

QUEEN STREET WASTEWATER DIVERSION MAYORAL DRIVE ALIGNMENT: ARCHAEOLOGICAL ASSESSMENT

Prepared for WSP New Zealand and Watercare Services Ltd



April 2025

By

Sarah Macready, MA (Hons)

Kirstin Roth, MArchP

Clough
& ASSOCIATES LTD

321 Forest Hill Rd,
Waiatarua, Auckland 0612
Telephone: (09) 8141946
Mobile 0274 850 059
www.clough.co.nz

Contents

Introduction	1
Purpose of Report	1
Existing Environment.....	1
Project Works	3
Temporary Construction Shafts	5
Open Cut Trenching.....	6
Network Utility Relocation	6
Assessment Methodology.....	6
Historical Background	7
Māori Settlement.....	7
European Settlement	7
The Project Area	8
Archaeological Background.....	12
Recorded and Scheduled Sites.....	12
Previous Archaeological Work.....	15
Assessment of Effects	20
Temporary Shafts and Open Cut Trenching in the Greys Avenue Carpark and Greys Avenue Footpath.....	20
Temporary Shafts and Open Cut Trenching in Mayoral Drive	20
Temporary Shafts and Open Cut Trenching in Vincent Street.....	21
Tunnelling Works	21
Network Utility Relocation Works	21
Discussion and Conclusions	22
Summary of Results	22
Māori Cultural Values.....	22
Limitations.....	22
Archaeological Value and Significance	22
Effects of the Proposal	25
Resource Management Act 1991 Requirements.....	26
Heritage New Zealand Pouhere Taonga Act 2014 Requirements	27
Conclusions	28
Recommendations.....	29
Bibliography	30
Appendix A: Site Record Forms	32

INTRODUCTION

Purpose of Report

Watercare Services Limited ('Watercare') is a lifeline utility providing water and wastewater services to a population of 1.7 million people in Auckland. Its services are vital for life, to keep people safe and help communities to flourish. More specifically, Watercare is the council-controlled organisation of Auckland Council responsible for municipal water supply and wastewater treatment within Auckland, and the provider of bulk water and wastewater services to Pokeno and Tuakau in the Waikato District.

Watercare are proposing to upgrade the wastewater network within the upper catchment (southern) of Auckland City Centre. It has been established by Watercare that the existing network does not have sufficient capacity to meet future demands. WSP New Zealand (WSP) has been engaged by Watercare to design and consent a new wastewater mainline through Auckland City Centre. The wider programme of works has been split into separate parts for the purpose of design, consenting and construction; the consenting and construction packages of the Queen Street programme are shown in Figure 1.

This report has been commissioned by WSP on behalf of Watercare and provides an assessment of effects on archaeological values report in relation to the Mayoral Drive Alignment (Figure 1). Part 3, the alignment along Queen Street from the Victoria Street intersection to the Mayoral Drive intersection, has previously been assessed (Macready 2023) and resource consent and an archaeological authority (no. 2024/149) have been granted.

The Mayoral Drive alignment project involves a new wastewater pipe being positioned within or adjacent to the road reserve of Mayoral Drive, going from the intersection at Queen Street to the intersection at Vincent Street and into Vincent Street. Manholes for the new wastewater pipe will be provided along Mayoral Drive and in Vincent Street. During construction, the manhole locations will be temporarily used as construction shafts. The Project also includes making connection to and taking wastewater flows from several existing Engineered Overflow Points (EOPs) along the alignment.

This report has been prepared as part of the required assessment of effects accompanying a resource consent application under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

Existing Environment

The project is located within Auckland City Centre, on a section of Mayoral Drive between Queen Street and the Vincent Street/Cook Street intersection, along with a short extension within Vincent Street. In addition, the project works will also occur within a surface carpark at 34-38 Greys Avenue and 329 Queen Street and within Greys Avenue. The Greys Avenue carpark Construction Support Area (CSA) site will contain both a section of the proposed wastewater pipeline and the CSA for the Queen Street programme (Part 3).

Mayoral Drive is an arterial road linking Wellesley Street, Cook Street and Queen Street and is generally five lanes in width with a painted central median. The land use surrounding Mayoral Drive generally consists of multi-storey commercial buildings used as offices and

visitor accommodation, including the Grand Millennium Hotel on the corner of Mayoral Drive and Vincent Street. The Auckland Civic Precinct is located to the north of Mayoral Drive and contains a range of landmarks including Auckland Town Hall, Aotea Square, Aotea Centre and the former Civic Administration building, which has been recently renovated and converted into apartments. The former police headquarters building is located at the project terminus on Vincent Street, opposite manhole P1MH1/P1MH2. This building is currently disused and vacant.

Figure 2 shows the geographic area for the Project.

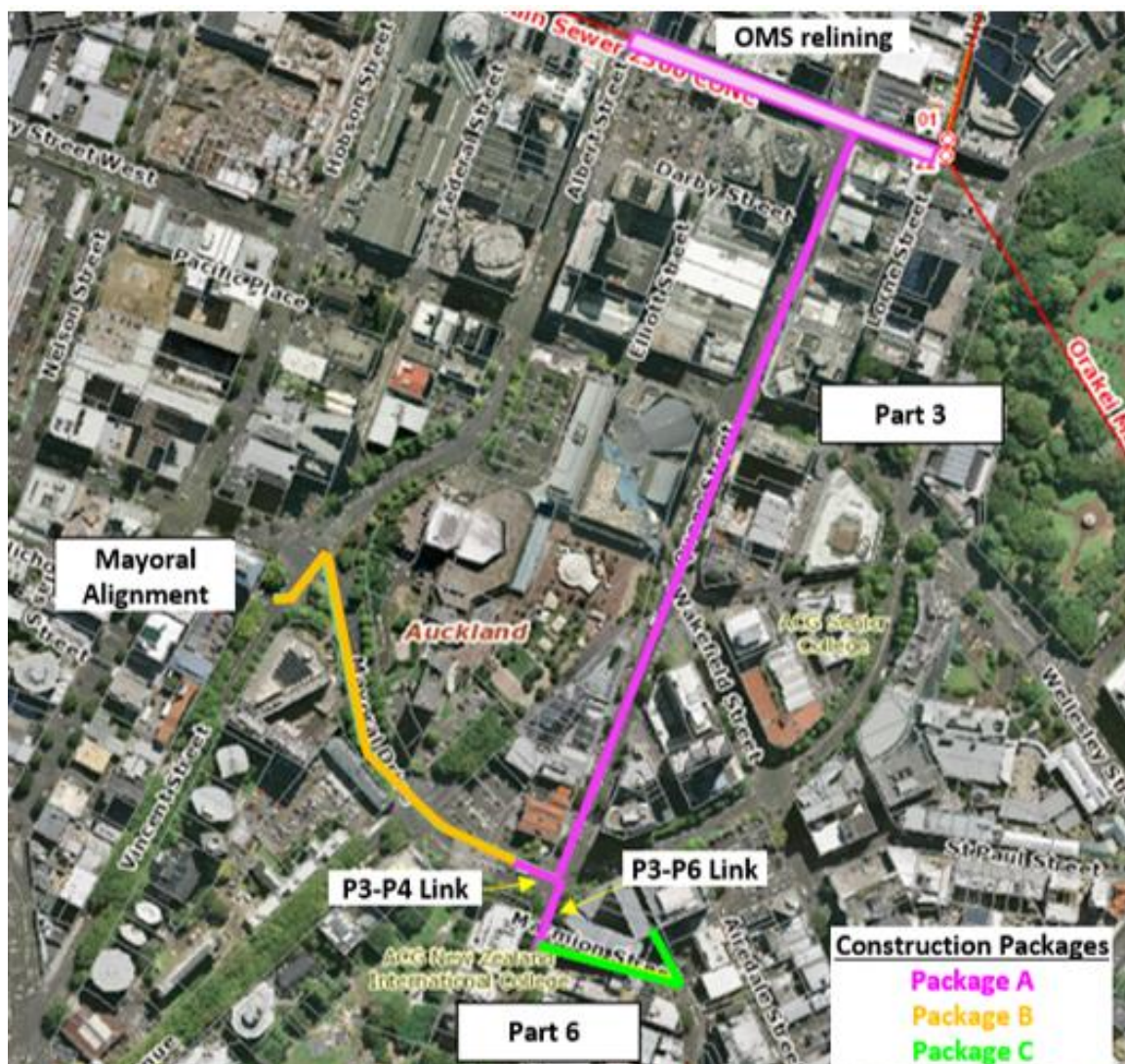


Figure 1. Overview of Queen Street Wastewater Diversion Project



Figure 2. Project area (shaded orange)

Project Works

The Project works will see the construction of a new wastewater pipeline under Mayoral Drive between Queen Street and Vincent Street/Cook Street. In addition, the project works will also occur within the surface carpark at 329 Queen Street/Neales Lane, and in the Greys Avenue footpath. Connections to the existing wastewater network will be provided at Vincent Street.

The Project will be constructed using a combination of trenchless pilot bore and open cut trenching excavation, with shafts utilised along the alignment to launch and receive the pilot boring machine. An overview of the proposed construction activities is shown in Figure 3.

To ensure flexibility in the consenting process, a consenting envelope approach has been adopted for all shaft dimensions and the construction compounds. The dimensions specified within the consent allow for changes through the detailed design phase.

To provide for the new pipe, six temporary shafts will be provided along the alignment as shown in Figure 3: at P4MH3 in the Greys Avenue carpark; at P4MH2 in Greys Avenue in the footpath on the south side; at P4MH1A/P4MH1B, P5MH2 and P5MH1/P1MH3 in Mayoral Drive; and at P1MH2 in Vincent Street. A temporary shaft P1MH1 will also be installed during short-term open cut trenching works in Vincent Street. Once the six main shafts are constructed, tunnelling works will commence from Greys Avenue carpark heading northwest towards Vincent Street using mainly trenchless pilot guided boring methodology. Once tunnelling or trenching works are completed, the shafts will be back filled and converted to manholes. Areas of open-cut trenching with shoring will be required between P4MH3 and the Part 3 – Part 4 Connector Tunnel and to connect P4MH3 with existing services; between P4MH1A and P4MH1B; between P1MH3 and P5MH1 and from P1MH3 to connect with existing services; and between P1MH1 and P1MH2 in Vincent Street and to connect them with existing services (see Figure 3).

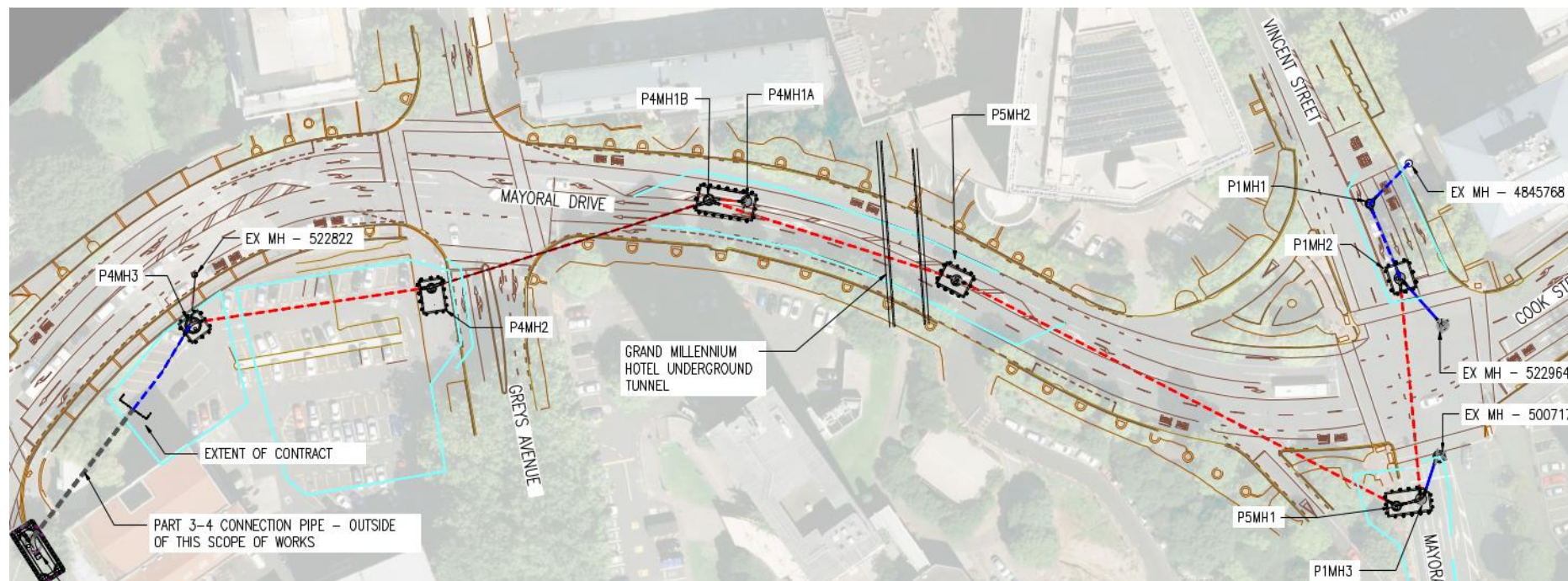


Figure 3. Overview of proposed construction works for the Mayoral Drive alignment (red lines are trenchless pipelines, blue are trenchless pipelines, indicative compounds in light blue)

A summary of the project works that have the potential to impact on archaeological values is provided below, with a more detailed description provided within the WSP Design and Construction Statement (Appendix C of the resource consent application).

Temporary Construction Shafts

Six temporary construction shafts are proposed along the Mayoral Drive alignment, which will be used to launch and retrieve the pilot boring machine. The dimensions of the shafts are shown in Table 1. The trenchless method requires shafts with maximum internal dimensions of 5.5m x 12m and a maximum depth of 9m. The shafts are expected to be constructed using a ‘post and panel’ methodology (see Figure 4).

Table 1. Shaft earthworks summary

Manhole ID	Shaft Dimensions		
	Width (m)	Length (m)	Depth (m)
P4MH3	5	5	6.5
P4MH2	5	7.5	9
P4MH1A and B	5.5	12	9
P5MH2	5	6.5	8.5
P5MH1 and P1MH3	5	9.5	7
P1MH2	5	6	6.5

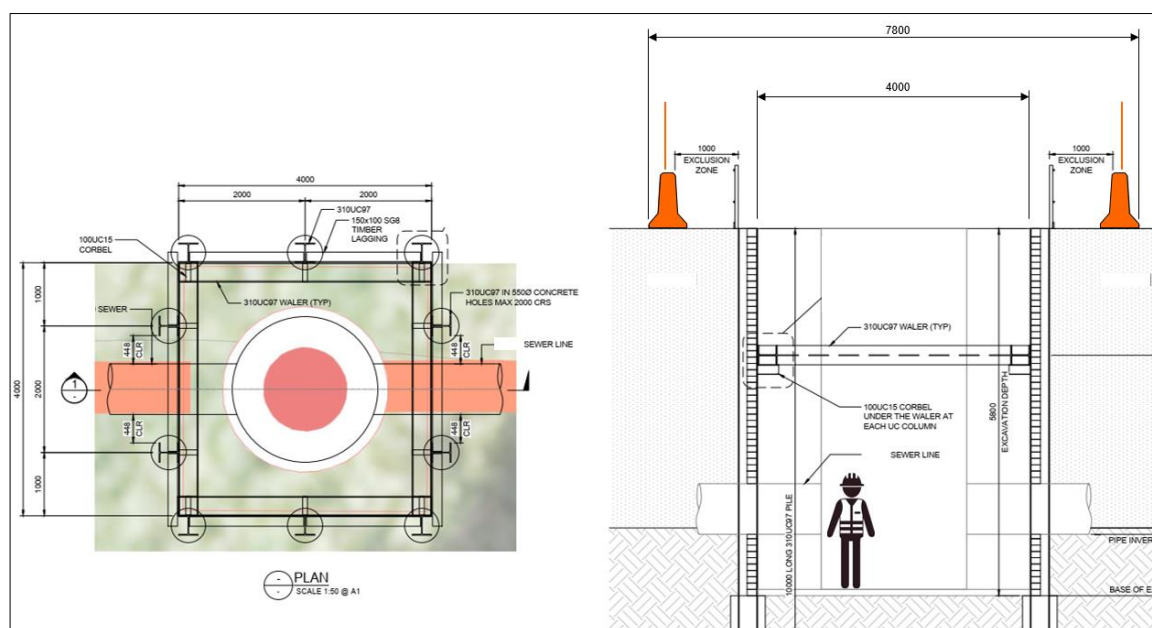


Figure 4. Typical temporary works detail for shafts (A. O’Sullivan & Associates).

Open Cut Trenching

For shallow or short pipe runs and for existing/EOP connections, an open cut pipe laying methodology will be used. Open cut construction is proposed for a section of the proposed pipeline within 329 Queen Street between the shaft at P4MH3 and the Part 3–Part 4 Connector Tunnel (Figure 3). Short sections of trenching are also proposed between P1MH2 and P1MH1 and to connect those shafts and P4MH3 to existing services (see Figure 3).

The trench in Grey’s Avenue carpark at 329 Queen Street between the shaft at P4MH3 and the temporary shaft that will serve as launching pit for the Part 3-Part 4 Connector Tunnel will be approximately 20m long, approximately 1.5m wide and 5.5 to 6m deep. Other trenching will be of similar width and up to a similar depth.

Network Utility Relocation

Existing network utilities will need to be relocated prior to the shaft construction and commencement of tunnelling works. Where diversion of services is required, hydro-excavation to confirm that the new diversion route is clear of other unknown services would be required. Open trench excavations to lay down new ducts or pipework are likely to be up to 2m wide and 1.5m deep with lengths to suit each service diversion. Trench shields would be used for any trenches over 1.5m deep.

The diversion works would be located within the overall project envelope shown in Figure 2.

Assessment Methodology

The New Zealand Archaeological Association’s (NZAA) site record database (ArchSite), Auckland Council’s Cultural Heritage Inventory (CHI), Auckland Unitary Plan Operative in Part (AUP OP) schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched for information on archaeological or other historic heritage sites recorded in the immediate vicinity of the Project. Literature and previous archaeological reports relevant to the area were consulted (see Bibliography).

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

HISTORICAL BACKGROUND

Māori Settlement

Tāmaki Makaurau (Auckland) had a long history of Māori settlement prior to the arrival of Europeans. The isthmus offered fertile land, abundant fishing grounds and a temperate climate (Stone 2001: 3). It also boasted a valuable portage at Ōtāhuhu where canoes were dragged across a short distance of land separating the Tasman Sea and Pacific Ocean. The area also offered access to the hinterland through the Awaroa Creek leading into the Waikato River (Stone 2001: 2).

Māori settlement encompassed today's City Centre where, in the immediate Britomart area, a major pa site known as Te Rerengaoraiti was constructed on the point between what was to become Commercial Bay and Mechanics Bay. Another pa (Ngāhuwera) was recorded on the former headland at the end of Albert Street.

A stream known as the Waihorotiu that was at least partly navigable by canoe ran down the valley in what was to become Queen Street and led to the shallow mudflats that typify much of the Waitematā coast. Māori gardening was recorded in the Queen Street valley as late as c.1838-40, and the large village of Te Reuroa once covered what is now Albert Park. Another settlement named Horotiu was recorded in the vicinity of the Town Hall, and a settlement known as Ngā Wharau a Tako was located on the Swanson Street ridge with a track (Te Tarapounamu) leading down to the Queen Street valley. At various times, other settlements and pa were located throughout the Tāmaki Isthmus, notably on Auckland's volcanic cones. (Macready et al. 2016, referencing Stone 2001, Simmons 1987, Kelly and Surridge 1990).

European Settlement

European settlement in Auckland began in 1840 after the first Governor of New Zealand, Captain William Hobson, chose the isthmus as the site of the capital of the new colony. Settlement proceeded relatively quickly, with tents set up for government officials on the eastern side of Point Britomart in what was called Official Bay and further along the coast in Mechanics Bay. As infrastructure developed, Foreshore (Fore) Street, later Fort Street, became the waterfront area with various hotels and businesses. The shallow mudflats along the coast, however, provided poor anchorage for a growing capital and development of the area was quickly deemed essential. The dual factors of improved harbour facilities and the high value of land in the centre of town drove the reclamation of the foreshore area. In less than 50 years, more than 50 hectares had been added to downtown Auckland, with smaller reclamations continuing in the 20th century. (Macready et al. 2016).

The population of Auckland grew rapidly after initial settlement. By 1843, there were 3,000 people living in Auckland. By the end of the 1860s this had grown to more than 12,000 and by the turn of the century the population was almost 70,000 (Bush 1971). From its original centre near the waterfront, the city rapidly expanded up towards the Symonds Street ridge and out into suburban areas, initially into Parnell, Grafton and Ponsonby. The city's first gaol on the corner of Queen Street and Victoria Street West, initially on the outskirts of town, was removed to Mt Eden as early as 1856 (Best 1992). From the 1860s onwards the early timber houses and shops in the central city were gradually replaced with more substantial brick structures, the process accelerated by a number of fires which spread rapidly through the streets of timber buildings.

With the growth of the city came demand for basic infrastructure including sewerage, drainage and water supply systems, but some of these services took many years to establish (Bush 1971). Until the late 1870s drinking water was largely supplied by privately and publicly owned wells. The acquisition of Western Springs in the 1870s allowed access to a reticulated system in some areas, but poor management and declining water quality resulted in a water famine in 1900. The construction of water reservoirs in the Waitakere Ranges solved the problem, but not until 1907.

Little provision was made for rubbish collection until the construction of the Victoria Park refuse destructor in 1905, and much rubbish was disposed of in backyards and other convenient fill sites throughout the 19th century.

Sewage collection and disposal in the 19th century was based on night-cart collection and the discharge of raw sewage into the Waitematā Harbour at several locations. One of the earliest drainage and sewerage installations was the Ligar Canal in Queen Street, enclosing the Horotiu Stream that flowed down the Queen Street gully. Initially a plank-covered ditch structure, it was partly replaced in 1855 by a brick barrel drain known as the Queen Street Main Sewer (Best et al. 1999). Upgrading of the system continued in the following years, and sewerage and drainage systems were gradually extended to other city streets.

The Ōrākei Main Sewer was constructed in the early 20th century, taking wastewater from Pt Chevalier across the city to Ōkahu Bay. It was built between 1910 and 1913 in various stages and by different contractors, and was an impressive oval-shaped structure with a brick arch, large enough for a person to walk through (Bickler 2012). The sewage treatment works based at Ōkahu Point were not established until 1914, and even then the sewage discharged into the sea was only roughly screened.

The Project Area

Mayoral Drive was constructed in the 1970s and 1980s, cutting through Greys Avenue and a number of residential/commercial properties, and allowing Cook Street east of Vincent Street to be stopped. City maps dated 1866 (Figure 5), 1882 (Figure 6) and 1908 (Figure 7) overlaid with the approximate route of the Mayoral Drive alignment show the extent of development at those dates. The maps show that all the buildings along the alignment were still of timber construction in the early 1880s (Figure 6), whereas buildings along Queen Street and further north in the heart of the city had largely been replaced by brick buildings. Even in the early 20th century (Figure 7) the majority of buildings along the alignment were timber buildings, though a couple of brick buildings had been constructed near the Vincent Street intersection. An aerial view dated 1940 (Figure 8) shows that by that date more commercial development had occurred, especially between Greys Avenue and Vincent Street, but a number of smaller residential buildings remained.

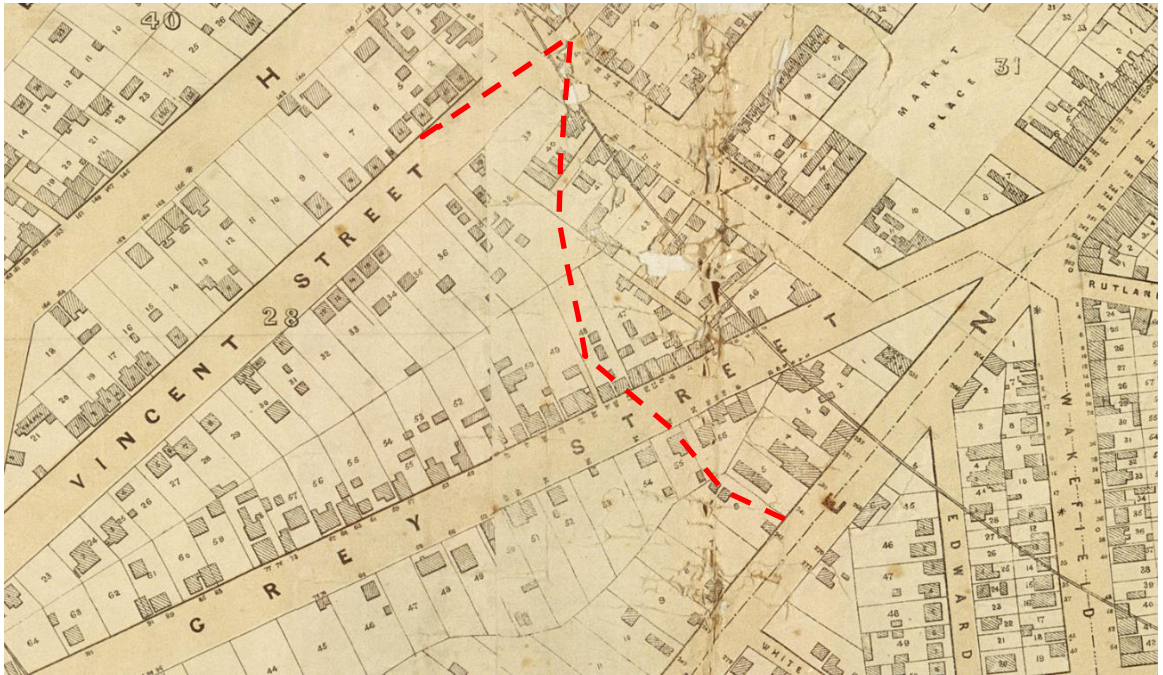


Figure 5. Detail from Vercoe and Harding's 1866 Map of Auckland, showing the street layout and development around the Project area at that date (source: Auckland Libraries Heritage Collections, NZ Map 18). Approximate Mayoral Drive alignment overlaid

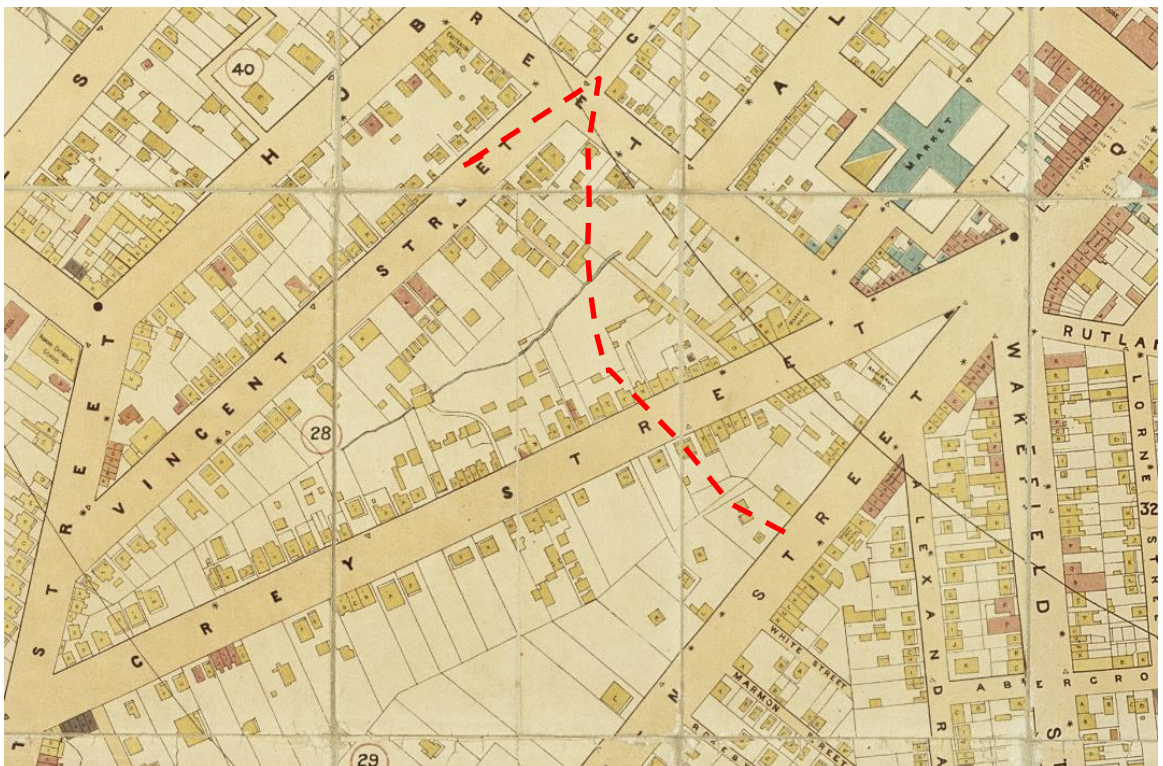


Figure 6. Detail from T.W. Hicksons's 1882 Map of Auckland, showing the street layout and development around the Project area at that date (source: Auckland Libraries Heritage Collections, NZ Map 60b). Approximate Mayoral Drive alignment overlaid

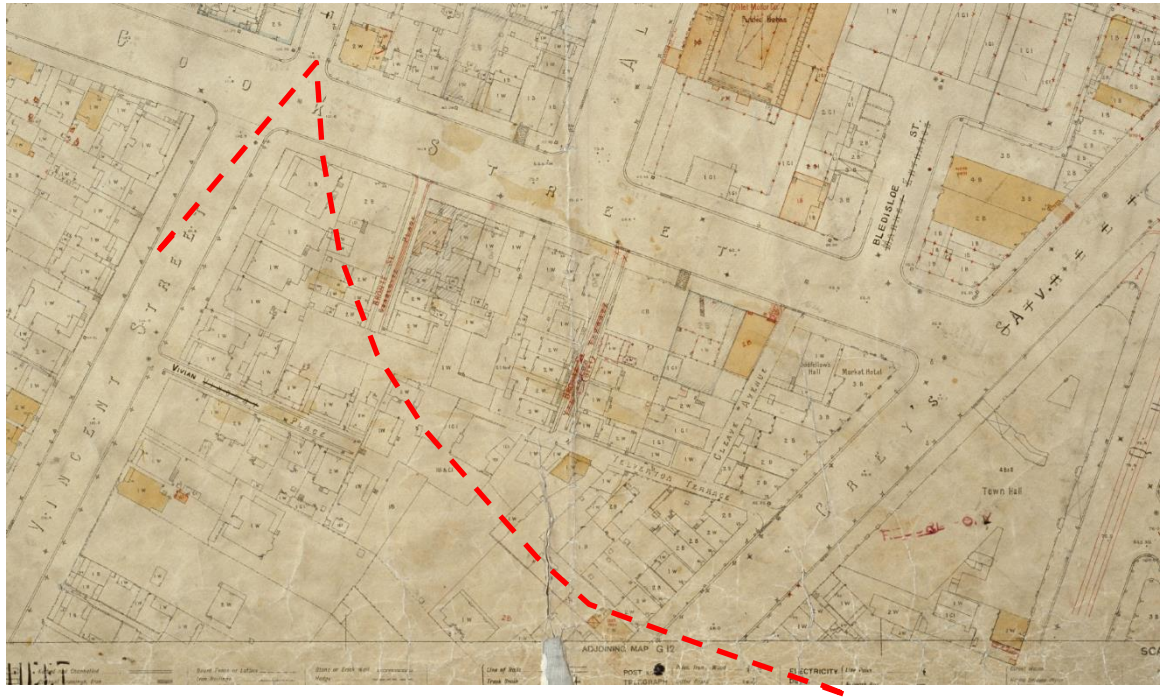


Figure 7. Detail from Henry Wrigg's 1908 Map of Auckland, sheet F12 Map of Auckland, showing the street layout and development around the Project Area at that date (source: Auckland Council archives). Approximate Mayoral Drive alignment overlaid

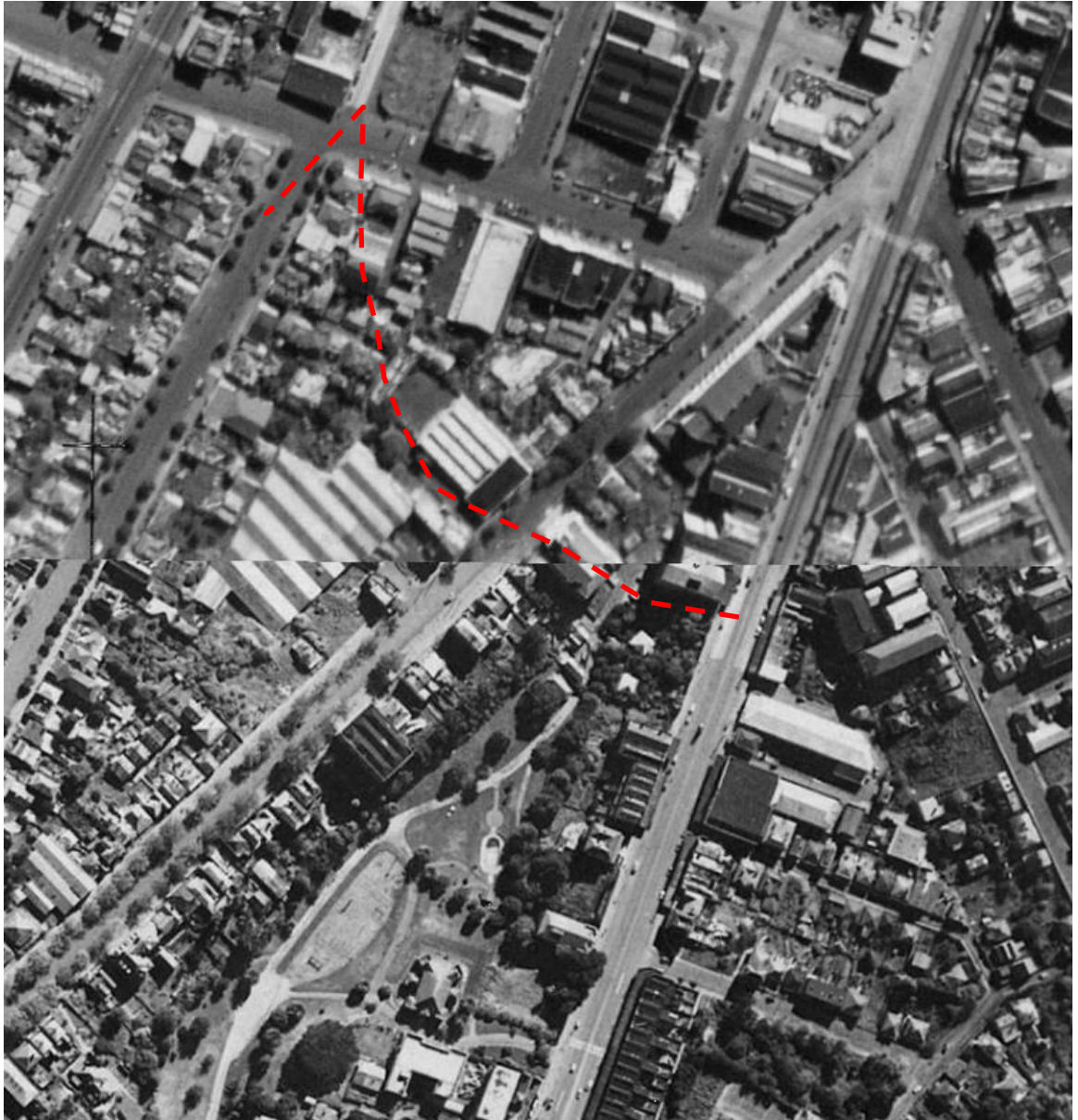


Figure 8. 1940 aerial photograph, with the approximate Mayoral Drive alignment overlaid (source: Auckland Council GeoMaps)

ARCHAEOLOGICAL BACKGROUND

Recorded and Scheduled Sites

The recorded archaeological and other historic heritage sites in proximity to the Project area are shown in Figure 9 and Figure 10, and are listed in Table 2.

There are three recorded archaeological sites in proximity to the Project area:

R11/2017: European midden in Myers Park near the underpass, but likely to continue within the Greys Avenue CSA. (This is discussed further below under ‘Previous Archaeological Work’).

R11/1936: the site of a number of 19th century businesses at 36-38 Greys Avenue, in the Greys Avenue CSA. The businesses included a harness maker, carpenter, government clerk, compositor, plumber, gasfitter and shipwright. The information is based on historical research and the extent of any surviving subsurface remains is not known.

R11/2669: the Myers Park Historic Landscape, which covers the whole of Myers Park. It is scheduled on the AUP OP as a historic heritage place (ID 02046) and is also included on the New Zealand Heritage List (ID 7008).

The first sites is located within the Project area in the vicinity of the P4MH3 shaft and trenching works and the second site is in close proximity to shaft P4MH2. Site record forms for the two sites are appended to this report.

In addition to archaeological sites, there are two scheduled heritage buildings immediately adjacent to the project area (Figure 10, Table 2). These are the Auckland Sunday School Union Building at 323-327 Queen Street (AUP 02045, NZ Heritage List 2613); and the other is the Civic Administration Building (AUP 02723) at 1 Greys Avenue.

A heritage tree on Mayoral Drive is also listed in the CHI (#12652). This and other trees along Mayoral Drive are included in the AUP Notable Trees overlay. However, assessment of effects on heritage trees is outside the scope of the report.

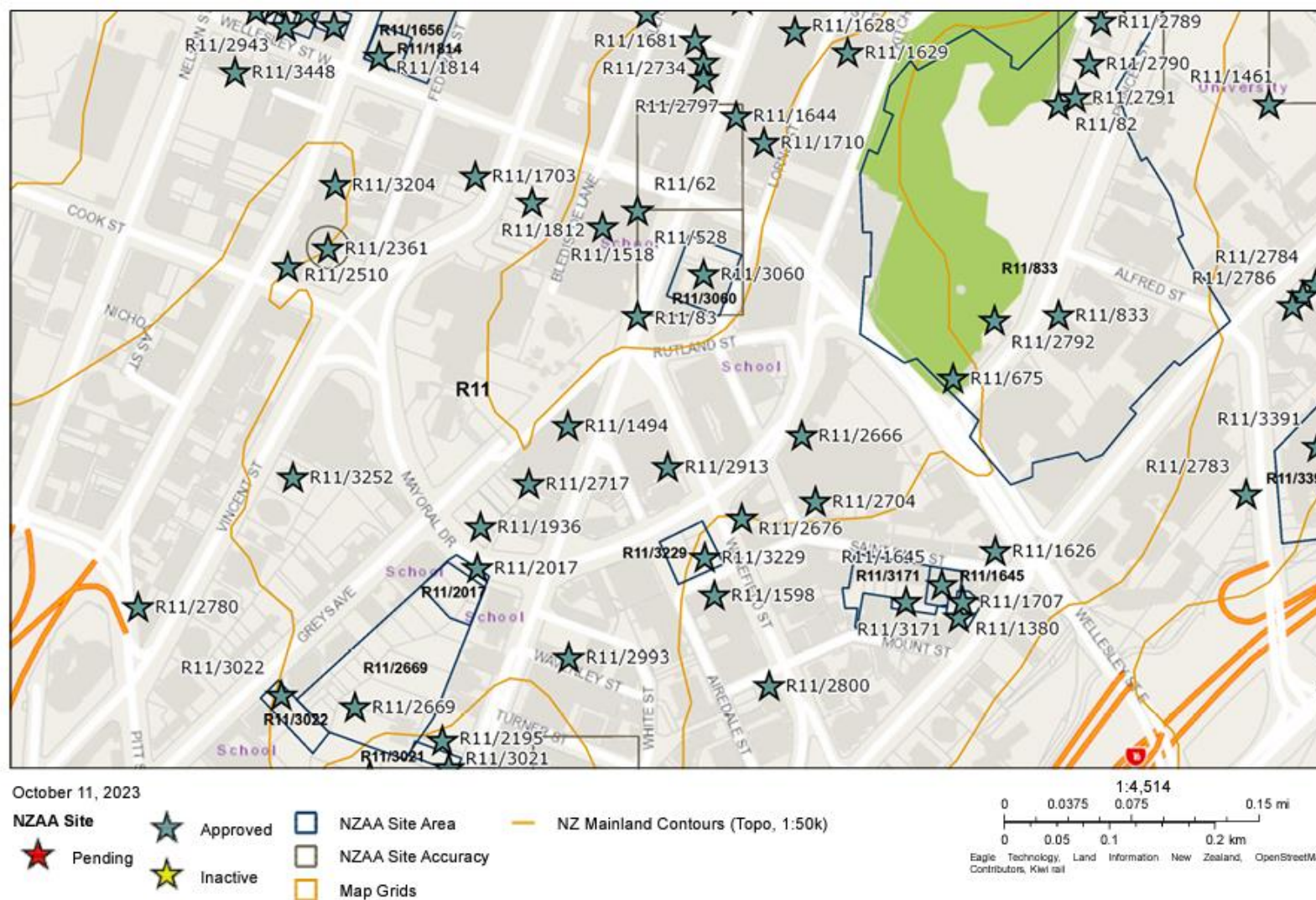
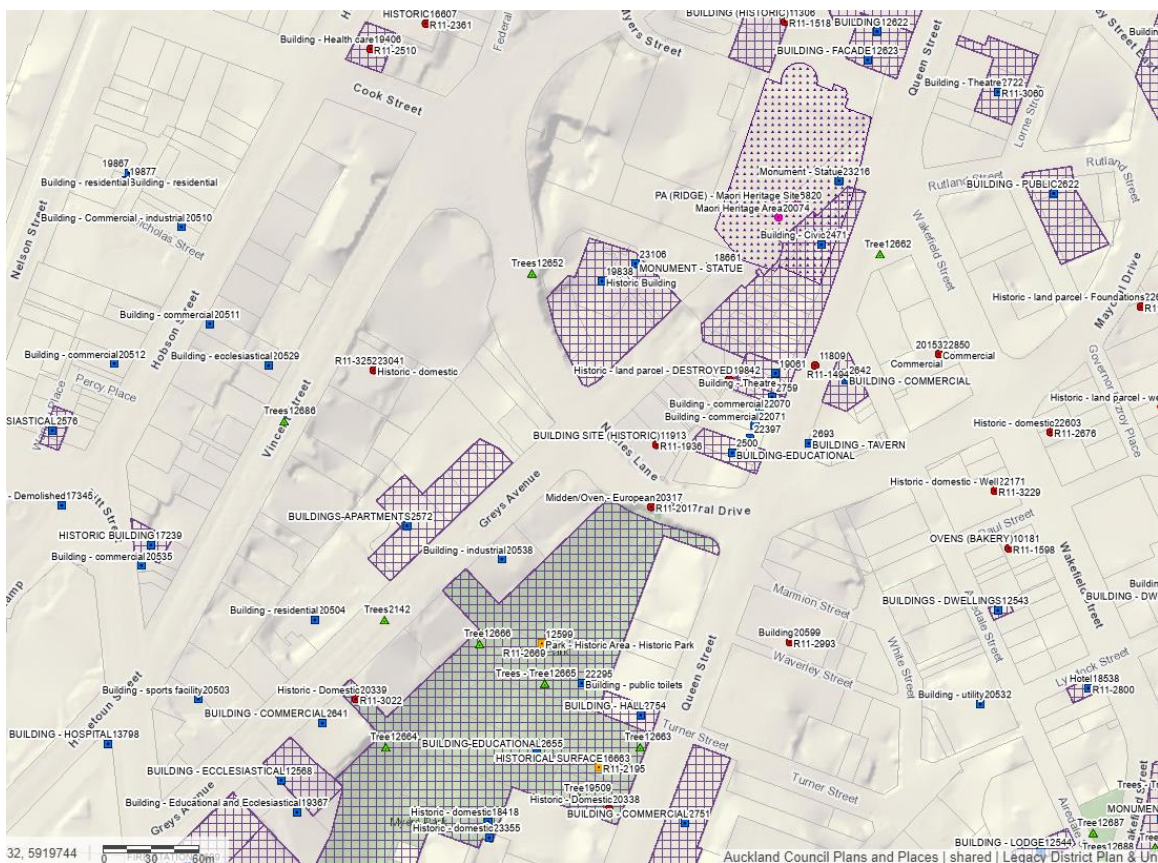


Figure 9. Previously recorded archaeological sites in proximity to the Project area (source: NZAA ArchSite 2023)



CHI Place (Label - CHI)

Archaeological Site ●

Hayward and Diamond •

Historic Botanical Site ▲

Historic Structure

Maori Heritage Area ●

Maritime Site ●

Reported Historic Site

Figure 10. Showing scheduled and recorded historic heritage places on the Auckland Council CHI within and near the Project area (source: Auckland Council GeoMaps 2023)

Table 2. Recorded archaeological and other historic heritage sites in proximity to the Project area
(source: Auckland Council CHI and NZAA ArchSite)

NZAA #	CHI #	AUP Schedule/ NZ Heritage List	Site Type/Name	Grid ref. (NZTM)	Current Status/ Location
R11/1936	20317	-	Commercial	E1757116 N5919902	Site of 19th century businesses. 36-38 Greys Avenue
R11/2017		-	Midden (historic)	E1757113 N5919863	European midden just below Mayoral Drive in Myers Park, associated with Waihorotiu stream and drainage
-	2500	AUP HHP ID 02045 NZ List 2613	Historic Structure – Auckland Sunday School Union Building		323-327 Queen Street
R11/2669	12559	AUP HHP ID 02048 NZ List 7008	Historic Landscape – Myers Park		331 Queen Street
-	19838	AUP HHP ID 02723	Historic Building – Civic Administration Building		1 Greys Avenue
-	12652	AUP Notable Trees overlay	Heritage Trees		Mayoral Drive

Previous Archaeological Work

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

These investigations were carried out following archival research and consideration of the extent of post-19th century modifications, which indicated the potential for archaeological remains to have survived. The majority of discoveries have been in former city allotments with only a few isolated discoveries made within road reserves.

Few remains relating to earlier Māori settlement have been encountered in central Auckland, but there have been exceptions, notably Māori gardening implements and shell midden in the Queen Street valley during the construction of 205 Queen Street and investigation of the early gaol site (Best 1992), close to the original course of the Waihorotiu stream, which ran parallel to Queen Street, midway between Queen and Elliot

Streets. The discovery of a whalebone mere was also reported during the construction of the Civic Theatre in 1929 at a depth of 7m.

Investigations within road reserves have included excavations at the intersections of Queen Street with Fort Street and Queen Street with Swanson Street (Best et al. 1999), which exposed the city's earliest wooden drainage system down Queen Street (the Ligar Canal) and its successor, a substantial brick barrel drain (the Queen Street Main Sewer). Other investigations have also exposed sections of the drain (e.g. Bickler et al. 2005). During the recent City Rail Link works, excavations in road reserves around Albert Street, Wellesley Street and Mayoral Drive have exposed early infrastructure elements including sections of 19th century brick barrel drains as well as pockets of dumped historic artefacts (Low et al. 2021; Clough-Macready et al. 2022). However, as is inevitable with basic utilities, repair, upgrading and installation of new services will have destroyed many of the earlier infrastructure elements.

Another nearby site was exposed during street upgrade works within the Darby Street road reserve (R11/2734). It consisted of a historic rubbish dump relating to a 19th century residence (Judge et al. 2012) and demonstrates other types of archaeological find that can occur within road reserves. The potential for archaeological remains is increased when (as in the case of Darby Street) the road was part of later development/subdivision cutting across an original city section, or where early roads have been widened, when the foundations of early buildings that extended to the original street frontage may be exposed.

In the near vicinity of the Greys Avenue carpark on Mayoral Drive, excavations in the 1990s in the Mayoral Drive underpass (site R11/2017) for the construction of a dam wall at the northern edge of Myers Park were monitored by Dr Simon Best. This was in the location of the former Waihorotiu stream that ran down the centre of Myers Park towards the Town Hall (see Figure 11). The excavations located the original stream bed and three drains, one concrete, one brick and one ceramic running down the stream. The brick and ceramic drains were considered likely to date to the period 1884-1885, when the Council undertook extensive drainage works in the gully between Queen and Grey Streets. European artefacts in the bed of the stream and in fill layers above were also present (Best 1998). The drains were found at depths of 1.6 to 1.8m below current ground levels and the stream bed was estimated to be 2.5m below the ground surface. Artefact-rich layers were exposed at a depth of c.1.6m below the tarmac of the underpass, while buried topsoil of the stream banks was found to be present at depths of >1m below the ground surface on the western side and >0.5m on the eastern.

More recent excavations in Myers Park immediately to the south of the underpass have exposed similar stratigraphy and ceramic drains (Harding and Farley 2023).

No archaeological investigations of site R11/1936 in the Greys Avenue carpark, which is the historically recorded site of 19th century businesses, have been carried out. However, some geophysical testing using Infrared and Ground Penetrating Radar, followed by pothole testing, was carried out for Auckland Council in 2019 to identify subsurface voids beneath the carpark (Eggleton 2019). Potholes within the recorded location of R11/1936 adjacent to Greys Avenue found a build-up of fill consisting of brick and concrete demolition rubble (in the area shaded red in Figure 12). This is likely to relate to buildings that were demolished prior to the construction of the carpark. The demolition fill (see Figure 13) extended to 2.1m in depth before more solid obstruction, possibly a basement floor, prevented further exploration. It is possible that pre-1900 remains have survived beneath the rubble and further downslope beneath the basecourse of the carpark.

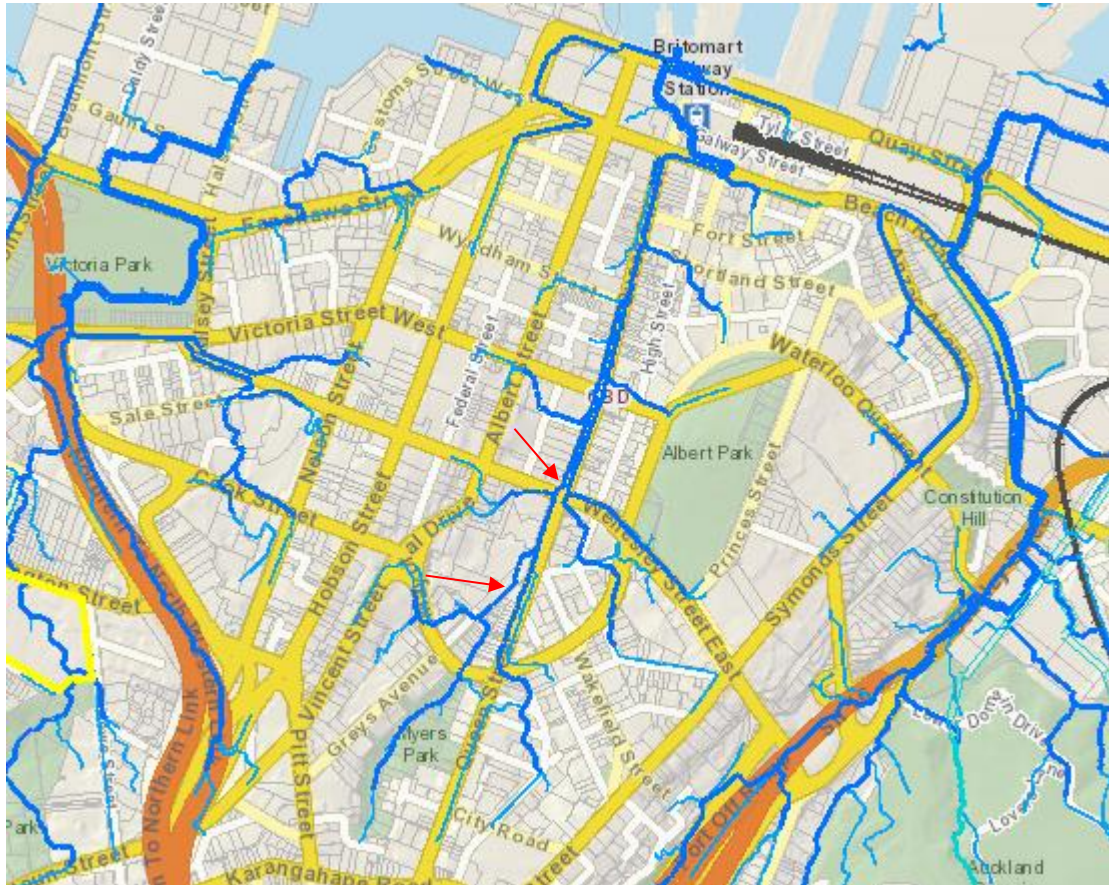


Figure 11. Hydrology overlay showing flow paths in the vicinity of Mayoral Drive and Queen Street, including the Waihorotiu stream (red arrows) through Myers Park, beneath Mayoral Drive and the Town Hall and along Queen Street (source: Auckland Council GeoMaps)



Figure 12. Aerial overlay showing area of rubble fill (arrow) close to Greys Avenue (from Eggleton 2019)



Figure 13. Showing pothole excavation (PV1) undertaken by Briton Detection and Inspection in the Greys Avenue carpark in 2019, exposing building demolition rubble (Eggleton 2019)

ASSESSMENT OF EFFECTS

The proposed Project works are predominantly located within areas that have been extensively modified by previous road construction/maintenance and services installation within the road reserves, reducing the potential for the presence of subsurface archaeological remains. However, previous works within central Auckland road reserves have exposed isolated archaeological features relating to pre-1900 occupation, including elements of early drainage, as well as occasional deposits of historic artefacts or building foundations within streets that have been widened, and early 20th century infrastructure remains. In addition, Mayoral Drive cuts through what were previously 19th century residential/commercial allotments, while the Greys Avenue carpark contained commercial buildings during the 19th century, as well as the infilled Horotiu Stream, with the potential for associated subsurface remains to be present.

The potential effects of the proposed works are discussed below.

Temporary Shafts and Open Cut Trenching in the Greys Avenue Carpark and Greys Avenue Footpath

There are two recorded archaeological sites within the carpark. The first is R11/1936 (the site of 19th century businesses), located on the uphill (western) side of the Grey's Avenue carpark. The temporary shaft at P4MH2 is close to the location of this site, but is within the Greys Avenue footpath and is therefore not expected to affect the site unless the footpath/road reserve has been widened since the demolition of the buildings. Aerial views taken from the 1940s on, however, do not appear to indicate that this is the case.

The second site is R11/2017, where historic artefacts overlying the bed of the Horotiu Stream and three phases of stream channelling/culverting have been recorded adjacent to the Mayoral Drive underpass within Myers Park. The site extends within the Greys Avenue carpark, as similar remains have been found just south of the underpass (Harding and Farley 2023) and would be in the vicinity of proposed shaft P4MH3 and the open cut trenching between this shaft and the Part 3–Part 4 Connector Tunnel and for connection to existing services. The archaeological remains in R11/2017 were recorded at depths below 1.6m, and it is therefore likely that both the trenching and shaft construction may impact on the original course of the stream and/or its banks, and on historic deposits containing artefacts that overlie the stream bed and banks, depending on the extent of previous modification. If so, it may be possible to observe and record features and deposits that are part of the site during the initial stages of post and panel shaft construction and during open cut trenching.

Note that any levelling works required for the Greys Avenue CSA will be undertaken under the Authority previously issued by Heritage NZ for the Part 3 works (Authority no. 2024/149).

Temporary Shafts and Open Cut Trenching in Mayoral Drive

The shafts and trenching within Mayoral Drive will not impact on any known archaeological remains. However, Mayoral Drive cuts through areas of former 19th century residential occupation, and although the creation of Mayoral Drive in the 1970s would have removed all archaeological remains close to the original ground surface, it is possible that

the bases of deeper features have survived subsurface. Such remains would include wells and deep rubbish pits. If so, it may be possible to observe and record any remains during the initial stages of post and panel shaft construction and during open cut trenching.

Temporary Shafts and Open Cut Trenching in Vincent Street

Vincent Street and its intersection with Cook Street were part of the early street layout of Auckland City, although the intersection itself was enlarged when Mayoral Drive was created. The shafts and trenching in Vincent Street to the southwest of the intersection will not impact on any known archaeological remains. However, it is possible that elements of early infrastructure may be exposed by the shaft construction and trenching. If so it may be possible to observe and record them during the initial stages of post and panel shaft construction and during trenching.

Tunnelling Works

The tunnelling under the Greys Avenue carpark, Mayoral Drive and the Cook Street/Mayoral Drive intersection is unlikely to impact on any archaeological remains as it is generally below the level at which any remains would be expected. The only potential exceptions to this would be wells, as wells would have been sunk in 19th century residential/commercial areas. However, if a well was impacted by the tunnelling work there would be no opportunity to confirm this.

Network Utility Relocation Works

The works would involve open trenching (c.2m wide and c.1.5m+ deep) to relocate services. As the works are located partly in former 19th century residential/commercial areas, there is some potential for archaeological features and deposits to be present and exposed by these works. If so, it would be possible to observe them in the trench profiles and record them.

Overall, any adverse effects on archaeological values are likely to be minor. If archaeological remains are exposed during the works, the effects can be appropriately mitigated through the recording of information relating to the history of the area under an Authority issued by Heritage NZ.

DISCUSSION AND CONCLUSIONS

Summary of Results

The Mayoral Drive alignment is located in an area that has been highly modified – by road construction and maintenance, infilling within the Greys Avenue carpark, and services installation. However, previous works within central Auckland road reserves have exposed isolated archaeological features relating to pre-1900 occupation, including elements of early drainage, as well as occasional deposits of historic artefacts or building foundations within streets that have been widened, and early 20th century infrastructure remains. In addition, Mayoral Drive cuts through what were previously 19th century residential/commercial allotments, while the Greys Avenue carpark also contained 19th century buildings.

Two recorded archaeological sites are present within the Project area, both within the Greys Avenue carpark. The first is R11/2017, which consists of early drains and deposits containing European artefacts within and above the original Waihorotiu stream course that runs through Myers Park, the carpark and beyond, entering Queen Street at the Victoria Street intersection. The other is R11/1936, which is the site of various 19th century businesses that once occupied the western half of the Greys Avenue CSA. There is potential for features and deposits relating to R11/2017 to be affected by shaft construction and trenching, as well as for unrecorded subsurface remains in other parts of the Project area to be present.

Māori Cultural Values

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

The historical association of the general area with Mana Whenua is evident from the recorded sites, traditional histories and known Māori place names. The Waihorotiu is known to be of cultural significance to Mana Whenua, and its lower extent (north from the Queen Street/Victoria Street intersection) has been scheduled as a Site and Place of Significance to Mana Whenua in the AUP OP.

Limitations

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

Archaeological Value and Significance

The AUP OP (section B5.2.2) identifies several 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 2019: 9-10).

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

It is unclear to what extent any subsurface remains will have survived the various modifications that have occurred within the Project area. However, site R11/2017 (European midden and drainage over the Waihorotiu stream bed), has been investigated within Myers Park and remains are likely to continue within the Greys Avenue carpark. Its historic heritage and archaeological values are assessed in Table 2 and Table 3 based on the AUP OP and Heritage NZ criteria. Overall, it is considered to have limited archaeological/historic heritage value based on these criteria, but has some potential to provide further information relating to 19th century settlement adjacent to the stream and the process of drainage and infilling the stream.

Table 3. Assessment of the historic heritage significance of site R11/2017 (European midden) based on the criteria in the AUP OP (Chapter B5.2.2)

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	European artefacts found in the stream bed and subsequent fill layers have no confirmed association with any person/group of people, but broadly reflect the process of infilling the Horotiu Stream	Moderate
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	The site is not known to be held in esteem by any community or cultural group, or have any other social value	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	To be determined by Mana Whenua.	Not assessed
d) knowledge: The place has potential to provide knowledge	The site has already been recorded in some detail (Best 1998; Harding	Moderate

Criterion	Comment	Significance Evaluation
through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	et al. 2023), reducing its information potential through further investigation, but the site could provide additional information relating to settlement adjacent to the stream and the process of drainage and infilling	
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	The drains within the site demonstrate a minor technical accomplishment	Little
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 drains within the site are representative of 19th century drainage systems in Auckland	Little
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	N/A. The site is subsurface and has no visual or landmark qualities	None
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The site contributes in a minor way to the subsurface archaeological landscape of central Auckland and is associated with other sites recorded along the stream alignment further to the north	Moderate

Table 4. Assessment of the archaeological values of site R11/2017 (European midden) based on Heritage NZ criteria (Heritage NZ 2019: 9-10)

Value	Assessment
Condition	Remains of the stream bed, 19th century drainage and artefact layers similar to those found by Best (1998) and Harding et al. (2023) are likely to be present subsurface
Rarity	European midden remains and drainage are not rare in central Auckland
Contextual Value	The site contributes in a minor way to the subsurface archaeological landscape of central Auckland, and is associated with other sites recorded along the stream alignment further to the north (R11/2399, R11/1559 and R11/3484)
Information Potential	The site has already been recorded in some detail (Best 1998; Harding et al. 2023), reducing its information potential through further investigation, but could provide additional information relating to settlement adjacent to the stream and the process of drainage and infilling

Value	Assessment
Amenity value	The site is subsurface and has no amenity value
Cultural associations	The site is associated with early European settlement. The Horotiu Stream itself was an important part of the pre-European landscape and has Māori cultural associations, the significance of which is for Mana Whenua to determine.
Other	The site has moderate historical value (see Table 2)

It is not known whether the second recorded site within the Project area (R11/1936, the site of 19th century businesses located in the western half of the Greys Avenue carpark) has any subsurface archaeological remains as it was recorded on the basis of archival information relating to land ownership and use. It is not therefore possible to assess its archaeological values against the AUP OP and Heritage NZ criteria. If any remains have survived later development and modification during the construction of Mayoral Drive and the carpark, for example a basement floor or well, they have the potential to provide some, though limited, information relating to the 19th century history of central Auckland.

If remains are exposed by the proposed works elsewhere in the Project area they are likely to consist of isolated finds relating to early residential/commercial settlement (for example, a well or rubbish pits), or early infrastructure elements. These would have some archaeological value based on the information they could provide relating to the nature of 19th/early 20th century settlement in the area.

Effects of the Proposal

The potential effects of the Project on archaeological values have been assessed in the previous section.

The proposed works will have no known effects on archaeological values. There is, however, the potential within the Greys Avenue carpark for shaft P4MH3 and the open cut trenching between this shaft and the Part 3–Part 4 Connector Tunnel to impact on subsurface archaeological remains relating to the infilling and channelling of the Horotiu Stream that runs through Myers Park (site R11/2017) and the carpark.

Shaft excavation and trenching within Mayoral Drive have the potential to expose unrecorded features such as wells or deeply buried rubbish deposits associated with 19th century residential/commercial settlement, as the road cuts through early allotments.

Shaft excavation and trenching in Mayoral Drive near the Cook Street intersection and along Vincent Street also have some potential to expose early infrastructure elements or rubbish deposits, as has been noted elsewhere in central Auckland road reserves.

Overall, however, the Project area has been highly modified by road construction and maintenance and the installation of infrastructure, and any archaeological remains affected by the Project are likely to be of limited extent and archaeological value. Any adverse effects on archaeology are therefore likely to be minor. Any observable effects on unrecorded subsurface remains can be appropriately mitigated through information recovery under the archaeological provisions of the HNZPTA (see below).

Resource Management Act 1991 Requirements

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

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

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

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA. The Auckland Unitary Plan Operative in Part 2016 (AUP OP) is relevant to the proposed activity.

This assessment has noted two scheduled heritage buildings immediately adjacent to the project: the Auckland Sunday School Union Building at 323-327 Queen Street (AUP 02045); and the Civic Administration Building (AUP 02723) at 1 Greys Avenue. Any effects on built heritage, including vibration effects during construction, are being assessed separately and are outside the scope of this report.

The presence on Mayoral Drive of heritage trees included in the AUP Notable Trees overlay has also been noted, but assessment of effects on heritage trees is also outside the scope of this report.

This assessment has established that the proposed activity will have no known effects on subsurface archaeological remains but has the potential to adversely affect remains relating to two recorded archaeological sites within the Greys Avenue carpark: R11/2017 (relating to the infilling and channelling of the Horotiu Stream. There is also the potential to impact on unrecorded subsurface remains relating to 19th and early 20th century residential/commercial occupation. However, the Project area has been highly modified, and so any remains exposed are likely to be of limited extent and archaeological/historic heritage significance.

The discovery of previously unidentified archaeological remains is provided for under the Accidental Discovery Rule (E12.6.1) set out in the AUP OP. Under the Accidental Discovery Rule works must cease within 20m of the discovery and the Council, Heritage NZ, Mana Whenua and (in the case of human remains) NZ Police must be informed. The Rule would no longer apply in respect to archaeological sites if an Authority from Heritage NZ was in place.

Overall, any adverse effects on archaeology are likely to be minor and can be appropriately mitigated through archaeological investigation and recording to recover information

relating to the history of the area. This will require an Authority under the HNZPTA (see below).

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)’¹

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

As the proposed open cut trenching and shaft excavations have the potential to expose subsurface archaeological remains related to a recorded site (R11/2017) and may affect additional unrecorded subsurface archaeological remains, an archaeological Authority should be applied for under Section 44(a) of the HNZPTA and should cover all earthworks undertaken for this project. This should be obtained before any earthworks are carried out. The conditions of the Authority are likely to include archaeological monitoring of preliminary earthworks, and procedures for recording any archaeological evidence before it is modified or destroyed. This approach would have the advantage of allowing any archaeology uncovered during the Project works to be dealt with immediately, avoiding delays while an Authority is applied for and processed.

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.

Conclusions

The Mayoral Drive alignment is located in an area that has been highly modified by road construction and maintenance, infilling within the Greys Avenue carpark, and services installation. However, there is a recorded archaeological site within the Greys Avenue carpark which has the potential to be affected by temporary shaft construction and open cut trenching. This is R11/2017 (early drains and deposits containing European artefacts within and above the original Waihorotiu stream bed).

There is also potential for shaft construction within Mayoral Drive to expose unrecorded archaeological features associated with 19th century residential/commercial settlement, as the road cuts through early city allotments; while shaft excavation and trenching along Vincent Street and east of the Mayoral Drive/Cook Street intersection also have some potential to expose early infrastructure elements or rubbish deposits, as has been noted elsewhere in central Auckland road reserves.

Overall, any archaeological remains affected by the Project are likely to be of limited extent and archaeological value, and any adverse effects are therefore likely to be minor. Any effects on archaeological remains can be appropriately mitigated through information recovery under the archaeological provisions of the HNZPTA.

RECOMMENDATIONS

- Any adverse effects on archaeological remains should be appropriately mitigated through the recovery of information relating to the history of the area under the provisions of the HNZPTA.
- Because subsurface archaeological remains relating to recorded site R11/2017 may be affected by the proposed works, and there is potential for additional unrecorded subsurface remains to be affected, an Authority should be applied for under Section 44(a) of the HNZPTA, and granted prior to the start of earthworks. This would establish appropriate procedures for the management of any archaeological remains discovered, reducing the potential for delays during the construction process.
- Surface works should be monitored by a qualified archaeologist in accordance with the conditions of an archaeological Authority issued by Heritage NZ to establish whether any archaeological remains are present.
- Any archaeological remains affected by the Mayoral Drive alignment works should be investigated, recorded and sampled in accordance with the conditions of an Authority issued by Heritage NZ.
- If no Authority has been obtained and subsurface archaeological evidence should be unearthed during construction, or if human remains should be discovered, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) must be followed. This requires that work ceases within 20m of the discovery and notification to the Auckland Council, Heritage NZ, Mana Whenua and (in the case of human remains) the NZ Police, who will determine the actions required.
- Mana Whenua should be consulted regarding the proposed works and the potential cultural effects.

BIBLIOGRAPHY

- 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. 1998. The Myers Park Excavations. Dam Site Wall (R11/2017). Final Archaeological Report. Prepared for Metrowater.
- 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. November 2014. Auckland Domain Orakei Main Sewer Upgrade: Interim and Final Report in Fulfilment of Heritage NZ Authority 2013/526. Clough & Associates report prepared for Watercare Services Limited.
- Bickler, S.H., B. Baquié, R. Clough, T. Mace, D. Prince, M. Plowman and M. Turner. 2005. Excavations at Britomart, Auckland (R11/1379). Clough & Associates Monograph Series No. 1. Excavation Report for Auckland City Council.
- Brassey, R.J.N. 1990. *The History and Archaeology of the Browns Mill Site, 15-17 Durham Lane*. Science and Research Internal Report 77. Auckland: Department of Conservation.
- Brassey, R. and S. Macready. *The History and Archaeology of the Victoria Hotel, Fort St, Auckland (Site R11/1530)*. Auckland Conservancy Historic Resources Series 10. Auckland, Department of Conservation.
- Bush, G.W.A. 1971. *Decently and in Order. The Government of the City of Auckland 1840-1971*. The Centennial History of the Auckland City Council. Auckland & London: Collins.
- Clough-Macready, T., and S. Macready. 2022. City Rail Link: Annual Archaeological Report for Aotea Station Works, 1 June 2020 – 31 May 2022. Clough & Associates report prepared in accordance with Heritage NZ Authority #2017/793 for Auckland Transport.
- Eggleton, T. August-September 2019. Underground Void Investigation Greys Ave Carpark. Briton Detection and Inspection report for Auckland Council.
- 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.
- Harding, L., J. Low, K. Toth, B. Jones, H. Cohen-Smith and G. Farley. 2023. Myers Park Underpass Upgrade: Final Archaeological Report Prepared in Accordance with HNZPT Authority No. 2022/358. Clough & Associates report for Auckland Council.
- Heritage NZ. 2019. Writing Archaeological Assessments. Archaeological Guidelines Series No. 2.
- 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.
- Kelly, J., and J. Surridge. 1990. Map of the Tamaki Isthmus with Māori Place Names Redrawn from Tamaki Makau-Rau by Leslie Kelly. Department of Geography, Auckland University.
- 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., J. Grant, T. Clough-Macready, S. Macready, A. Apfel and J. Brown. 2021. City Rail Link: Annual Archaeological Report for Aotea Station Works, 1 June 2020 – 31 May 2021. Clough & Associates report prepared in accordance with Heritage NZ Authority #2017/793 for Auckland Transport.
- Macready, S. August 2023. Queen Street Wastewater Diversion Part 3: Archaeological Assessment. Clough & Associates report prepared for WSP New Zealand and Watercare Services Ltd.
- Macready, S., Z. Burnett and R. Clough. 2016. Auckland City Rail Link. Package 2 Aotea Station to North Auckland Line: Archaeological Assessment for HNZPT Authority Application. Clough & Associates report prepared for Auckland Transport.

- 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. I: The Site (R11/1589). Science and Research Internal Report 91. Auckland, Department of Conservation.
- Platts, U. 1971. *The Lively Capital: Auckland 1840-1865*. Auckland: Avon Fine Prints.
- Simmons, D. 1987. Maori Auckland, including the Maori Place Names of Auckland Collected by George Graham. Gordon Ell, The Bush Press.
- Stone, R.C.J. 2001. *From Tamaki-makau-rau to Auckland*. Auckland: Auckland University Press.

City Maps:



- Vercoe, J. and E.W. Harding. 1866. Map of 'City of Auckland, New Zealand'. Auckland Libraries Heritage Collections, NZ Map 18.

Heritage Databases:

- Auckland Council Cultural Heritage Inventory, accessed at <http://maps.aucklandcouncil.govt.nz> and <https://chi.org.nz>
- New Zealand Archaeological Association ArchSite Database, accessed at <http://www.archsite.org.nz>
- New Zealand Heritage List, accessed at <http://www.historic.org.nz>
- Auckland Unitary Plan Operative in Part 2016, accessed at <http://unitaryplan.aucklandcouncil.govt.nz/>

APPENDIX A: SITE RECORD FORMS

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: R11/1936</p> <p>SITE TYPE: Commercial</p> <p>SITE NAME(s):</p> <p>DATE RECORDED:</p>
<p>SITE COORDINATES (NZTM) Easting: 1757115 Northing: 5919902 Source: Site Record Form</p>	
<p>IMPERIAL SITE NUMBER: METRIC SITE NUMBER: R11/1936</p>	
	
<p>Finding aids to the location of the site 36-38 Greys Avenue.</p>	
<p>Brief description Site of 19th C businesses</p>	
<p>Recorded features</p>	
<p>Other sites associated with this site</p>	

Printed by: rodclough

27/04/2023

1 of 3

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/1936
<p>Site description Updated 09/02/2016 (other), submitted by rachelford Grid reference (E1757116 / N5919902)</p> <p>Site location adjusted based on original SRF (attached).</p> <p>Location of several 19th century businesses including harness maker, carpenter, government clerk, compositor, plumber, gasfitter and shipwright.</p> <p>Condition of the site Updated 03/05/2016 (other), submitted by emmabrooks</p> <p>The site record suggests that a building redevelopment was to take place that would affect archaeological remains. Archaeological monitoring was recommended but there is no information to suggest whether this occurred and what the outcomes were.</p> <p>Statement of condition</p> <p>Current land use: Updated: 03/05/2016 - Industrial/ commercial</p> <p>Threats:</p>	

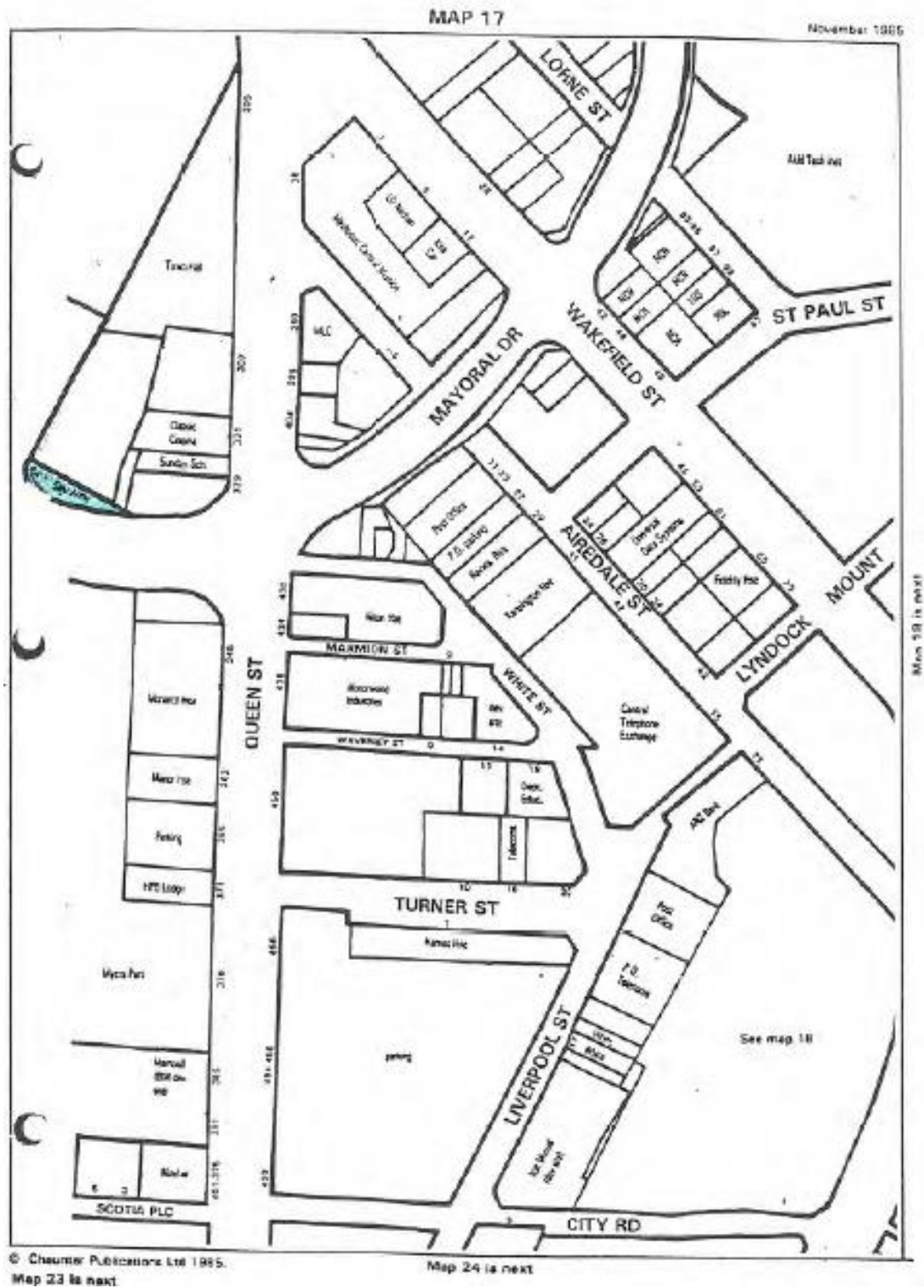
NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R11/1936
-----------------------	----------------------------

Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (NZMS260) NZMS 260 map number: R11 NZMS 260 map name: Auckland NZMS 260 map edition: 1		NZAA METRIC SITE NUMBER: R11/1936 DATE VISITED: 26.9.89 SITE TYPE: Historic Buildings beneath SITE NAME: MAORI 36-38 Greys Avenue OTHER: UN	
Grid Reference: Easting 26 6 7 5 5, Northing 6 4 8 1 6			
1. Aids to relocation of site (attach a sketch map) Refer map 17 36-38 Grey's Avenue. DP 81645 Lot 1 and part Lot 2, part Allotments 7, 8, 54 and 55. City Section 29.			
2. State of site and possible future damage Existing building to be demolished.			
3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) 1844 - Crown grant of allotments 7 and 54 to Mathew Whytlow, a settler. Allotment 8 a Crown grant to Gilbert Mair, esquire. Buildings shown on allotments 54 and 55 on the 1866 map (Vercoe and Harding Fig. 1). Occupants included a harness maker, a carpenter, a government clerk, a compositor, a plumber and gasfitter, and a shipwright. Waihorotiu Stream located at the junction of the Grey's Avenue and the Queen St. allotments. Attached: Location map, report and recommendations. List of title owners and photographs.			
4. Owner: Auckland City Council Address: Private Bag Auckland		Tenant/Manager: Address:	
5. Nature of information (survey, brief or extended visit, etc.) Brief visit and research. Photographs (reference numbers, and where they are held) Aerial photographs (reference numbers, and clarity of site)			
6. Reported by: Adrienne Slocombe Address: Regional Archaeology Unit Department of Conservation Auckland		Filekeeper: B. Seale Date: 20-12-89	
7. Key words: Historic premises/Waihorotiu Stream			
8. New Zealand Register of Archaeological Sites (for office use) NZHPT Site Field Code			
Latitude S <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>		Longitude E <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Type of site <input type="text"/> <input type="text"/>		Present condition and future danger of destruction <input type="text"/> <input type="text"/>	
Local environment today <input type="text"/> <input type="text"/>		Security code <input type="text"/> <input type="text"/>	
Land classification <input type="text"/> <input type="text"/>		Local body <input type="text"/> <input type="text"/>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION		NZAA METRIC SITE NUMBER ¹⁹³⁴ R11/1700-												
SITE RECORD FORM (NZMS260)		DATE VISITED 26.9.89												
NZMS 260 map number	R11	SITE TYPE	Historic Buildings beneath											
NZMS 260 map name	Auckland	SITE NAME: MAORI	36-38 Greys Avenue											
NZMS 260 map edition	1	SITE NAME: OTHER												
Grid References		Easting <table border="1"><tr><td>6</td><td>7</td><td>5</td><td>5</td></tr></table> Northing <table border="1"><tr><td>8</td><td>1</td><td>6</td></tr></table>		6	7	5	5	8	1	6				
6	7	5	5											
8	1	6												
1. Aids to relocation of site (attach a sketch map) Refer map 17 36-38 Grey's Avenue. DP 81645 Lot 1 and part Lot 2, part Allotments 7, 8, 54 and 55, City Section 29.														
2. State of site and possible future damage Existing building to be demolished.														
3. Description of site (Supply full details, history, local environment, references, sketches, etc. if extra sheets are attached, include a summary here) 1844 - Crown grant of allotments 7 and 54 to Mathew Whyllow, a settler. Allotment 8 a Crown grant to Gilbert Mair, esquire. Buildings shown on allotments 54 and 55 on the 1866 map (Vercoe and Harding Fig. 1). Occupants included a harness maker, a carpenter, a government clerk, a compositor, a plumber and gasfitter, and a shipwright. Waihorotiu Stream located at the junction of the Grey's Avenue and the Queen St. allotments. Attached: Location map, report and recommendations. List of title owners and photographs.														
4. Owner Address Auckland City Council Private Bag Auckland		Tenant/Manager Address												
5. Nature of information (hearsay, brief for extended visit, etc.) Brief visit and research. Photographs (reference numbers, and where they are held) Aerial photographs (reference numbers, and clarity of site)														
6. Reported by Adrienne Slocombe Address Regional Archaeology Unit Department of Conservation Auckland		Filekeeper B. Sewell Date 20.12.84												
7. Key words Historic premises/Waihorotiu Stream														
8. New Zealand Register of Archaeological Sites (for office use) NZHPT Site Field Code														
Latitude S		Longitude E												
<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>							Type of site	<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table> Prevent condition and future danger of destruction						
<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>							Local environment today	<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table> Security code						
<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>							Land classification	<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table> Local body						

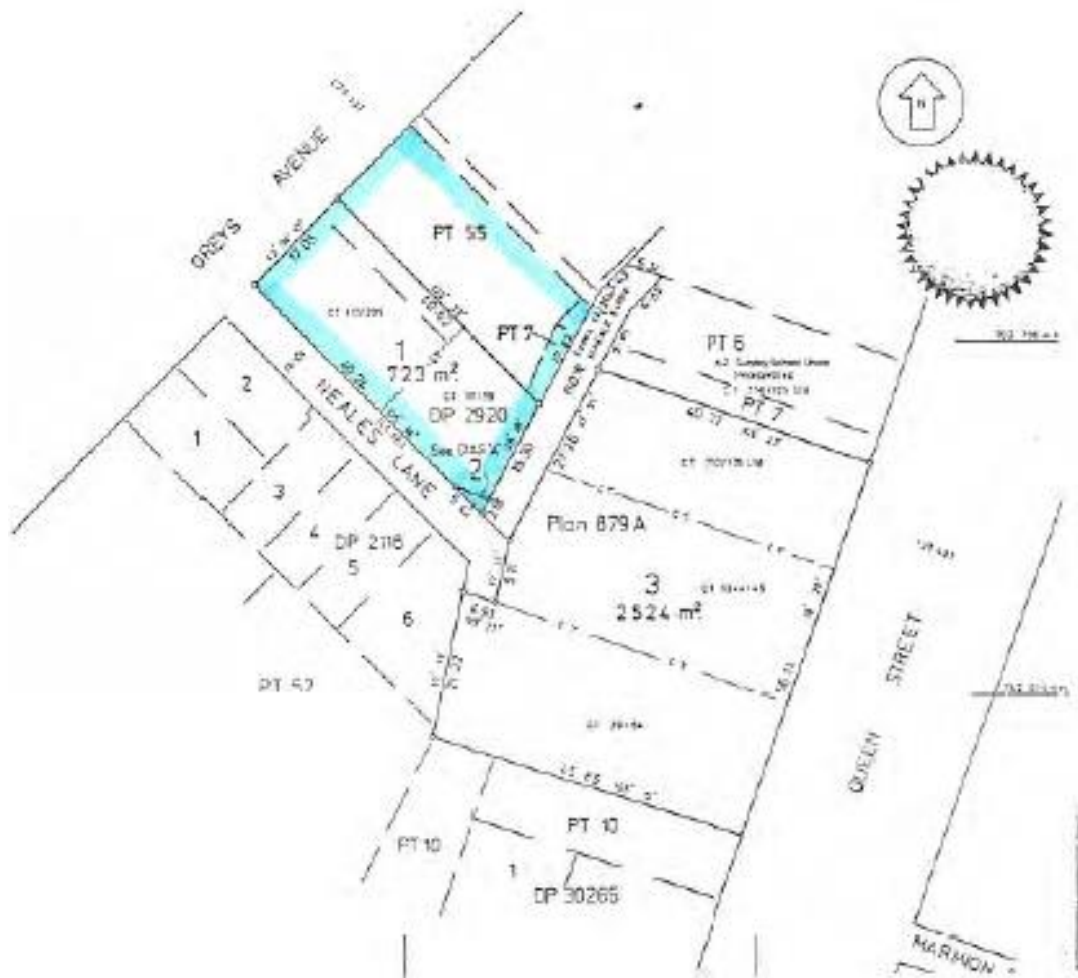


36-38 Grey's Avenue

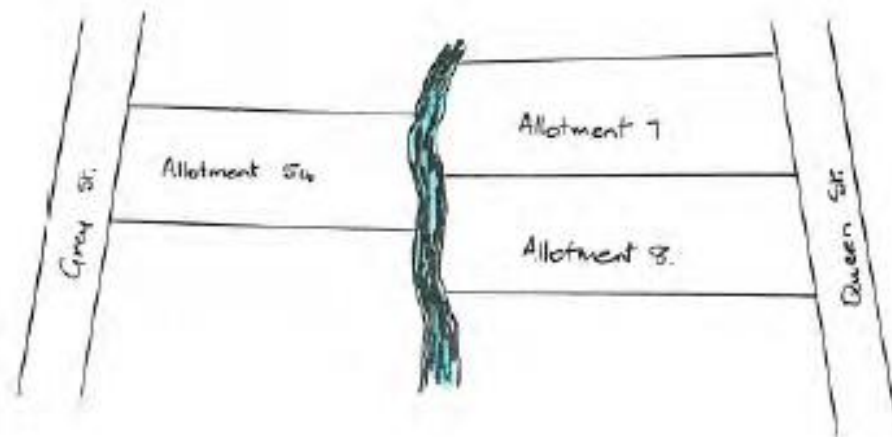
DP 81645, CT 38B 961

(former Salvation Army Headquarters)

For this report the area researched covers 36-38 Grey's Avenue being Lot 1 and part Lot 2 and part Allotments 7, 8, 54 and 55 of City Section 29. The property is owned by the Auckland City Council.



In 1834 Allotments 7 and 54, City Section 28, were made Crown grants to Mathew Whyllan listed as a settler (see p.7-9), and Allotment 8 a Crown grant to Gilbert Hair, esquire, (see p.12).



The Deeds of Ownership list the owners of the Allotments through until the Land Transfer Act of 1870 and in some cases beyond. These can be compared with available street directories to identify the actual occupant. These do not always coincide with the owners or lessees recorded in the Deeds owing, presumably, to various informal leasing arrangements.

The first available street directory to include Gray Street (now Gray's Avenue) is the 1862 listing (see p. 4). No street numbers are included making the positioning of occupants difficult.

Allotments 54 and 55 correspond to street numbers 30 and 34 on the 1866 Vercoe and Harding map (see Fig. 1). Only some of the numbers are shown in the 1866-67 street directory, but by using a process of elimination it is possible that these two allotments were occupied by a combination of the following - a harness maker, a carpenter, a government clerk, a compositor, a plumber and gasfitter, and a shipwright.

The 1866 Vercoe and Harding map schedule lists a one storied wooden dwelling and shed with a shingled roof for No. 30 and a two storied wooden dwelling and workshop with a shingled roof for number 34. It is likely that the workshop was used for one of the occupations listed above.

Some of the plans accompanying the Deeds of Purchase show what appears to be a small stream along the junction of Grey Street and Queen Street allotments. This is probably part of the Waikareiti watercourse which originates in Myers Park.


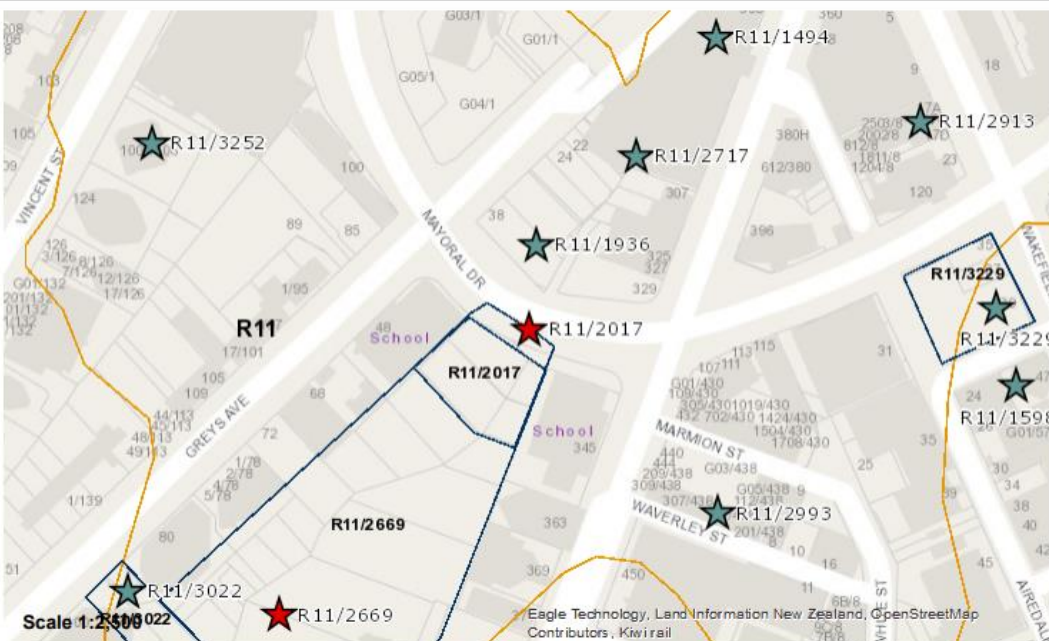
The 1870-79, 1883 and 1893-4 street lists are also without street numbers. George Gimbel, a printer, who was the occupant of No. 20 in 1866-67 is listed again in 1879-79 giving some idea of approximate positions.

Recommendations

Archaeological features relating to the livelihood of the occupants as well as the foundations of the premises they inhabited may still be present preserved beneath the present building. The presence of the Waikareiti Stream "at the bottom of the garden" could also be of archaeological interest.

I would recommend that demolition activities causing disturbance of the ground surface and the early stages of future development of the site be monitored by an archaeologist so that any features which appear can be briefly recorded.

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form archaeological site recording scheme</p>	<p>NZAA SITE NUMBER: R11/2017</p> <p>SITE TYPE: Midden/Oven</p> <p>SITE NAME(s):</p> <p>DATE RECORDED: 27/09/2013</p>
<p>SITE COORDINATES (NZTM) Easting: 1757113 Northing: 5919863 Source: On Screen</p>	
<p>IMPERIAL SITE NUMBER: METRIC SITE NUMBER: R11/2017</p>	
	
<p>Finding aids to the location of the site Myers Park.</p>	
<p>Brief description European midden.</p>	
<p>Recorded features Midden</p>	
<p>Other sites associated with this site</p>	

Printed by: glenfarley

15/05/2023

1 of 3

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2017
<p>Site description</p> <p>Updated 15/05/2023 (other), submitted by leahharding Grid reference (E1757113 / N5919863)</p> <p>The archaeological monitoring of the work for the improvements and upgrade of the Myers Park underpass ran from May 2022 to March 2023. Site R11/2017 (recorded as European midden in deposits relating to the infilling of the Waihorotiu Stream and associated historic drainage features) was identified in the assessment report as being impacted by the proposed improvement works. Further archaeological features associated with site R11/2017 were discovered during monitoring of earthworks carried out during the current upgrade of Myers Park, consisting of the old Waihorotiu Stream, the ceramic drain in the base of the stream, two brick walls, and a brick pathway with a ceramic pipe below the pathway. Features possibly associated with pre-1900 buildings seen on historic maps of Myers Park (recorded as part of R11/2669) consisted of four historic European rubbish pits, and a pocket of historic European artefacts. A buried topsoil layer with historic European artefact inclusions (context 003) was also seen across most of the project area.</p> <p>Further details found in Harding, L and G. Farley., 2023. Myers Park Underpass Upgrade: Interim Archaeological Monitoring Report. Clough & Associates report prepared for Auckland Council.</p> <p>Updated: 27/09/2013 - NZTM E1757199 / N5919863 (On Screen - Approximate only). European midden located just below Mayoral Drive in Myers Park, Auckland. Excavated under Authority 1998/21. Refer to: Best, S.B. 1998. The Myers Park Excavation Dam Wall Site (R11/2017). Final report on the archaeology. Unpublished report, prepared for Metrowater, January 1998. Updated by: Molloy, Nicola.</p> <p>Condition of the site</p> <p>Updated 15/05/2023 (other), submitted by leahharding</p> <p>Archaeological features and deposits relating to sites R11/2017 and R11/ 2669 have been destroyed within the footprint of the works undertaken, but other elements will remain in locations not affected by the works.</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

Printed by: glenfarley

15/05/2023

2 of 3

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R11/2017
-----------------------	----------------------------

Supporting documentation held in ArchSite

Printed by: glenfarley

15/05/2023

3 of 3