews, 2009, p.5; R. Clough, C. Judge and S. Macready, City Rail Link Project: Archaeological Assessment. Clough & Associates report prepared for Auckland Transport, August 2012, p.12.

⁷² The British garrison had departed Fort Britomart, on the Point Britomart headland, by 1870.

⁷³ D. Pearson and M. Walker. Downtown Shopping Centre, Auckland: Site History Report. Dave Pearson Architects report prepared for Precinct Properties New Zealand Limited, September 2013, p.9.

⁷⁴ *Star*, 18 February 1875, p.3. Note: the adjoining reclamation of the Auckland Graving Dock area did not commence until 1878.

⁷⁵ Macready & Clough, 2012, p.17.

APPENDIX 1: GENERAL HISTORY, CONTINUED



Figure 92. Plan of the town of Auckland, dated 1841, showing proposed reclamation of the Commercial Bay area (source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 4611)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED

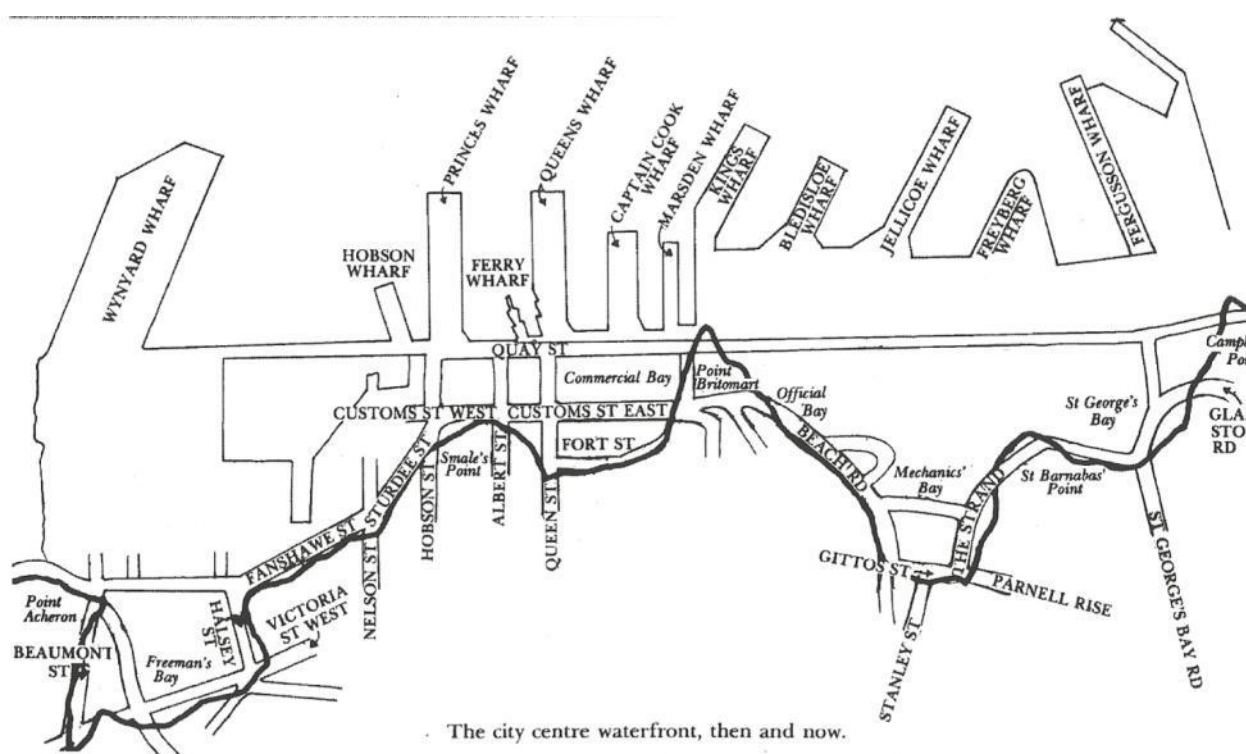


Figure 93. Plan showing the original shoreline around Auckland Central (outlined in black) and today's waterfront (source: Barnett, S. 1981. *A Picture Book of Old Auckland*. Auckland: Benton Ross Ltd)

No.	Date	Location	Area acres/ha
1	1859-6?	Fort St to Customs St East	9 acres/3.64ha
2	1872-77	Mechanics Bay from Railway Bridge to Point Britomart	18.5 acres/7.39ha
3	1873-74	Hardinge St to Patteson St	3.75 acres/1.52ha
4	1875-77	Queen St to Albert St	8 acres/3.24ha
5	1876-77	Albert St to Nelson St	11.5 acres/4.55ha
6	1875-77	Nelson St to Hardinge St	5.5 acres/2.13ha
7	1878-79	Auckland Graving Dock	1 acre/0.40ha
8	1879-86	Railway Station	18.75 acres/7.59ha
9	1886	New Zealand Frozen Meat Company	6.75 acres/2.73ha
10	1875-77	Freemans Bay: Drake St to Patteson St	6.25 acres/2.53ha
11	1885-88	Freemans Bay: Auckland Gas Company, Beaumont St	3 acres/1.21ha
12	1886-1901	Freemans Bay: Victoria Park etc	23.25 acres/9.41ha

Table 5. Early reclamations around Auckland Central from 1859-1901 (source: Barr, J. 1926. *The Ports of Auckland, New Zealand: A History of the Discovery and Development of the Waitemata and Manukau Harbours*. Auckland: The Unity Press)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED

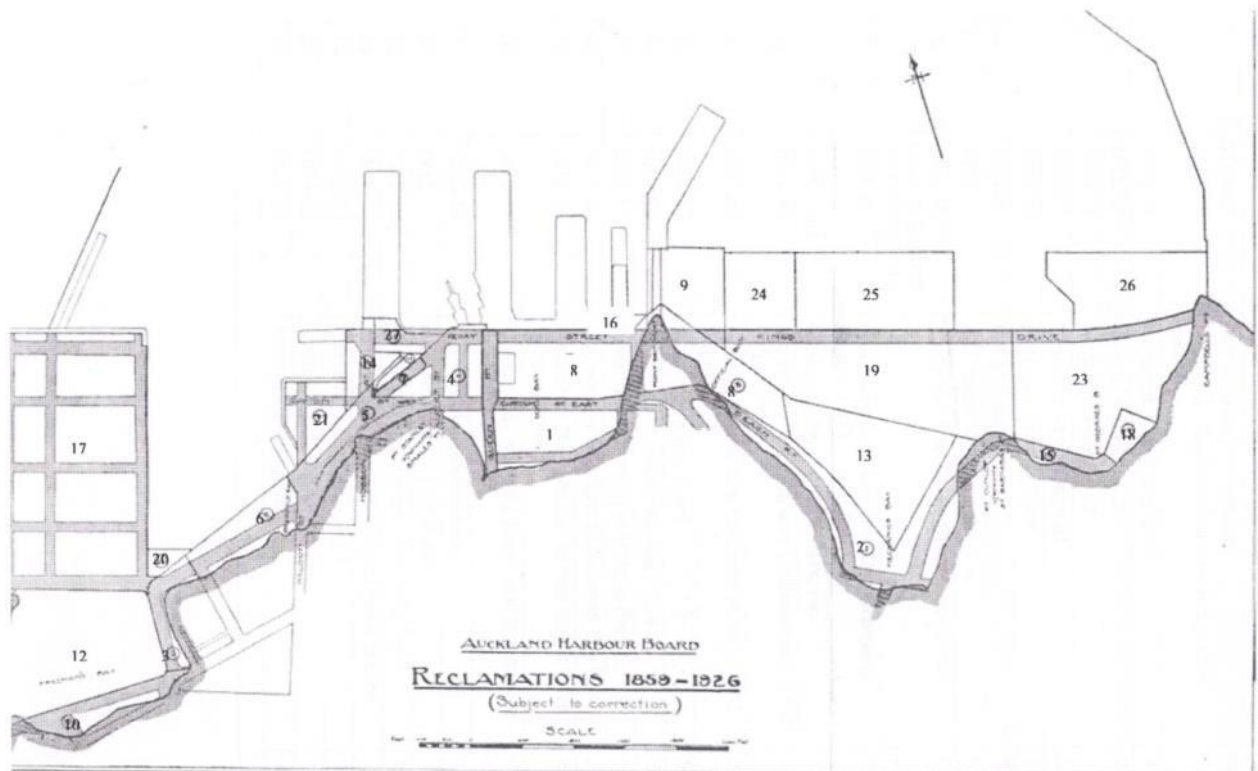


Figure 94. Plan showing the phases of reclamation carried out in Central Auckland (source: Barr, J. 1926. *The Ports of Auckland, New Zealand: A History of the Discovery and Development of the Waitemata and Manukau Harbours*. Auckland: The Unity Press)

Continued on next page

APPENDIX 1: GENERAL HISTORY, CONTINUED





Figure 95. Close-up of Vercoe and Harding's Map of the City of Auckland, dated 1866, showing the completed reclamation from Fort Street to Custom House Street and Queen Street wharf (source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 18)

APPENDIX 2: QUEEN ELIZABETH SQUARE TIMELINE

Date	Event
Pre-1840	Maori Occupation of Commercial Bay
1840	Crown purchase of land along Commercial Bay
1840s-60s	European settlement and trade develops around Commercial Bay
1871	Auckland Harbour Board established
1875-1877	Auckland Harbour Board undertakes reclamation of part of Commercial Bay to create 8 acres of land between Lower Queen and Albert Streets
1878	Leaseholds issued for Lots 43-50, on the eastern side of the newly reclaimed land (later Queen Elizabeth Square)
1878-1879	Building commences on Lots 43-51
1882	Hickson's City of Auckland Map shows brick buildings present on Lots 43-51
1883	Leasehold issued for Lot 51
1885	Marine Chambers constructed on the corner of Lower Queen and Quay Streets (Lot 51)
1886	Stevens' Birdseye Map of Auckland shows brick buildings present along the entire western side of Lower Queen Street
1902	Electric tram lines introduced to Lower Queen Street
1908	Wrigg's Map of the City of Auckland shows largely two and three-storey brick buildings along the entire western side of Lower Queen Street
1914	Six-storey brick building constructed for Messrs. R and W Hellaby, butchers, on Lot 45
Mid-20th century	Static development of Lower Queen Street
1956	Tram car service to Lower Queen Street discontinued
Early 1960s	Downtown Redevelopment Project proposed. Cabbage trees planted along the median strip in the middle of Lower Queen Street
1967	Statue of Maori chief, by Molly Macalister, erected between cabbage trees on Lower Queen Street
1968-early 1970s	Demolition of buildings within the development area
1972	Air New Zealand House erected
1975	Downtown Shopping Complex opened
1977	Installation of Michio Ihara's stainless steel 'Wind Tree' sculpture
Late 1970s	Installation of the Coutt's Fountain. Statue of the Maori chief relocated closer to the Quay Street end of the square and placed on a lower base
29 February 1980	Official opening of Queen Elizabeth Square by Auckland Mayor, Sir Dove Myer Robinson
Mid-1990s	Plans to redevelop Queen Elizabeth Square area as a transport hub
Late 1990s-2000s	Underground pedestrian tunnel constructed between Queen Elizabeth Square and Britomart railway facility. Coutt's Fountain and 'Wind Tree' sculpture removed. Maori Chief statue relocated to Quay Street (opposite the Ferry Building). Buses reintroduced along Lower Queen Street and bus stops erected
2006	Britomart Transport Centre opened

APPENDIX 3: SITE RECORD FORMS

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>ARCH SITE archaeological site recording scheme</p> <p>Site Record Form</p>	<p>NZAA SITE NUMBER: R11/2572</p> <p>SITE TYPE: Historic - land parcel</p> <p>SITE NAME(s):</p> <p>DATE RECORDED: 30/07/2010</p>
<p>SITE COORDINATES (NZTM) Easting: 1757455 Northing: 5920998 Source: On Screen</p>	
<p>IMPERIAL SITE NUMBER: METRIC SITE NUMBER:</p>	
	
<p>Finding aids to the location of the site Bounded by Albert St, Queen St, Quay St and just south of Customs St, Auckland CBD.</p>	
<p>Brief description Reclamation.</p>	
<p>Recorded features Unclassified</p>	
<p>Other sites associated with this site</p>	

Continued on next page

APPENDIX 3: SITE RECORD FORMS, CONTINUED

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2572
<p>Site description</p> <p>Updated: 30/07/2010 - NZTM E1757455 / N5920998 (On Screen). Reclaimed land dating to 1875-1877. Recorded off historic documentation: Auckland Harbour Board Plan of Reclamations. Updated by: Judge, Charlotte.</p> <p>Condition of the site</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

Continued on next page

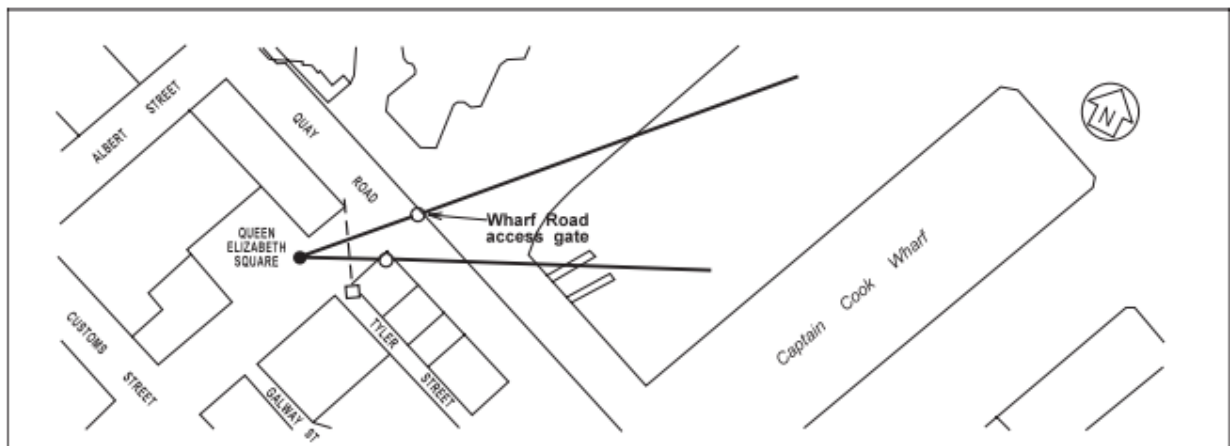
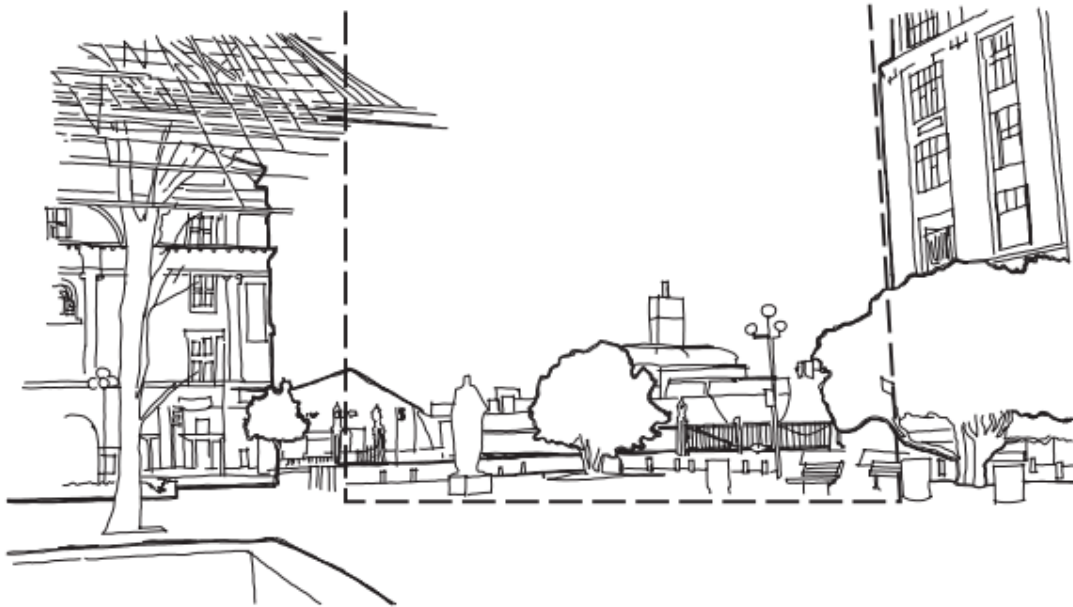
APPENDIX 3: SITE RECORD FORMS, CONTINUED

CHI places report

Wednesday, October 29, 2014

CHI Places Number	792	NZAA Site Number	
NZMS 260 map number	R11	Date of visit	
NZMS 260 map name	Auckland	Type of site or area	SHIPWRECK
NZMS 260 map edition	Edition 1 1981	Name	ALABAMA
Grid references	2667950	Northing	6482680
Easting:			
1. Aids to relocation of site (attach a sketch map):			
Queen Street Wharf Auckland City Waitemata Harbour			
2. State of site and possible future damage:			
Unknown			
3. Description of site (supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here)			
During a north-east gale on 24-25 March 1871 the ALABAMA was driven ashore near the mouth of the main sewer near to the end of the Queen Street Wharf and became a total loss. NB: map location estimated.			
Additional Notes:			
4. Owner		Tenant/Manager	
Owner Address		Tenant/Manager Address	
5. Nature of information (heresay, brief or extended visit, etc.)		book	
Aerial photographs (reference numbers, and clarity of site)			
Photographs (reference numbers, and where they are held)			
6. Reported by	Michael Taylor	Date recorded	6 Dec 1993
Filekeeper		Date (NZAA SRF Entry Date)	
Address			
7. Keywords	HISTORIC SHIPWRECK CMA ACZ CUTTER ALABAMA		
8. New Zealand Register of Archaeological Sites (for office use)			
NZHPT Site Field Code			
Latitude S		Latitude E	
	Type of site		Present condition and future danger of destruction
	Local environment today		Security Code
	Land classification		Local body
ACC Heritage Number			

APPENDIX 4: CENTRAL AREA STREET SIGHTLINE No. 20



STREET SIGHT LINE LOCATION

The fountain, Queen Elizabeth Square (as shown on the locality map). Standard eye height 1.6m

FOCAL ELEMENT

Red Port Gates, Port, Harbour, boats berthed at wharf

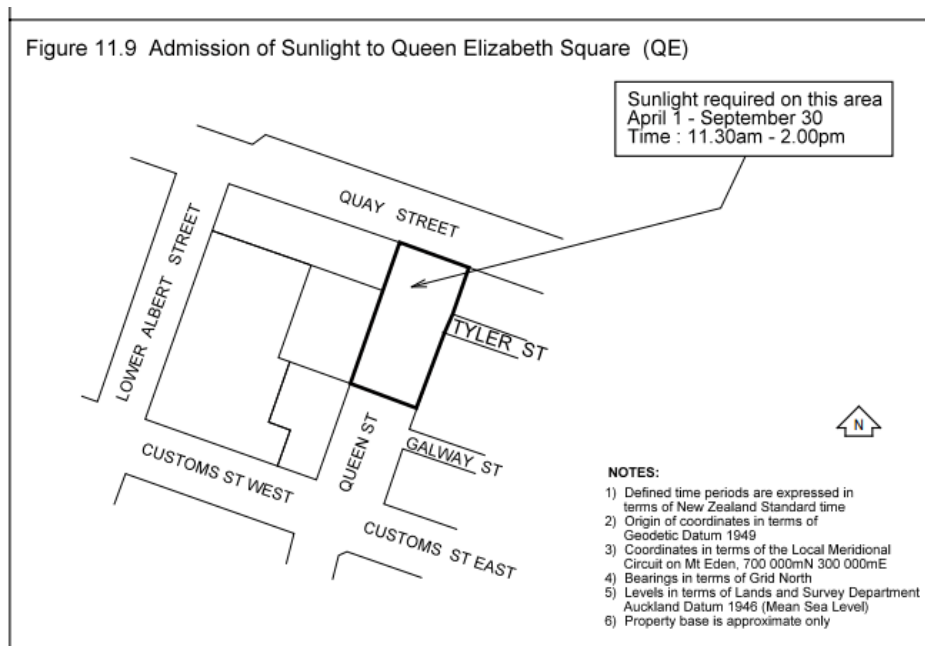
CONTEXT ELEMENTS

North Head, North Shore

(source: Auckland Council 2005; Appendix 5: 24). See Also PAUP Part 5 Appendix 7.1

Continued on next page

APPENDIX 4: CENTRAL AREA STREET SIGHTLINE NO. 20, CONTINUED



SECTION CONTINUED

Page 10

See key on page 1 of this section

CITY OF AUCKLAND - DISTRICT PLAN
CENTRAL AREA SECTION - OPERATIVE 2004
updated 30/10/2012



APPENDIX 5: SCULPTURES

Information from Auckland Council's 'Public Art on the Waterfront' webpage

<http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/Arts/publicart/Pages/waterfrontsculpturetrail.aspx>

1 Britomart art works

Artist: Michael Parekowhai, 2004

Location: Britomart

Materials: Stainless steel, light boxes, photographs, native trees

The art work in the Britomart transport centre is often overlooked. This is part of the intention of architect Mario Madayag and artist Michael Parekowhai.

Parekowhai created a forest of stainless steel trees with truncated, sawn-off limbs surrounded by a garden of real plants. His is a monument to nature lost in the name of progress. This idea is further reflected in the 18 kauri trees planted in Queen Elizabeth Square, the street space of the Britomart terminal. These living trees provide a counterpoint to the stainless steel trees in the glasshouse space of Mario Madayag's Britomart.

Parekowhai's trees range in height from five to 23m. Their patterned steel surfaces were created using computer-scanned photos of the tree trunks of native kauri, totara and cabbage trees. These were then turned into textured sheets of stainless steel and wrapped around structural and non-structural pillars in the transport centre. The viewer can no longer tell the difference between structural and sculptural columns.

Parekowhai is playing on the boundaries between art and architecture. Indistinct boundaries are also evident in the two photos of a forest in the pedestrian subway. These use light boxes to blend with the advertisements that line the subway walls. The subtle inclusion of art means the viewer may not initially notice it. The artist wants to intrigue us; to make us stop and think; to challenge our first impressions. For this reason, the forest photos can also be viewed from above through a hole in the floor of the café.



Continued on next page

APPENDIX 5: SCULPTURES, CONTINUED

Information from Auckland Council's 'Public Art on the Waterfront' webpage

<http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/Arts/publicart/Pages/waterfrontsculpturetrail.aspx>

2 Te Ahi Kaa Roa

Artist: Ngati Whatua, 2004

Location: Queen Elizabeth Square

Materials: local basalt rock

The sculpture Te Ahi Kaa Roa represents continued tribal occupation, possession and guardianship of lands, waterways and taonga by Ngati Whatua ki Tamaki. Ngati Whatua have been the customary owners of the Tamaki Makau Rau (Auckland) Isthmus for several centuries. They established Auckland City by inviting Governor Hobson to share the land with them in 1840 gifting over 16,000 acres for this purpose.

Te Ahi Kaa Roa references the idea that keeping the home fires burning is essential for the maintenance of mana (authority) and the right to occupy a place. Burning fires are a potent Maori symbol of connection and belonging to the land. Ngati Whatua are the keepers of the flame for Tamaki Makau Rau (Auckland).

The fire in this work is literal and it erupts from the base material, basalt. Ngati Whatua identifies basalt as the local stone that is integral to its culture and upon which society is grounded. The stone is of Papatuanuku, the Earth Mother and is enduring and immovable. The water represents life and the sea-bed taken from the Waitemata River in early Auckland reclamations. Above all the sculpture represents Ngati Whatua as Tangata Whenua - People of the Land.



Continued on next page

APPENDIX 5: SCULPTURES, CONTINUED

Information from Auckland Council's 'Public Art on the Waterfront' webpage

<http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/Arts/publicart/Pages/waterfrontsculpturetrail.aspx>

3 Maori Warrior, Molly Macalister

Artist: Molly Macalister, 1967

Location: Quay Street

Materials: bronze

Molly Macalister's statue was commissioned by Auckland City in 1964 and completed in 1967. The 3m-tall figure is enveloped in an artistic interpretation of a traditional Maori cloak. The warrior looks to the horizon holding a mere, a symbol of peace, in his right hand. It was intended that the welcoming figure would seem to greet visitors and new settlers who, at that time, arrived on passenger liners that docked at the wharves in downtown Auckland.

When the design was first unveiled it generated widespread debate as to the form such a figure should take. Some politicians voiced their preference for a more traditional tourist image of a Maori in a fighting pose wearing a grass skirt. Macalister's is a more sophisticated design, representing the nobility and dignity of Maori in a majestic figure akin to Rodin's Monument to Balzac in Paris.

Originally the work was erected not far from its present site. It stood in Queen Elizabeth Square outside Auckland's main post office. Macalister designed the work in a scale relationship to the post office building which is now the grand neoclassical entrance to Britomart transport centre. The sculpture was moved to its present site in 2000 during modernisation of the downtown area.



Continued on next page

APPENDIX 5: SCULPTURES, CONTINUED

**Information
from
Auckland
Council's
'Public Art on
the
Waterfront'
webpage**

<http://www.aucklandcouncil.govt.nz/EN/newsevents/culture/Arts/publicart/Pages/waterfrontsculpturetrail.aspx>

8 Wind Tree

Artist: Michio Ihara, 1972

Location: Wynyard Quarter

Materials: stainless steel

Wind Tree is one of five artworks produced as a result of the Auckland International Sculpture Symposium held in Auckland in September 1971 and was first installed in Queen Elisabeth Square in 1977. It was removed in 2002 to make way for new landscape elements as part of the redevelopment of the Britomart rail station and square upgrade. In 2011 it was revealed on its new location in the Wynyard Quarter.



Wind Tree is made from stainless steel, is approximately 22 meter long, 5 meter wide and 5.5 meter high. The trusses are designed to swing in the wind, hence the artworks title.

Michio Ihara was born in 1928 and graduated from Tokyo University of Fine Arts in 1953 and continues to make and exhibit his art. He is now a citizen of the United States and lives in Concord, Massachusetts.

In February 2009 the Advisory Panel for Public Art (APPA) endorsed a proposal to re-site *Wind Tree* in Wynyard Quarter as part of the waterfront redevelopment project "to keep with the original urban intentions of the work".

Jellicoe Plaza was selected as the preferred location and Wraight Associates Ltd and Taylor Cullity Lethlean were engaged to design the sculpture pool in which the sculpture would stand. Michio Ihara was kept informed throughout the process, and has reviewed and approved key decisions along the way.

'Wind Tree' has been restored and waterproofed prior to being installed at its new home. The supporting four pillars are in place and the water feature will be established before the remaining beams and trusses are installed. The full sculpture will not be installed until May, when construction work currently underway in surrounding areas is complete and the cranes required to lift the remaining portions in to place can do so safely. Public seating flanked by native trees and grasses will then be added to provide a place to sit and admire the *Wind Tree*.

"The sculpture is all look like new and it is really a miracle of rebirth." (Michio Ihara).