North Kumutoto Precinct Project, Wellington: Archaeological assessment of proposed redevelopment of Kumutoto Site 9

Report to Willis Bond Capital Partners No.3 Limited

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June 2018

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1 Introduction

1.1 Proposal

The "North Kumutoto Precinct Project" consists of a series of activities on the north Kumutoto part of the Wellington inner city waterfront.

As part of this a proposal is being developed to construct a 5-storey building on Kumutoto Site 9.

Work already completed or being undertaken as part of the North Kumutoto Precinct Project includes construction of a five-level commercial building at 10 Waterloo Quay (Site 10), and landscaping in the north Kumutoto area.

North Kumutoto is located on the Wellington waterfront, in Wellington city's inner harbour. It is the harbourside area east of Jervois Quay/Waterloo Quay and runs from Shed 21 at the north to approximately Queens Wharf in the south.

Figure 1: Location of Site 9 Kumutoto on Wellington's inner waterfront
Numbered items:
1: Shed 21
2: location of Kumutoto Site 10 development (PWC bldg.)
3: Kumutoto landscaping area
4: Eastbourne ferry building
5: Meridian bldg.
6: Sheds 11 and 13
7: Queens Wharf

As the Wellington waterfront contains structures and buildings that predate AD1900, an archaeological assessment in terms of the Heritage New Zealand Act 2014 is required. Willis Bond & Co (WBC) has been engaged to obtain the necessary consents. Mary O'Keeffe, of Heritage Solutions ("the archaeologist") was engaged by WBC to provide advice and report on the effects of the Project in relation to archaeology. This report addresses the requirements of Part 3 of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA, "the Act") and the requirements of the Resource Management Act 1991 (RMA), in particular, section 6(f).

1.2 Context and Data

Archaeological sites are defined in the Heritage New Zealand Act 2014 (the Act) as:

> (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]

All archaeological sites in New Zealand that conform to the definition from the Act cited above have legal protection under Part 3 of the Act, whether or not they are recorded or their existence is known.

Authorities must be obtained from Heritage New Zealand to modify or destroy archaeological sites.

Archaeological sites in New Zealand are recorded by the New Zealand Archaeological Association (NZAA) and records entered into the NZAA file as part of its site database (ArchSite). A site will be included simply by virtue of its existence; the NZAA file is a non-statutory database of recorded archaeological sites and excludes any scoring or ranking of sites. Grid references provided for archaeological sites included in the file indicate the site's location, but do not demarcate a site's full extent. In addition, some sites included in the NZAA database may no longer exist, as they may have been destroyed since they were recorded.

In addition, section 6(f) of the RMA provides for the protection of historic heritage from inappropriate subdivision, use and development as a matter of national importance.

Historic heritage is defined as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities. Natural and physical resources are, by implication, tangible.

[1] Heritage New Zealand Act 2014, Interpretation

Under the RMA, historic heritage includes:

- Historic sites, structures, places and areas
- Archaeological sites
- Sites of significance to Maori, including wahi tapu
- Surroundings associated with the natural and physical resources

Archaeological sites are, by implication, physical and tangible; they can be observed and measured. Sites can be examined by archaeological methodology, that is, by applying a variety of scientific techniques to examine and rationalise the data.

Equally, archaeological sites only have a sense of meaning if they are examined in the context of a cultural landscape, that is, when they are viewed and understood in the wider context of the physical environment in which they lie, in relation to the other sites and site types that may surround them, and in relation to the cultural context of the use and occupation of that land.

Archaeology can never definitively indicate "what happened" on a site or a landscape; instead, data and information is gathered, and a hypothesis is proposed to explain the possible relationships between data, known information and possible interpretations.

Archaeological sites may be of Maori origin and therefore of significance to Maori. There may also be other sites of spiritual or traditional significance to Maori and which may have no physical or tangible remains, and therefore do not fall within the legal definition of an archaeological site. This report focuses solely on the archaeological values within the study area, and does not attempt in any way to comment on or judge the Maori values of these sites. This is not meant to detract from or undermine the value of these places of significance to Maori; rather, it is an acknowledgement that it is inappropriate for an archaeologist to comment on matters of significance to Tangata Whenua.

Data for this study was sourced from Archsite, the on-line database of the NZ Archaeological Association's (NZAA) site recording file. Data was also obtained from Heritage New Zealand and the Wellington City Council District Plan, Land Information New Zealand, Wellington City Archives and the Alexander Turnbull Library.

1.3 Scope and limitations of this report

This report presents an archaeological assessment of the proposed area of work, but it is only that. The land and wider vicinity may also be of significance to the Iwi through tradition or association; this report does not constitute an assessment of Maori values as required by Heritage New Zealand's application form for an authority to modify or destroy an archaeological site.

2 Archaeological resource

2.1 Recorded history of the site

Information for this assessment has been gathered from a variety of sources: the key historical texts for Wellington (see bibliography), historical photos held by the Alexander Turnbull Library; relevant historical survey plans held at Land Information New Zealand (LINZ) and maps and records at Wellington City Archives. Survey plans can be rich in archaeological or historical detail, as the surveyors of the time often noted many extant features, including settlements, buildings and other landscape sites and features.

Traditionally Te Whanganui A Tara - the Great Harbour of Tara - was formed as the mouth of the fish hauled to the surface by Maui. Kupe later visited the harbour, and left his two daughters in the harbour as the islands Matiu and Makoro. The harbour was named by Tara, one of the sons of Whatonga from Mahia, who praised the harbour on his return to Mahia from a long journey of exportation.

Pipitea is named for the abundant beds of white shining pipi in the sands of the point. It was a significant food gathering and cultivation point, along with the fisheries in the harbour. Its associated streams of Pipitea, Waipiro, and Waikoukou provided fresh water fish and plant species, as well as fresh clean water[2].

The Kumutoto Stream was one of the area's main assets in pre-colonial times, as a food and irrigation source. The stream still exists and drains the area leading up to the Victoria University site and the Botanical Gardens.

Te Aro was a renowned area of fresh and marine fisheries. The associated swamp provided spawning grounds for eels and whitebait. It had the Waitangi and Waimapihi streams feeding into the area, and was a substantial cultivation area[3].

All these areas, as well as Waititi, were beaching areas for waka. They had direct and unimpeded access to te moana (the sea)[4].

Europeans first formally charted Wellington Harbour in 1839 (Cook passed by but did not enter the harbour on any of his three voyages). Following reports from Cook and subsequent sealers, whalers and traders, the New Zealand Company was formed in 1825 to establish agricultural and commercial settlements in New Zealand. Two vessels, the *Rosanna* and the *Lambton*, were sent on an exploratory expedition in 1826, under the command of Captain James Herd[5].

The New Zealand Company ships with their load of largely British settlers arrived in Wellington harbour in 1840, with a plan to buy land for a new settlement. Mein Smith's now familiar plan of Wellington was largely designed in London, as can be seen in details of street alignments where in fact topography would not allow. The settlement of Wellington was divided into 1100 one-acre blocks, or town acres, for sale.

Mein Smith's original plan of the city was laid out in 1840; the city seen in this first plan is largely recognisable as the Wellington of today. A significant difference, however, is the pre-1855 earthquake shoreline, which at that time lay near present-day Lambton Quay and Wakefield St round to Oriental Bay.

[2] Raukura Consultants, 2005
[3] ibid
[4] ibid
[5] Johnson, 1996:5

Figure 2: Wellington city plan, 1840
WCC archives

By the 1850s, the harbour was busy with arriving people and goods, and a large public wharf was needed. The first wharf in Wellington Harbour had been privately built in 1841 by Waitt and Tyser, located on the seaward edge of what is now Wakefield St, in the vicinity of the present-day Wellington City Council building[6]. Several other privately owned wharves followed in the same vicinity owned by Messrs Fitzherbert and Rhodes[7], including the Commercial Wharf, built by a company formed for the purpose, and which opened for business a month after Waitt and Tyser's wharf[8].

Major reclamation began after the 1855 earthquake raised the harbour by several metres. A reclamation was formed in 1856 in the triangle bounded by the newly formed Custom House Quay, Lambton Quay and just beyond Grey St, in 1857. The apex of the triangle formed was reserved for a Custom House and post office.

The Provincial Council constructed Queens Wharf, originally known as the Deepwater wharf between 1861 and 1863. The original wharf extended 550 feet (168m) into the harbour from Customhouse Quay. It was built in the shape of a double T, that is, a central stem had two lateral extensions on each side.

The first tee of the Deepwater Wharf, as it was first known, was completed by March 1863, when the passengers landed from the first ship to moor there. Construction was nearly compete

[6] O'Keeffe, 1990: 31
[7] ibid
[8] Johnson, 1996:47

in June 1863, when the volume of vessels and goods using the cross tees showed the two cross tees were too short, and the decision was made to lengthen them[9].

The wharf was completed by October 1863, and by this time was being referred to as Queens Wharf[10]. The completion of the wharf, together with the volume of traffic, was seen as "…a symbol that Wellington was becoming a port rather than merely a harbour"[11]. The completed wharf is seen in Figure 3, in 1865.

Figure 3: Queens Wharf, 1865
Showing the original two tees, plus the Post Office, Custom House (with time ball), and Queens Bond
Alexander Turnbull Library, reference number: 1/2-021189-F

However, it was already too small for the volume of traffic, and was extended in 1865[12].

In 1880, the Harbour Board was established to ensure that profits made from shipping were channelled back into shipping through the development of Wellington's harbour facilities. Shipping was then the primary means of transporting goods to, from, and around the country, and trade depended on safe harbours that were well equipped for the loading, unloading and storage of freight. When the new Board acquired control of Queen's Wharf in 1882, it began erecting wharves and warehouses on reclaimed land that would accommodate the needs of the steamships docking at the harbour.

With the establishment of the Harbour Board, more facilities were required. The Railway wharf was built in 1880, and the Wool Jetty, now known as Waterloo Quay Wharf was built in 1882. Later wharves built by the WHB were Ferry Wharf circa 1896, Glasgow Wharf in 1899, Taranaki Street Wharf in 1905, Kings Wharf in 1906, and Clyde Quay Wharf in 1906-08. The smaller

[9] Johnson, 1996:82
[10] Some early plans show the word "Queen's" with the grammatically correct apostrophe. This appears to have been dropped over time.
[11] Johnson, 1996: 83
[12] ibid: 96

Ferry Wharf No.2 (1914) was built to ease congestion on the Ferry Wharf, with Pipitea Wharf (1923) being the last wharf constructed in this era.[13]

Along with the wharves, a large number of cargo sheds, as well as wharf offices, were built by the WHB. Initially they were allotted letters of the alphabet but after 1922 they were numbered. All those on the northern side of Queens Wharf were given odd numbers and those to the south, even numbers.

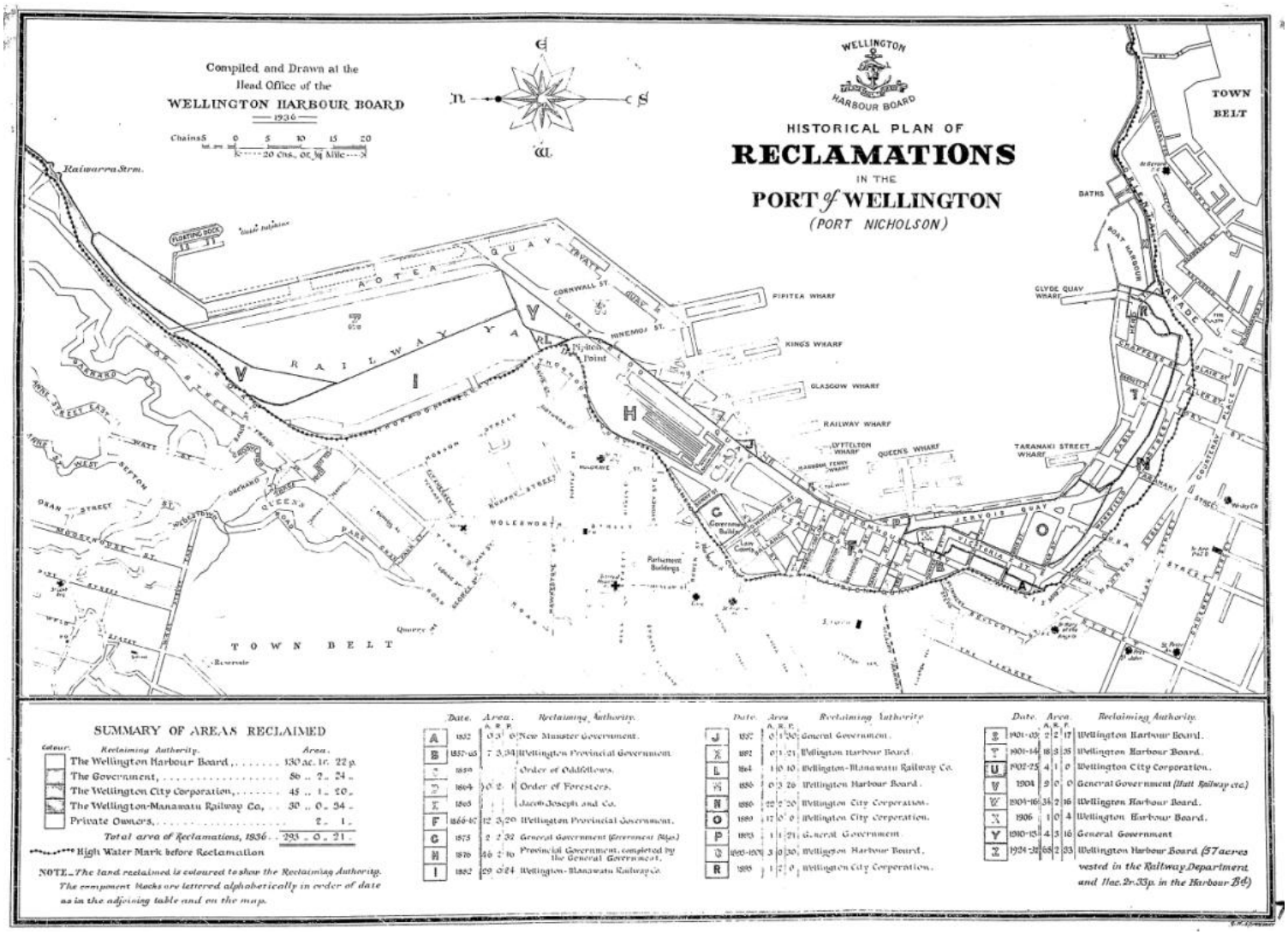
Figure 4: Queens Wharf, 1905
Wharf sheds visible. Muir and Moodie photograph
Reproduced from the Wellington City Archives Collections, 00138:0:12502

The major earthquake of 1855 raised the Wellington harbour shoreline by between 1 and 2 metres. Whilst reclamation was planned, this uplift produced a coastal shelf that was used as the basis of subsequent reclamation events. Reclamation continued through the twentieth century, not ceasing until the mid-1970s. By then nearly 360 hectares had been reclaimed from the harbour.

In his book Fresh About Cook Strait, Grahame Anderson describes these reclamations in more detail.[14] The reclamations involved the construction of extensive breastworks and seawalls initially built out of brick and later concrete. They enabled wharf facilities to be constructed; particularly the large number of wharf sheds for storage, as well as administrative buildings such as the Customs House and Bond Store and wharf offices. As the wharves were constructed the approach areas between the newly reclaimed land and the new wharves were in-filled as spoil became available.[15] Many of the early seawalls were later buried in subsequent reclamation and harbour development work.

The first reclamation in the inner harbour however, predated the 1855 earthquake. Survey office plan SO 23656 shows the various reclamations that have taken place along the Wellington waterfront since the 1850s.

[13] See Figures 3-4
[14] Anderson, pp 110-127
[15] The *Wellington Harbour Board Year Books* provide a review of these developments



	Date.	Area. A R P.	Reclaiming Authority.
A	1852	0 3 0	New Munster Government.
B	1857-63	7 3 34	Wellington Provincial Government.
C	1859		Order of Oddfellows.
D	1864	0 0 2	Order of Foresters.
E	1865		Jacob Joseph and Co.
F	1866-67	12 3 20	Wellington Provincial Government.
G	1875	2 2 32	General Government (Government Buildings)
H	1876	46 2 10	Provincial Government, completed by the General Government.
I	1882	69 0 24	Wellington-Manawatu Railway Co.

	Date.	Area. A R P.	Reclaiming Authority.
J	1887	0 1 36	General Government.
K	1892	0 1 21	Wellington Harbour Board.
L	1894	1 0 10	Wellington-Manawatu Railway Co.
M	1896	0 3 20	Wellington Harbour Board.
N	1898	22 2 20	Wellington City Corporation.
O	1899	17 0 0	Wellington City Corporation.
P	1903	1 1 21	General Government.
Q	1903-1904	3 0 30	Wellington Harbour Board.
R	1905	1 2 0	Wellington City Corporation.

	Date.	Area. A R P.	Reclaiming Authority.
S	1901-03	2 2 17	Wellington Harbour Board.
T	1901-14	16 3 35	Wellington Harbour Board.
U	1902-25	4 1 0	Wellington City Corporation.
V	1904	9 0 0	General Government (Hutt Railway etc.)
W	1904-16	34 2 16	Wellington Harbour Board.
X	1906	1 0 4	Wellington Harbour Board.
Y	1910-13	4 3 16	General Government
Z	1924-28	68 2 33	Wellington Harbour Board. (57 acres vested in the Railway Department and 11ac. 2r. 33p. in the Harbour Bd.)

Figure 5: SO 23656, Reclamations in Wellington Harbour
Quickmap

2.1.1 The waterfront prior to reclamation

Prior to reclamation, the harbour edge ran along the seaward side of Customhouse Quay and Waterloo Quay. A small triangle of land seaward of Bunny St had been reclaimed in 1882 to build the wool shed and wool jetty (seen in Figure 6). This original timber wool shed burnt down in 1910.

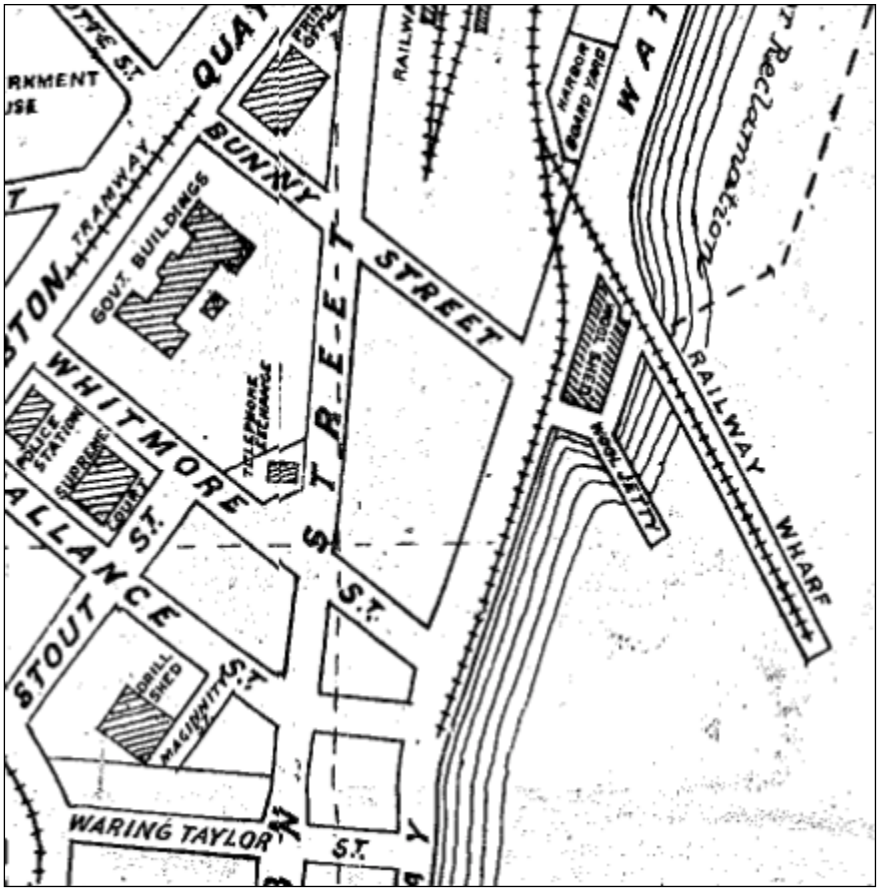


Figure 6: Detail from Wellington City Council plan, 1887
WCC archives 00248-5-3

However, prior to part of the waterfront being reclaimed in 1901, a wharf was built out from the harbour dredge breastworks for ferries to Eastbourne.

The heritage list report for the Eastbourne Wharf prepared by Heritage New Zealand[16] states

> When a regular commuter service from Eastbourne first started operating in 1906, it was the main means of public transport for the local Eastbourne community, and helped facilitate the development of Eastbourne and the Eastern Bays from a recreational playground for weekend holidaymakers to a residential area, with people now able to commute daily to the city. The ferries were also important to the development of the port, as they were also used for tug and pilot services.
>
> The Wellington Steam Ferry Company was floated as a public company in 1900 by J.H. Williams, the man behind the development of a regular harbour ferry service between

[16] The wharf is listed as a category 2 heritage place, list number 7807. It was original registered by Historic Places Trust in August 2010.

Wellington and Days Bay in the 1890s. The ferry service was later extended to Rona Bay (Eastbourne) in 1906 and other bays in the inner harbour. It operated through to the 1940s, when buses replaced ferries as the main means of public transport from Eastbourne and the bays into the city.

The Ferry Wharf was built in three stages. The main wharf was built in 1896; in 1906 it was doubled in size, and in 1912-14 a further section was added so that the ferries could tie up without an overhang. Built of Australian hardwoods and New Zealand totara the wharf has been in continuous use, even while the additions were made, for over 100 years.[17]

Heritage New Zealand, accessed February 2016

The wharf was originally known as the Ferry Jetty and then later as the Ferry Wharf Number 1 when a second ferry wharf was built.

The wharf was constructed so its eastern face was in a straight line with the Outer Tee of Queen's Wharf. It was constructed prior to the Waterloo Quay reclamation and consequently an eight feet wide "dogleg" approach was needed to connect the new wharf to the breastwork on Waterloo Quay.

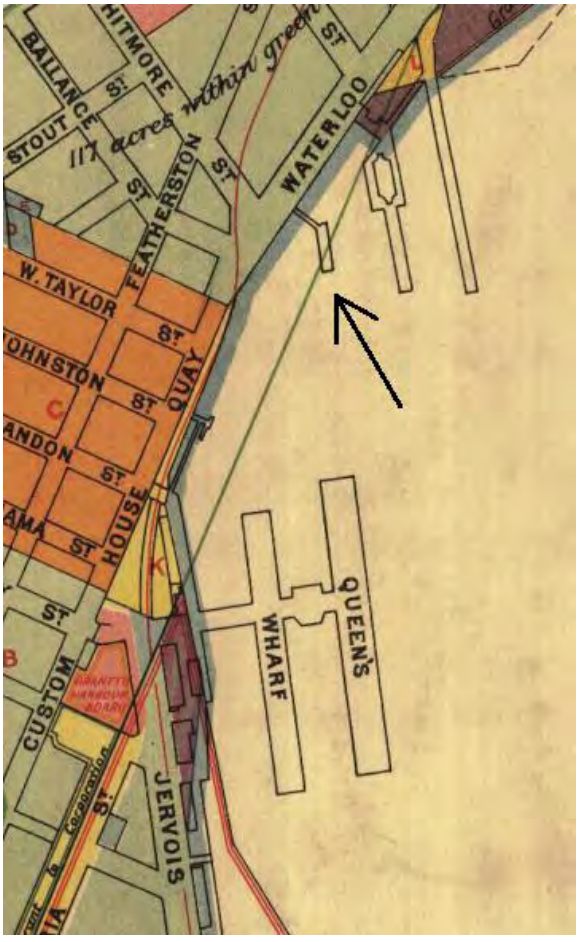


Figure 7: Detail from SO 14413, 1899
Quickmap
Ferry wharf arrowed

[17] http://www.heritage.org.nz/the-list/details/7807

When further reclamation occurred along the coastal edge of Customhouse Quay, the dogleg was inundated. This can be seen in Figure 8 which is detail from a WCC 1915 plan, and shows the number of wharves that had been constructed by this time.

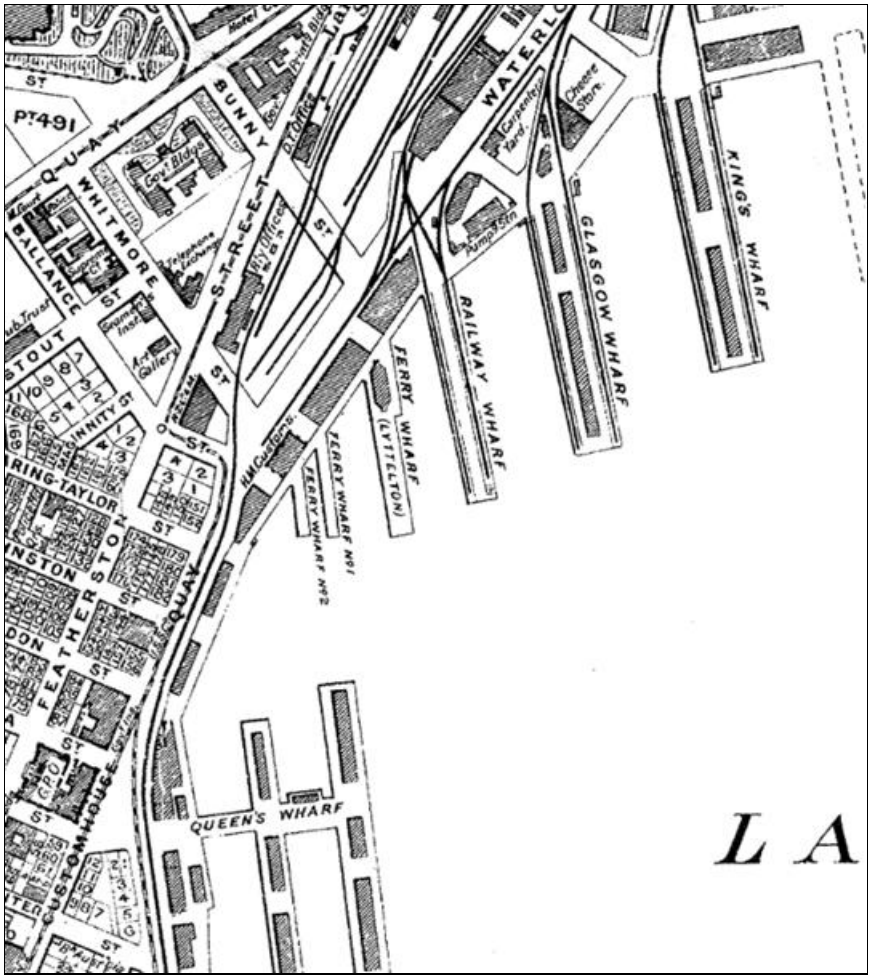


Figure 8: Waterfront, 1915
Detail from Wellington City Archives plan

2.1.2 Post Reclamation

As seen in Figure 5 above Site 9 Kumutoto was reclaimed in 1901-03. This is seen in detail in Figure 9.

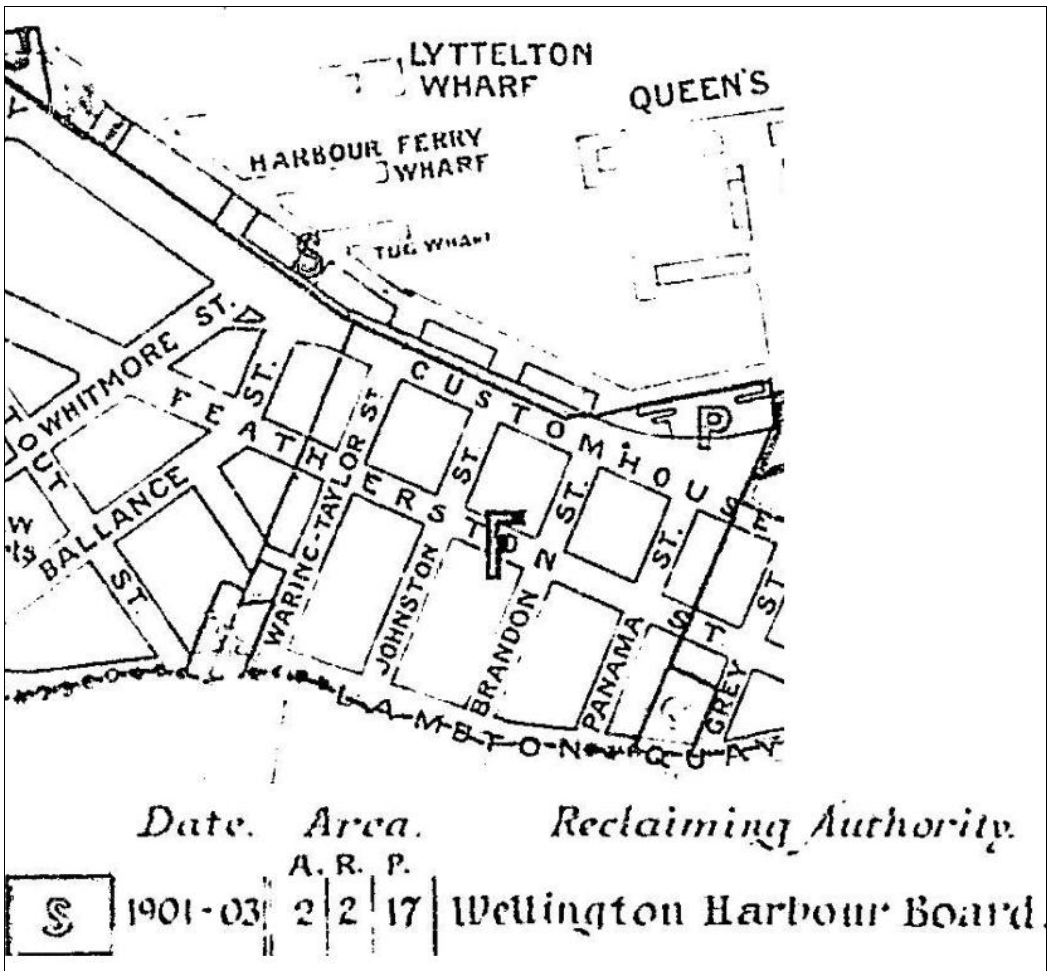


Figure 9: Detail from SO 23656, 1936
Quickmap

This reclamation inundated the dogleg of the ferry wharf; the wharf now extended at an oblique angle in a straight line from the new breastworks.

Building on the new reclamation began soon after it was completed. There were six buildings in a row along the waterfront in the vicinity of Site 9; from north to south, they were:

- Shed 21, built 1910 (still extant). Built to replace the previous wooden wool shed, designed by the WHB Chief Engineer, James Marchbanks. First used as the venue of the 1911 Coronation New Zealand Industrial Exhibition, it was then used for wool storage, with the upper floor for the exhibiting of wool. It housed Wellington Harbour Board's first electric cranes.
- Shed 17, the headquarters of the Wharf Police from 1917 to 1983 (demolished)
- The Customs House, built in 1902 and demolished in 1969. It had distinctive Romanesque arches and cupola and was a prominent harbourside landmark at the beginning of Customhouse Quay (demolished)
- Brick store/shed 15, built 1904
- Sheds 11 & 13, built 1904-05 (both still extant). Designed by William Ferguson, the WHB's first Chief Engineer. Originally designed as cargo storage sheds

Site 9 Kumutoto is on the site of the former Brick Store, also known as Shed 15, built in 1904. The spatial relationship between the buildings can be seen in Figure 10.

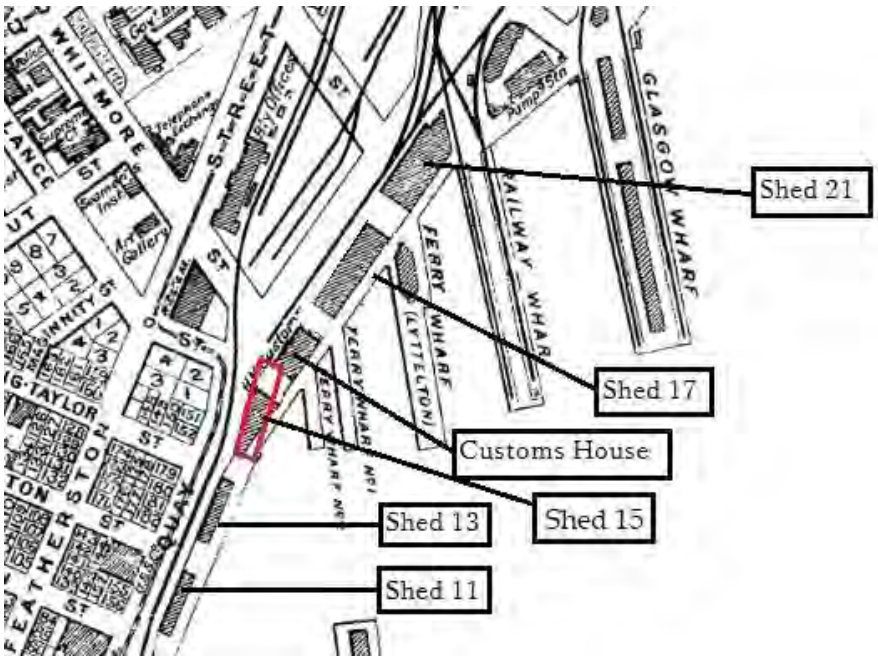


Figure 10: Buildings near site 9 Kumutoto, 1915
Detail from Wellington City Archives plan
Site 9 outlined in red

The buildings as they looked in 1947 can be seen in Figure 11.

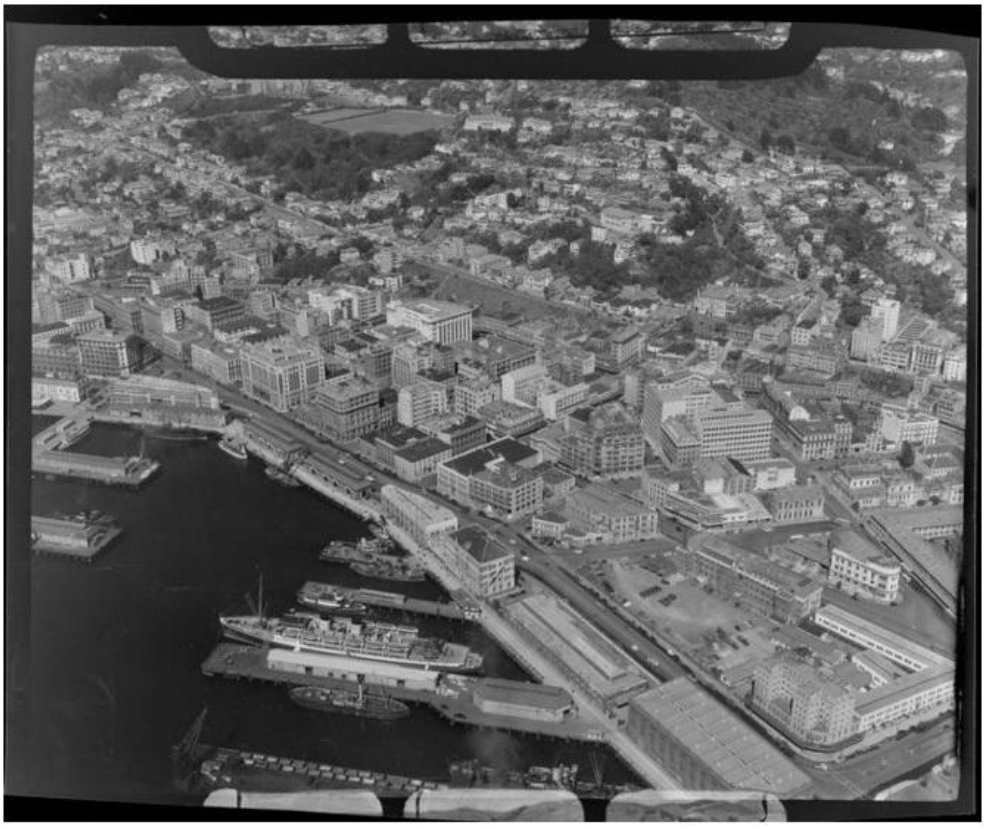


Figure 11: Wellington waterfront, Dec 1947
Alexander Turnbull Library: WA-11374-F
Detail of this can be seen in Figure 12.

Figure 12: Detail of image WA 11374-F
Numbered buildings:

1: Shed 11 and 13
2: Shed 15
3: Customhouse
4: Eastbourne ferry office
5: Shed 17
6: Shed 21

Site 9 Kumutoto sits within a wider archaeological landscape with other extant historical features located close by, and also associated with the harbour. Significant archaeological and historical features in the general waterfront vicinity are:

Queens Wharf

Archsite no R27/420. Built by the Wellington Provincial Council in 1862, after demands by the local Chamber of Commerce for better wharfage. It extended some 167m from land reclaimed in 1857-63. It was originally built as a single tee, and was extended several times. Known in its early years as Deep Water Wharf.

Eastbourne ferry office

It dates from about 1913 and its name is derived from a former owner, the Eastbourne Borough Council. This building was associated with the ferry wharf.

Former Wellington Bond Store

Located at the landward end of Queens Wharf, built in 1892, and now serving as the Wellington Museum of City and Sea. Designed by prominent Wellington architect Frederick de Jersey Clere, in French Second Empire style. Originally designed as a dual-purpose building, housing the head office of the Harbour Board at the northern end and a bond store at the southern.

Wellington Harbour Board Wharf Office Building (Shed 7)

Located at the landward end of Queens Wharf, built in 1884. Designed as a woolstore by Frederick de Jersey Clere. Was to have been built of two stories but decided in 1895 to add a third floor to exhibit wool. In contrast to the simplicity of the exterior of the Head Office, it has considerable ornamentation. Now apartments.

Ferry wharf/Tug wharf

Archsite no R27/253. On waterfront edge, north of Queens Wharf. Built in 1897, to relieve pressure from vessels for "day trippers" on Queens Wharf. Extant wooden wharf, repaired in 2015 being repaired in 2007.

Shed 21

Waterloo Quay. Built in 1910, designed by J. Marchbanks, Wellington Harbour Board's engineer. Built as a wool store to replace an earlier shed destroyed by fire. Built of brick with an upper floor of timber on heavy steel beams supported on concrete columns. Distinctive features include a lower floor designed so that wool could be brought in by rail, dumped and stored; a viewing gallery around two sides; and an upper floor for exhibiting the wool. At the time it was built, it was the grandest in the country and was used for the Industrial Exhibition in 1911.

Wellington Rowing Club Building

Built in 1894. Designed by Frederick de Jersey Clere, originally built as a base for the Wellington Naval Artillery Volunteers. Construction prompted by a defence report in 1894, which recommended a strengthening of harbour defences to help prevent a possible invasion. Later housed the Wellington Free Ambulance, before being occupied by the Rowing Club in 1931. A two-storey timber structure, distinctive features are an octagonal tower and external battens over weatherboards that form decorative patterns. Was moved in 1992 from Jervois Quay to the other side of the lagoon at Frank Kitts Park.

The Wellington Free Ambulance Building

The first purpose built ambulance building in New Zealand. Founded on the vision of Sir Charles Norwood, founder of Dominion Motors, chairman of the Wellington Harbour Board and Mayor of Wellington. Designed by William Turnbull in art deco style and opened in 1933. Operated as the headquarters of the Wellington Free Ambulance service for the next 61 years.

Odlins Building

Built in 1907. It is a now rare example of an Edwardian commercial/industrial building, for this wharf-side, central city, location. It is an important representative of the types of utilitarian buildings that were once typical of industrial landscapes throughout New Zealand.

The building, for most of its history, has been associated with one company – C & A Odlin's, a timber and hardware company that once was of local and national significance.

Wharf sheds 3 and 5

Located on Queens Wharf: shed 3 was built in 1887 and shed 5 in 1886-7.

Shed 3 is now Dockside restaurant, Shed 5 is Shed 5 Restaurant. Shed 5 is the last remaining wooden warehouse on Queens Wharf. A top storey was added to Shed 3 in the early 20th century to house the Wellington Harbour Board tug and pilot service staff.

Shed 22

Located on corner of Cable and Taranaki Streets, completed in 1921. Built by the Wellington Harbour Board under the aegis of James Marchbanks, Chief Engineer. Exterior is constructed in brick masonry strengthened with brick piers. Built as a warehouse and has an unusual interior overhead electrically driven winch.

Wellington Harbour Board Iron Gates & Railings

Run from end of Shed 21 through to relocated gates and railings at Head Office and Bond Building, Waterloo and Customhouse Quays. Gates on Queens Wharf were originally constructed in 1899. Were made by a British company called Bayliss, Jones & Bayliss and shipped to New Zealand. Are the first gates of this type used for enclosing the Wellington Harbour Board owned land. Pillars are made of cast-iron and the gates of wrought iron with cast-iron spandrels and ornaments.

The Post & Telegraph Building

Herd Street. Architect was Edmund Anscombe and the date of construction 1939, style is streamlined Moderne. Was used as a Post and Telegraph Exchange. Constructed of painted cement render, has copper window flashing, steel window joinery and terrazzo flooring. Originally, the building was one storey lower with two full-size tennis courts on the roof, but another floor was added. It is unique because of its large scale in this style.

Boulder seawall

Archsite no R27/333. Built 1889, edge of reclamation, concrete and boulder seawall, exposed on the edge of Frank Kitts lagoon.

2.2 Statutory lists

Site 9 Kumutoto is not included in Heritage New Zealand's List of historic places, historic areas, wahi tapu and wahi tapu areas. The area is, however, included in a draft research report being researched with a view to possible registration as part of an historic area together with other waterfront features[18]. Neither is Site 9 included in the Wellington City Council District Plan list of heritage items. However, it is within the designated Lambton Harbour Area. The following adjacent items are listed within Heritage New Zealand's list or the district plan:

Table 1: Items listed by Heritage New Zealand or WCC

Place	**Heritage New Zealand category of listing**	**WCC list**

[18] Heritage New Zealand, 2006

Wellington Harbour Board Head Office and Bond Store	1	17/160
Wellington Harbour Board Shed 11	1	17/332
Wellington Harbour Board Shed 13	1	17/333
Wellington Harbour Board Shed 21	1	17/334
Wellington Harbour Board wharf offices (shed 7)	1	17/161
Wellington Free Ambulance building	1	17/47
Odlins Building	1	17/49
Star boating club building	2	17/285
Telephone box	2	
Wellington Harbour Board iron gates and railings	2	
Wellington Harbour Board Taranaki St Gates	2	
Eastbourne Ferry Terminal Building		17/337
Wellington rowing club building	2	17/284
Shed 22	2	17/50
Post and Telegraph Building	2	
Shed 3		17/256
Shed 5		17/257
Harbour & wharves historic area	historic area	

Wellington Regional Council's Regional Coastal Plan lists the following features and buildings of historic merit.

Table 2: Items listed by Wellington Regional Council

Shed 3
Shed 5
Harbour board gates, Queens Wharf
Former Eastbourne ferry terminal
Wharves and Wharf Edges shown on Planning Map 4D in Appendix 7
Reclamation Edge shown on Planning Map 4D in Appendix 7 (rock rip rap)

3 Current site and proposed work

3.1. Description of site

The site is currently asphalted at grade on the waterfront, and is being used for carparking.

The legal description of the land parcel incorporating the area of development is Lot 1 DP 490659, owned by Wellington Waterfront Limited.

3.2. Current and recent archaeology

Archaeological monitoring of current work is significant for informing the potential for archaeology for this assessment.

Two major pieces of work are being undertaken in the immediate vicinity of site 9:

- Construction of a new building at Site 10 Kumutoto
- Landscaping of the north Kumutoto area

Site 10 Kumutoto

A new building is being completed on Site 10, with PWC as the key tenant. The building is located on the northern part of the Kumutoto area, immediately south of and adjacent to Shed 21.

The archaeologist undertook monitoring of the site during construction, under HNZ authority 2016/860[19]. Features located were:

- Wooden cobbles
- Inner end of ferry wharf no 1
- Wooden sea wall
- Customhouse foundations
- Pile

Figure 13: Location of archaeological features found during monitoring

[19] O'Keeffe, 2017

The significance of the archaeological material is that its presence validates that locatable material has survived, and the nature of it indicates the types of industrial activities and structures being undertaken in the area.

A summary of each feature found at Site 10 is presented below. Full detail is contained in the cited report.

Wooden cobbles

Original wooden cobbles from the waterfront working areas were revealed and recorded by O'Keeffe in June 2016.

The cobbles had been revealed in section, through excavation of a deep area for foundations for the new building on site. The section was at the north end of the site, beside the temporary wooden site boundary fence, immediately south of the adjacent Shed 21.

The cobbles were visible along a section about 8.5m long. They had been placed on the original ground surface, beneath a more recent concrete slab. The cobbles were constructed of very dense hardwood, with bitumen seal between and over them. They had been placed over rough concrete.

Figure 14: Location of exposed cobbles; north site boundary and Shed 21 in background

Figure 15: Detail of exposed cobbles and removed cobbles

Inner end of Ferry Wharf No 1

The inner end of Ferry Wharf No 1 was revealed in July 2016. Work was underway to re-locate services, and construct concrete waler beams for sheet piling. A trench had been cut west of and parallel to the Eastbourne Ferry Building frontage. This showed the cut end of stringers (exposed in the top of the concrete seawall) from the 1897 Ferry Wharf no. 1.

This particular site was at the point where the old stringers had been exposed and the concrete seawall poured under and around them. The stringers were laid at an oblique angle to the trench (i.e. on the alignment of the ferry wharf) and had an exposed face about 23 cm wide and 28 cm deep; this indicates stringers 17 x 28 cm (or 8 x 12 inch dressed). There is some evidence that there may have been parts of capping beams exposed supporting the stringers and doubling up of the stringers where they had been joined (marked by bolts). However, the key parts had been partly re-buried, and it was not possible to record them adequately.

The concrete of the seawall had been poured to the level of the top of the stringers. On this surface had been laid hardwood sets (10.5 cm deep) and asphalt on top of that.

Figure 16: Stringer end C

Wooden sea wall

A 3m section of the c1876 wooden sea wall was exposed along the western boundary of the project, adjacent to Waterloo Quay. It had been buried in subsequent fill, probably from the 1901 clay filling that leads across to the current seawall under the Ferry Wharf building and had been exposed by current construction work.

There was a horizontal wooden bearer about 3.2 m below the surface of Customhouse Quay with two vertical beams rising in front of it and vertical piles behind it. The two vertical beams were about 2.5m apart and may have been piles for the Ferry Wharf. The large horizontal bearer was square in section 40 x 40 cm.

The piles extended 80 cm above the horizontal bearer. They appear to have been truncated at a uniform height. This cannot have been their original height (the tops are below sea levels) so they must have been cut down by subsequent construction around them.

The wooden bearer was very red in colour and appears to have been totara.

Gleyed sand, presumably original pre-earthquake shoreline, was visible at the base of the wall. Small pieces of ceramic were observed in the fill surrounding and behind the sea wall. Beach shells were observed in the sand at the base.

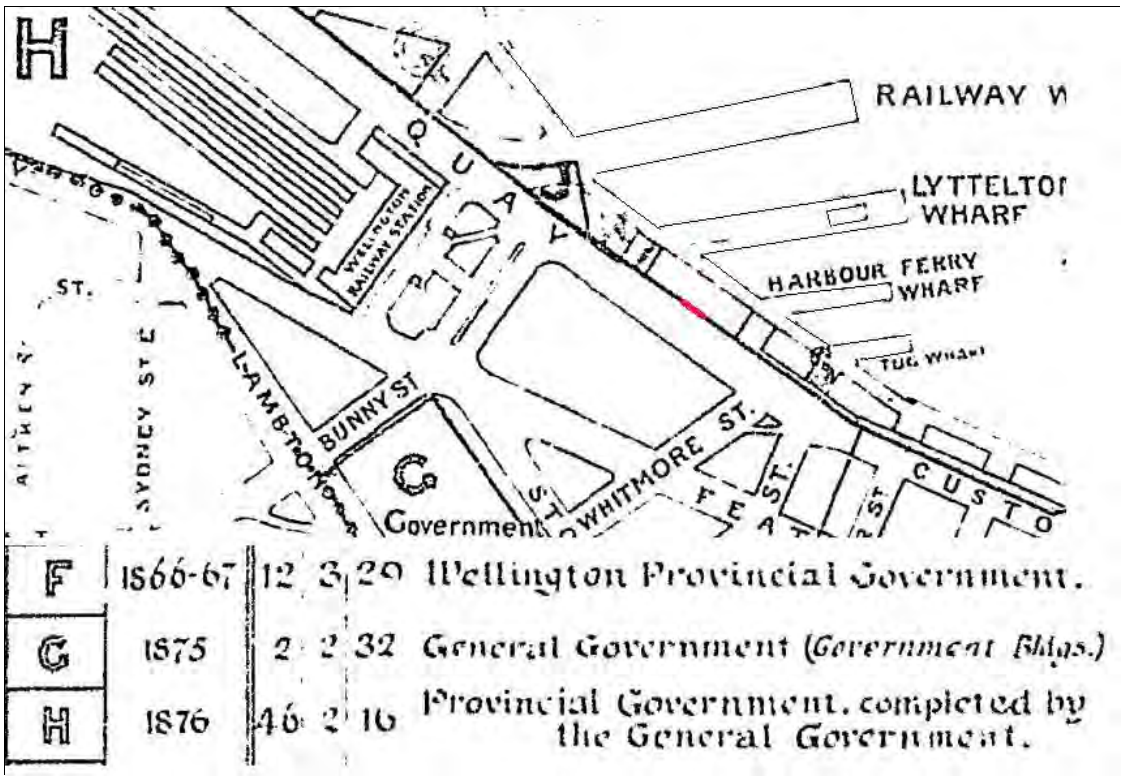


Figure 17: Location of 1876 seawall
From SO 23656, Location of exposed seawall shown in red

Figure 18: General view, looking west.
Exposed seawall in centre of image, immediately to right of digger
O'Keeffe

Figure 19: Detail of exposed seawall, bearer, beams and piles visible
O'Keeffe

The seawall is almost certainly part of a large seawall constructed as part of the 1876 reclamation on land inlands from what is now Waterloo Quay, shown as area H on Figure 17. The seawall is shown as a red line. The seawall is constructed of heavy timbers which are braced against each other.

Customhouse foundation

On the south end of the site there was an excavated area about 1 m deep which had exposed the north wall of the Customhouse foundations. These foundations were brick (no width or depth could be established). However, the tanking bitumen was very clear on the north face of the foundations. It had been poured hot or packed in hot behind wooden boxing.

Figure 20: Detail view of tanking (bitumen cast behind boxing?) against brick of the Customhouse foundations.

Pile

Six metres from the boundary with Customhouse Quay and 6 m north of the northern foundations of the Customhouse (described above) was an isolated, fragmented pile 30 cm in diameter, a soft wood probably totara. The fragmented top of it was at the garage floor level i.e. about 2.8 m below the level of Customhouse Quay.

North Kumutoto landscaping

The archaeologist is currently monitoring landscaping work being constructed in the vicinity of Kumutoto site 9. Features of archaeological significance that have been revealed and recorded at the time of writing are:

- Cobbles
- Timbers associated with the ferry wharf and the 1901 seawall
- Foundations of the Customhouse

Cobbles

More wooden cobbles have been revealed in discrete areas on the site, where the overlying asphalt has been removed

Ferry wharf and sea wall

Timbers associated with the 1901 extension of the ferry wharf were revealed during excavation of the land edge to install riprap. In addition the edge of the 1901 seawall was revealed.

Figure 21: 1901 ferry wharf timbers
O'Keeffe

Figure 22: 1901 seawall
Concrete edge of seawall visible beneath timber to right
O'Keeffe

Customhouse foundations

The south east corner and part of the eastern wall of the Customhouse was revealed. The foundations were comprised of a 5 brick thick layer of brick, that had previously been partially destroyed to bring the level to grade.

The eastern wall ran north for just over 9 metres, where the wall had been truncated by a more recent pipe.

Figure 23: Customhouse foundations
O'Keeffe

3.3. Proposed work, and impact of proposed work

Willis Bond Capital Partners No.3 Limited proposes to construct a five-storey commercial building. The proposed building will occupy the entire site footprint.

The relative location and size of the building is shown in Figure 24.

Figure 24: Proposed site plan
Site 9 building outlined in red

Detail is shown in Figure 25.

Current landscaping work is taking place in the Whitmore Plaza, between sites 9 and 10, and to the east (coastal edge) of the two sites.

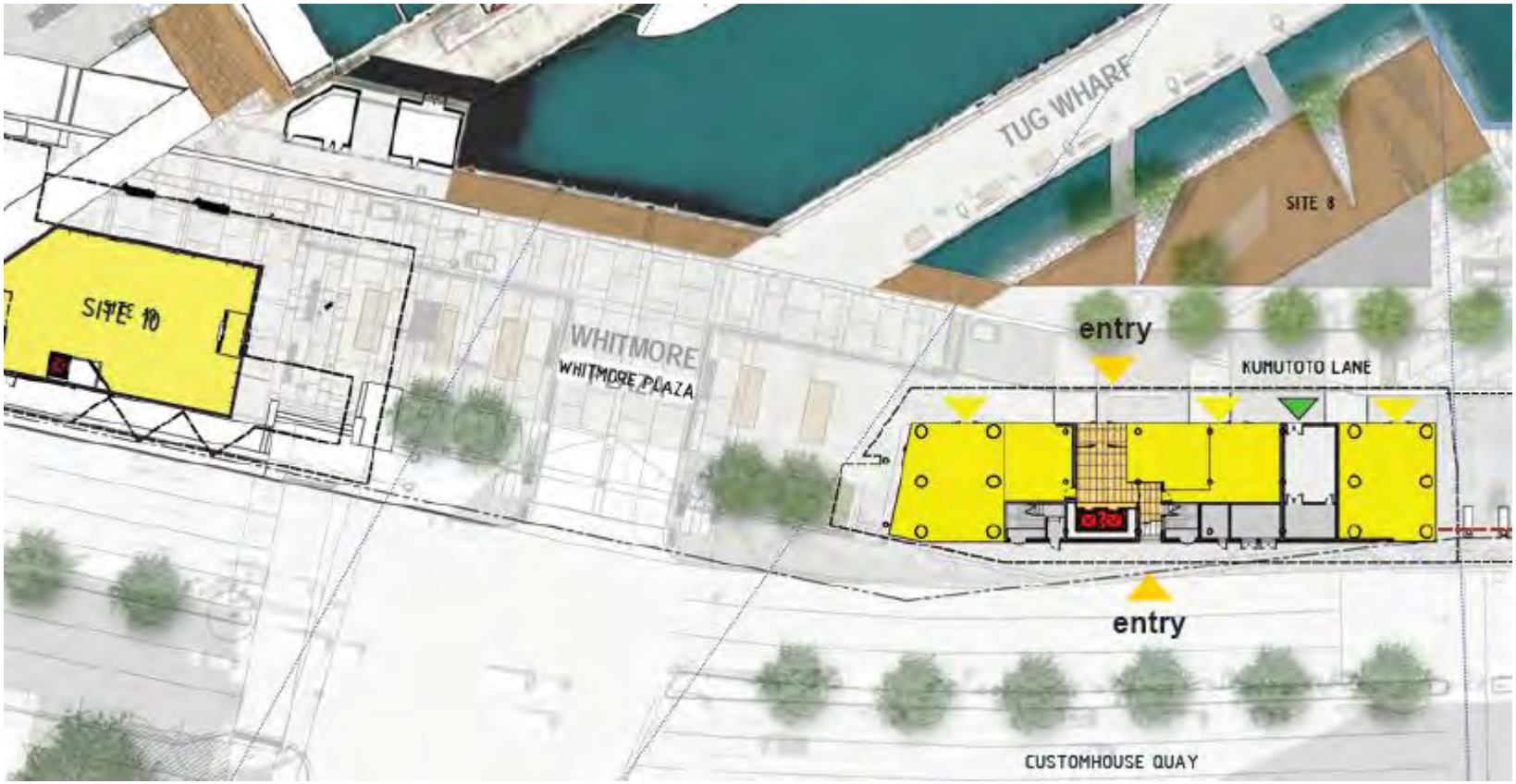


Figure 25: Detail of site location

The building will be built on a combination of slab and driven piles:

- Ground beam and slab = 800mm
- A mix of 900mm and 1200mm diameter piles at depths of 10m and 17-18m (along eastern and western edges).
- Walls formed using overlapping CFA (continuous flight augur) piles (which are achieved by first drilling a line of piles of softer concrete, spaced at less than a pile's width, then drilling harder concrete piles between these, which cut into the soft pile either side, to form a continuous concrete wall)[20].

Construction of the building will substantially modify or destroy archaeological features and fabric that may be present within the proposed building's footprint. Based on its location, archaeological features that may be present within its footprint include:

- Wooden cobbles
- Foundations or features associated with the 1904 Shed 15
- The 1901 seawall

4 Assessment

4.1 Archaeological potential and impact of work

The area beneath Site 9 Kumutoto was reclaimed in 1901-03. The site itself is therefore not archaeological as it falls outside the 1900 date of the definition contained in the Act. However, monitoring and recording using archaeological methods would be appropriate to record the probable extant heritage material that may be present, based on what has already been revealed through adjacent work.

As noted above, construction work on Site 9 has the potential to reveal subsurface heritage features associated with previous buildings and structures.

4.2 Assessment of values

Site 9 Kumutoto was reclaimed after 1900AD and therefore is not an archaeological site in its own right.

However, it sits atop potential archaeological fabric, and also sits within a wider landscape of harbour structures that collectively contribute to the history and development of Wellington from a small town to the nation's capital.

[20] Information supplied by Willis Bond via email, 9 January 2018

The structures have strong linkages with the other built structures along the Wellington waterfront, including the other wharves, the areas of reclamation and the harbour and port buildings and structures. Together they tell the story of the development of Wellington as a harbour city, and the central and vital role played by the harbour and waterfront in landing goods and people and facilitating communication and trade with the rest of the country and the world. Queens Wharf is one of the earliest sites of European origin still extant in Wellington City, and is the oldest wharf at one of the oldest and busiest ports in New Zealand.

The potential features that may be revealed by proposed work were noted in section 3.3 above. They are:

- Wooden cobbles
- Foundations or features associated with the 1904 Shed 15
- The 1901 seawall

Even though they are not or probably not archaeological in terms of the HNZPTA definition (i.e. predate 1900AD) an assessment of the archaeological significance of these potential features is made, using the following criteria:

- Condition
- Rarity/uniqueness
- Contextual value
- Information potential
- Amenity value
- Cultural/historical associations

These criteria for assessing the significance of archaeological values are taken from Heritage New Zealand's Guidelines 2[21].

Feature	***Value***	***Assessment***
Wooden cobbles	*Condition*	If present, condition likely to be good beneath overlying asphalt (as observed elsewhere on site)
	Rarity/ uniqueness	Not rare – wooden cobbles are known elsewhere along the waterfront and in Wellington[22]
	Contextual value	High significance, as part of the story of the use, development and reclamation of Wellington Harbour; this in turn is a key part of the story of the economic and social development and growth of the city through trade and immigration

[21] Heritage New Zealand, 2006

[22] Wooden cobbles were recorded by the archaeologist outside the entrance to Government House, on Dufferin St (O'Keeffe, 2011)

	Information potential	Moderate – potential to reveal detail of specific location of activities on the harbour, through their presence in certain places
	Amenity value	Low
	Cultural/ historical context	Very great historical context, through associations with previous and extant structures on the waterfront and the events that lead to their construction

Site	***Value***	***Assessment***
Foundations of Shed 15	*Condition*	Unknown
	Rarity/ uniqueness	Not rare – building foundations are a common archaeological element
	Contextual value	High significance, as part of the story of the development and reclamation of Wellington Harbour; this in turn is a key part of the story of the economic and social development and growth of the city through trade and immigration
	Information potential	Moderate – may reveal detail of construction and material, but unlikely to be different from other early 20th C buildings
	Amenity value	Low
	Cultural/ historical context	Very great historical context, through associations with previous and extant structures on the waterfront and the events that lead to their construction

Site	***Value***	***Assessment***
1901 seawall	*Condition*	Unknown
	Rarity/ uniqueness	Rare – intact and extant seawalls are not common in Wellington
	Contextual value	High significance, as part of the story of the development and reclamation of Wellington Harbour; this in turn is a key part of the story of the economic and social development and growth of the city through trade and immigration
	Information potential	Moderate – may reveal detail of construction and material
	Amenity value	Low

	Cultural/ historical context	Very great historical context, through associations with previous and extant structures on the waterfront and the events that lead to their construction

5 Conclusions and recommendations

Site 9 Kumutoto is not an archaeological site in its own right, as it was reclaimed after 1900AD, and thus does not fulfil the definition of archaeological sites contained within the Heritage New Zealand Act 2014.

Site 9 sits within a wider heritage and cultural landscape. Wellington harbour was the means by which all settlers, Polynesian and European, arrived in the Wellington region, and formed the basis of the settlement that followed. Very soon after the establishment of the European settlement of Wellington, small private wharves were built for landing goods and people. Commercial wharves followed, required by the growing city's need for trade and commerce.

The entire harbour and waterfront area, with the reclaimed land, the wharves, the buildings and other structures represents the vital role played by the harbour in the growth and development of the city, through trade and transport.

Because there are no known or probable features being adversely affected that pre-date 1900AD, the archaeological provisions of Part 3 of the Heritage New Zealand Pouhere Taonga Act 2014 are not triggered.

The developer (Willis Bond Capital Partners No.3 Limited) therefore has no statutory obligations in terms of Part 3 of the Heritage New Zealand Act 2014.

However, as heritage fabric is very likely to be revealed by site clearance and excavation work for the proposed new building on Site 9, the developer is encouraged to engage an archaeologist to monitor and record heritage fabric and features as they are revealed. This material has the potential to contribute to our understanding of the use and development of the Wellington waterfront.

The developer is encouraged to incorporate typical archaeological practice that would be undertaken if an authority was in place. Such practice would include:

- Having an archaeologist monitor all surface clearing, removal of building foundations, trenching or other invasive subsurface groundwork required for site modification or construction.
- The archaeologist should be given the opportunity to examine any archaeological deposits disturbed by the development work, and to make recommendations for further detailed examination of these deposits where appropriate.
- That the developer considers incorporation of heritage fabric or features recovered and recorded by the archaeologists into historical displays or interpretation within the new building wherever possible

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