

Historic Heritage Area Evaluation

**Albion Gold Mining Company Battery and Mine Remains
900 South Makara Road, Black Gully, Terawhiti Station,
Makara, Wellington**



July 2020

Historic Heritage Evaluation

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Cover image	Temporary image of Albion Gold Mining Company Battery and Mining Remains, taken by Vivienne Morrell on 21 May 2011. Copyright: Heritage New Zealand. https://www.heritage.org.nz/the-list/details/9032



Contents

Contents	3
Executive Summary	4
Summary Statement of Significance	4
Purpose.....	5
Scope.....	6
Heritage Inventory Report	7
Site Details	7
Historical Summary	10
Photographs and Images	13
Chronologies and Timelines.....	13
Biographies	14
Physical Description	14
Buildings or Features	17
Comparative Analysis Summary	18
Significance Criteria	19
Recommendations	24
Extent of the Place	25
Inventory of Buildings and Features.....	25
Sources and References.....	25
Appendices	26
Appendix 1 Wellington Thematic Heritage Study 2013	27



Executive Summary

The Albion Gold Mining Company Battery and Mine Remains Area was evaluated because it was listed by Heritage New Zealand as a Category 2 Historic Place in 2013. The New Zealand Archaeological Association's Site Recording Scheme has also recorded sites within the area.

The area is situated on Terawhiti Station, the remote south coast sheep station at Tongue Point, near Makara. The battery, built in 1883, was once housed in a large timber and corrugated iron building, which has since been destroyed by fire. However, the quartz-crushing battery machinery that remains is relatively complete and is representative of the type of operation working in the mid-1880s, before development of the technology of cyanide extraction in the 1890s completely altered gold extraction in New Zealand.

As recorded by Heritage New Zealand in 2013, although the battery building is gone, the main elements of the battery equipment are still in place, and the mine entrance and cuttings for the incline tramway and the embankment are also visible. Not only that, but because it was hardly used, it remained much in its 1880s condition, unaltered by later technology or additions.

The place is recommended for scheduling and will be a valuable addition to the District Plan list, as no other gold mining sites are currently listed. It is recommended that the District Plan listing extent reflect the Heritage New Zealand listing, which would include the remains of the battery (NZAA site Q27/112), embankment, mine manager's house (NZAA site Q27/120), incline tramway and mine, and their fittings and fixtures.

Although Heritage New Zealand listed the site as a Historic Place, it is recommended for the purposes of Wellington City Council's District Plan to list the site as a Historic Heritage Area, as the significant features are scattered across a wide area.

Summary Statement of Significance

- Gold mining had a crucial part to play in New Zealand history, and was a lynchpin for the country's economic and social development from the 1860s-1880s. The prospect that quartz in the Wellington region could contain gold held much allure over local people for several decades. The most successful claims were on the Terawhiti Station; of the many claims that were once active there, the remains of the Albion Company's battery and other mine remains are the most complete. The remains are closely associated with the short-lived Wellington gold rush, especially of the 1880s, and the development of the Terawhiti Station as a temporary goldmining settlement, representing the hopes and dreams of many people, in a difficult and remote location.



Although the mine was ultimately financially disappointing, the remains have significant historic value within the Wellington region as a result.

- The area has significant archaeological values within the Wellington District as the Albion Mining Company and other companies carried out mining activity in the area from the 1880s. These sites have been recognised in the New Zealand Archaeological Association site recording scheme, which notes four sites on the relevant land parcel, but other sites are also known and not recorded. The Albion Battery Remains are the most visible remains from the gold-mining activity in the Terawhiti area. It is also highly likely that sub-surface material exists. The remains have the potential to tell the story of the unsuccessful attempt at gold mining in this location.
- The area has rarity value as one of few gold mining sites in the Wellington District, and one where physical remains of the mining operation are still extant, albeit scattered remnants. The site also has national rarity value as it is the lower North Island's only example of a large area that contains a range of gold-related sites, including tunnels, tracks, mines, tramways, stores and house sites, and tailings.
- The setting of the battery provides a dramatic contrast between the striking industrial features in an otherwise rugged, isolated, rural landscape and contributes to an appreciation and understanding of the history and development of the site. The site is surrounded by hills to the north, west and east, with some access tracks and cuttings for tramways still visible in the steep hills. The scattered remains, left following the collapse of Albion Gold Mining Company because of their size and weight, are a testament to the difficulty of access and remoteness.
- Despite the loss of the battery building, the machinery remains have significant physical value for the integrity of their design, setting and materials, which are largely unmodified. The survival of many of the elements of the battery and associated earthworks in a good state of preservation is rare.

Purpose

The purpose of this document is to consider the Albion Gold Mining Company Battery and Mine Remains located at South Makara Road, Black Gully, Terawhiti Station, Makara, Wellington against Wellington City Council's criteria for evaluation of historic heritage for inclusion in the District Plan heritage schedules.

The document is based on the Heritage New Zealand Pouhere Taonga List Entry Report for Historic Place 9032, prepared by Vivienne Morrell in 2013. It was updated by Ian Bowman and Elizabeth Cox on the specific instructions of our client,



Wellington City Council. It is intended solely for the use by Wellington City Council in accordance with the agreed scope of work.

Scope

This report is a desktop study only and the site has not yet been visited.



Heritage Inventory Report

Site Details	Heritage Areas - overall content and boundaries
Summary of the extent of the place	Heritage New Zealand extent: Extent includes part of the land described as Pt Sec 62 Terawhiti District (CT 321565), Wellington Land District and the archaeological remains and structures associated with the Albion Gold Mining Company thereon, including the remains of the battery (NZAA site Q27/112), embankment, mine manager's house (NZAA site Q27/120), incline tramway and mine, and their fittings and fixtures. The extent does not include Transpower's fibre optic cable which is located near the road. (Refer to map in Appendix 1 of the registration report for further information).
NZTM grid reference	Google grid reference (not converted) = 41°16'10.3"S 174°38'07.4"E
WCC Heritage Area	None
HNZPT Historic Place	Albion Gold Mining Company Battery and Mine Remains, Historic Place Category 2 (List number 9032)
Archaeological site (Heritage New Zealand Pouhere Taonga Act 2014, Section 6)	Yes
Other names	



List of places

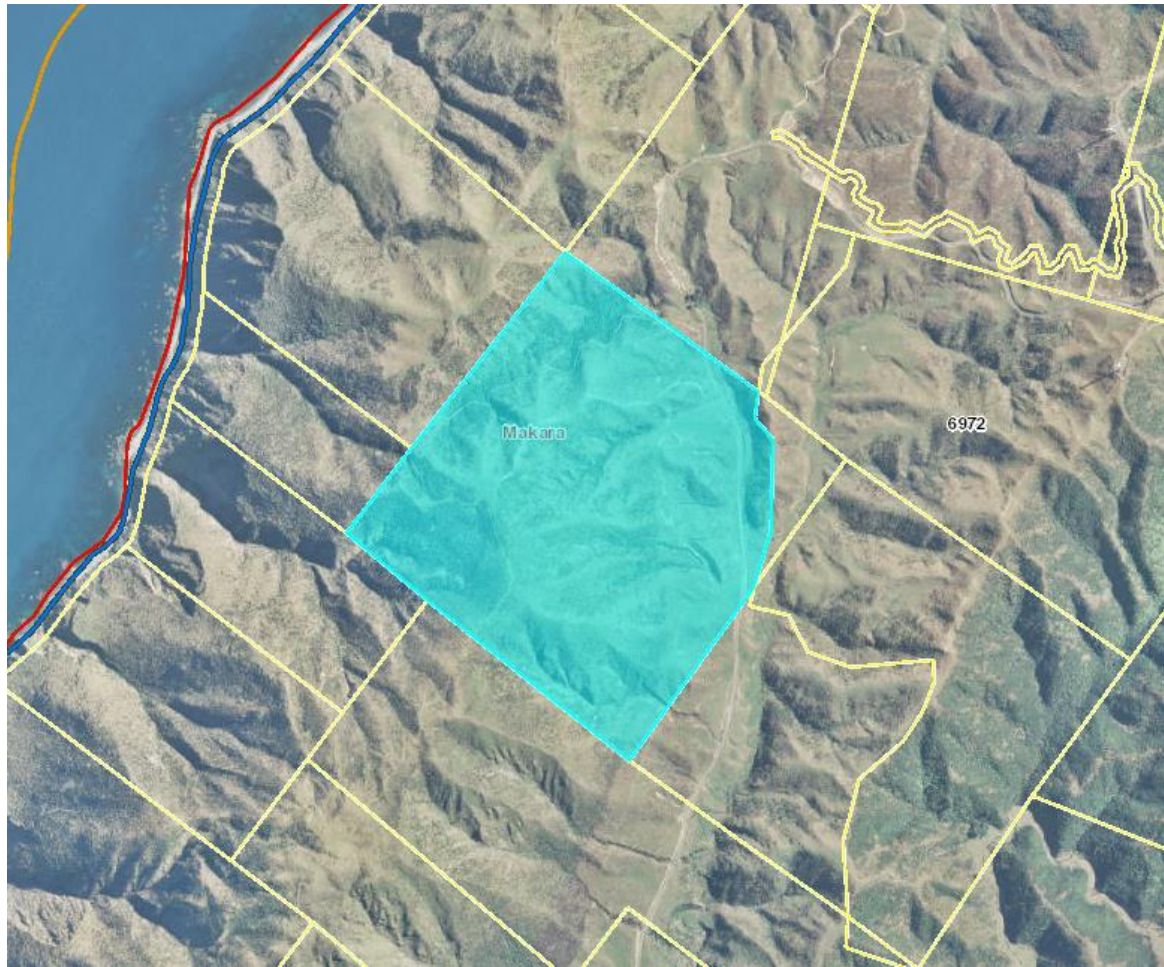
Address	Legal Description(s)	District Plan reference	HNZPT reference	New Zealand Archaeological Association (NZAA) site record number(s)
Albion battery 900 South Makara Road, Black Gully, Terawhiti Station, Makara	Pt Sec 62 Terawhiti District (RT 321565) GPS Location: E 1737520 N 5429959 +/- 3m	Near the Te Ika a Maru Precinct, M26 & M27. Also near statutory acknowledgement areas.	Historic Place Category 2, List no.9032	NZAA site Q27/112
Embankment 900 South Makara Road, Black Gully, Terawhiti Station, Makara	Pt Sec 62 Terawhiti District (RT 321565) GPS Location: E1737486 N5429963 +/- 3m	Near the Te Ika a Maru Precinct, M26 & M27. Also near statutory acknowledgement areas.	Historic Place Category 2, List no.9032	
Albion mine manager's house 900 South Makara Road, Black Gully, Terawhiti Station, Makara	Pt Sec 62 Terawhiti District (RT 321565) GPS Location: E 1737516 N 5430010	Near the Te Ika a Maru Precinct, M26 & M27. Also near statutory acknowledgement areas.	Historic Place Category 2, List no.9032	NZAA site Q27/120
Incline tramway and mine	Pt Sec 62 Terawhiti District (RT 321565)	Near the Te Ika a Maru Precinct, M26 & M27. Also near statutory	Historic Place Category 2, List no.9032	



<p>900 South Makara Road, Black Gully, Terawhiti Station, Makara</p>		<p>acknowledgement areas.</p>		
<p>Associated fittings and fixtures 900 South Makara Road, Black Gully, Terawhiti Station, Makara</p>	<p>Pt Sec 62 Terawhiti District (RT 321565)</p>	<p>Near the Te Ika a Maru Precinct, M26 & M27. Also near statutory acknowledgement areas.</p>	<p>Historic Place Category 2, List no.9032</p>	



Extent: WCC OneMap July 2020



Historical Summary

The area is situated on Terawhiti Station, the remote south coast sheep station at Tongue Point, near Makara. This station, once one of the largest in the country, has a rich and diverse history. The first section of the station was purchased in 1851, and it has much expanded since then. Dotted across the station are remains of a number of gold mines, as this was the centre of Wellington largest (but ultimately largely unrewarding) gold rush. The remnants of the Albion Company's structures are the best preserved and most complete of the remains. Although numerous attempts were made from the 1850s to find gold at Terawhiti, including by Māori miners, the Albion battery site remains date from the 1880s. Terawhiti Station, during its height, boasted a post office and a hotel serving the miners.

The battery, built in 1883, was once housed in a large timber and corrugated iron building, which has since been destroyed by fire. However, the quartz-crushing battery machinery that remains is relatively complete and is representative of the



type of operation working in the mid-1880s, before development of the technology of cyanide extraction in the 1890s completely altered gold extraction in New Zealand.

As recorded by Heritage New Zealand in 2013, although the battery building has gone, the main elements of the battery equipment are still in place, and the mine entrance and cuttings for the incline tramway and the embankment are also visible. Not only that, but because it was hardly used, it remained much in its 1880s condition, unaltered by later technology or additions.

Despite the land being in private ownership, the area has been popular with trampers for many decades and can still be visited by arrangement. Meridian Energy Ltd, which operate a large wind farm in the area, have installed interpretation panels, including panels related to the gold mining story, at a visitor site to the north.

HNZPT listing report (2013)

The Heritage New Zealand Listing report for this place, written in 2013, states:

“The Albion Gold Mining Company Battery and Mine Remains are located on Terawhiti Station.¹ Terawhiti is a block of steep, rugged hill country on the south-west tip of the North Island, west of Wellington. At various times from the 1850s to the 1910s the area was a site for gold prospecting – it is the lower North Island’s only example of a large area that includes a range of gold-related sites including tunnels, tracks, mines, tramways, stores and house sites, and tailings. The gold mining claims were leased from the farm owners.

The Albion Gold Mining Company was only one of many companies that operated in the Terawhiti area, although it probably expended the greatest amount of money and effort to find gold. Gold mining was a major story of nineteenth-century New Zealand and Terawhiti is an example of this ‘gold fever’; but, in this case, it was an unsuccessful field. Despite its lack of payable gold, the Terawhiti mines gave employment to miners, packers, ship owners and indirectly to storekeepers and tradesmen for a few years in the 1880s during an economic depression.

The battery remains are approximately three kilometres up Black Gully from Oteranga Bay, located on the right of the road in a flat area of the valley floor. The incline tramway and the mine are on the hill to the left of the road, west of the battery site. The battery, built in 1883, was housed in a substantial wooden and corrugated iron building. The machinery was powered by a steam boiler and was manufactured

¹ As noted, this information is taken from Heritage New Zealand List Report, Albion Gold Mining Company Battery and Mine Remains, List No.9032, 2013. That report relies particularly on information from James Brodie, *Terawhiti and the Goldfields* (Wellington: Karori Historical Society, 1986, reprinted 2000). The history of Terawhiti Station is also given in Catherine Morrison, *Terawhiti* (Wellington, 2003).



in Wellington. As the mine was 300 metres west on the hill above the battery site, a system of tunnels and tramways was built to bring the ore to the battery. A bullock road was also constructed to the site from Oteranga Bay on the south coast, where the heavy machinery was shipped in. Due to the unsuccessful nature of the gold field, the battery was only used for three crushings (the two berdans only being used during the last crushing) and the company's failure, combined with the topography, meant that most of the equipment was not removed from site.

Although the battery building is long gone, the main elements of the battery equipment are still in place: the boiler, the engine, the flywheel and cam shaft, two stamper boxes (each contained five stampers), the two berdans; and the stampers lie in the grass behind the cam shaft. The mine entrance, the cutting for the incline tramway and the embankment near the battery site are also visible. The site therefore has the potential to provide knowledge of the gold mining period of New Zealand history at a particular point in time; especially in the lower North Island, which is not usually associated with gold mining. The battery remains show the technical process of quartz mining and crushing for gold extraction in the 1880s, prior to the implementation of the more efficient cyanide extraction process. The Albion Gold Mining Company Battery and Mine Remains present a fairly intact snapshot of gold mining in the 1880s."

Thematic Heritage Analysis (2013/2020)

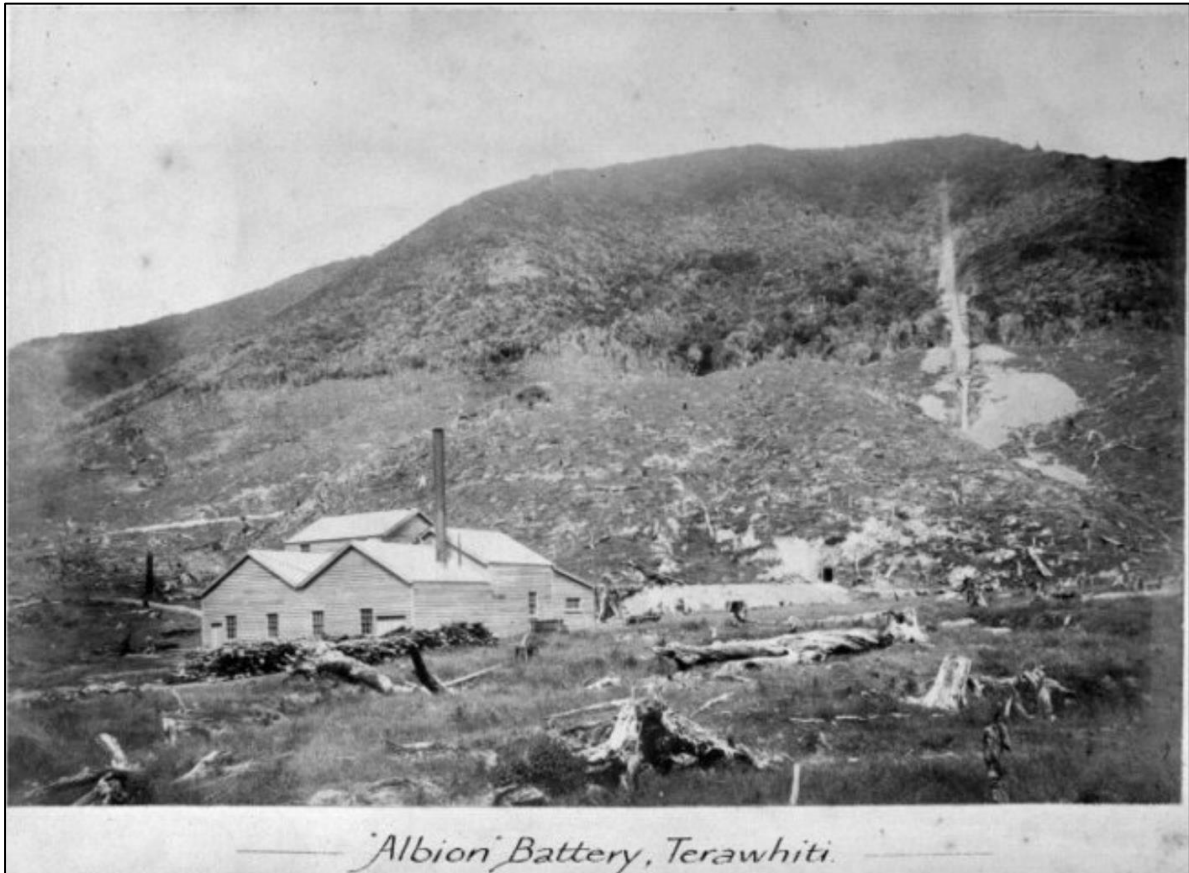
In 2013, a thematic heritage study of Wellington city was undertaken by the Wellington City Council's Heritage team. Themes in the history of the city that have shaped it physically, culturally, socially and politically were identified. Terawhiti was identified by the thematic study as an example of place that represents "Gold prospecting and mining." Using this study, a thematic heritage analysis of Council's scheduled heritage listings was undertaken in order to identify under-represented themes.

This analysis was continued in 2020 and heritage sites that had been proposed for listing in the District Plan were thematically coded. The Albion Gold Mining Battery and Mine Remains Area was shortlisted for consideration for scheduling as a HNZPT Category 2 Historic Place and also for its association with the under-represented themes of "Gold prospecting and mining" and "Farming." The area was assessed against Wellington City Council's criteria for evaluation of historic heritage for inclusion in the District Plan heritage schedules.

The current GWRC/ WCC threshold for inclusion in a District Plan is that a building must contribute to an understanding and appreciation of history and culture under one or more of the assessment criteria. These include historic, physical (archaeological, architectural, scientific, technological, integrity, age, group, townscape or surroundings), social, tangata whenua, rarity and representativeness.



Photographs and Images



Albion battery, Terawhiti, c.1880s. Ref: PA1-f-036-06. Alexander Turnbull Library, Wellington, New Zealand

Chronologies and Timelines

Timeline of events, including modifications

- 1883 Albion Battery constructed
- 1886 Battery used for last time
- 1902/3 Battery building burned down
- 1912 Some of the equipment removed by Terawhiti Dykes Company
- 2008 Meridian Energy's wind farm development meant widening of the farm track, cutting into the embankment



Occupation history

1883-1886 Albion Gold Mining Company

1912-? Terawhiti Dykes Company

Biographies

Luke and Sons and Williams

The Wellington firm of S. Luke and Company (also known as Luke and Sons and Williams, and S. Luke and Sons), had a foundry approximately where the Opera House now is in Manners Street (Luke's Lane), Wellington. Samuel Luke purchased the business of Gilchrist and Waters (est. 1876) in 1879 after the Luke family emigrated from Cornwall, and established the company. He had four sons including William, and Sir John-Pearce (1858–1931), who was Mayor of Wellington and a Member of Parliament. Another son, Charles Manley Luke (later Sir Charles) (1857–1941) worked in the firm's office at the time and was also Mayor of Wellington. Luke's foundry was one of the largest in Wellington, occupying one and a half acres (0.6 hectares). The company specialised in ship building, boiler making, cooking ranges and iron and brass work, securing notable jobs such as building the Castlepoint and Cape Palliser lighthouses, eleven hydraulic cranes for the Wellington Harbour Board, and the SS Matai, at the time the largest steamship built in New Zealand. The company also built the battery engine and boiler for the Albion Gold Mining Company Battery and Mine Remains (List No. 9032) and supplied decorative cast ironwork for the Carterton Band Rotunda (List No. 3962). In 1913 Sir Charles Manley Luke retired from business and the firm was purchased by J.J. Niven and Co.²

Physical Description

Setting and surrounds

The Albion Battery remains situated within a wider heritage landscape. The Terawhiti area has heritage sites associated with Māori occupation (10 are HNZPT registered historic places), World War Two, the Cook Strait power cable North Island terminal at Oteranga Bay, and the pastoral farming stations that own most

² Taken from Heritage New Zealand List Report, Albion Gold Mining Company Battery and Mine Remains, List No.9032, 2013.



of the land. An urupa is located at Oteranga Bay, approximately three kilometres from the Albion battery site, and two karaka groves associated with Maori settlement are located beside the road from Oteranga Bay to the battery site.

Archaeological sites

The New Zealand Archaeological Association (NZAA) site recording scheme notes two sites within the area: the Albion Battery (NZAA site Q27/112) and the Albion Mine manager's house (NZAA site Q27/120).

There are three other archaeological sites nearby as well as other mines and some gold mining machinery in other parts of Terawhiti. The whole area has significant archaeological values.³

HNZPT extent of list entry

The HNZPT extent of list entry has been included in this report to ensure that Council has regard to the full extent of any entry on the New Zealand Heritage List/Rārangā Kōrero.

Extent includes part of the land described as Pt Sec 62 Terawhiti District (CT 321565), Wellington Land District and the archaeological remains and structures associated with the Albion Gold Mining Company thereon, including the remains of the battery (NZAA site Q27/112), embankment, mine manager's house (NZAA site Q27/120), incline tramway and mine, and their fittings and fixtures. The extent does not include Transpower's fibre optic cable which is located near the road. (Refer to map in Appendix 1 of the registration report for further information – see map 5 below).

³ Heritage New Zealand List Report, Albion Gold Mining Company Battery and Mine Remains, List No.9032, 2013.

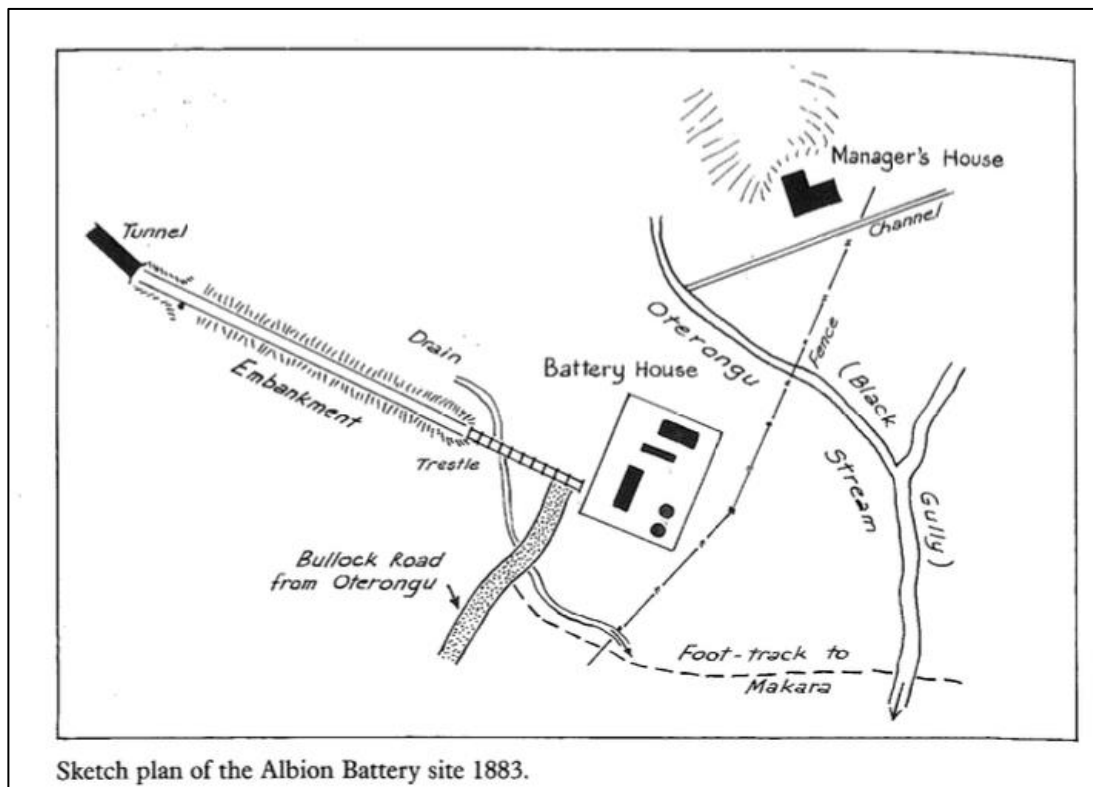




Map 5: Extent of registration. (QuickMap with Google Earth overlay).



Buildings or Features



Site as it appeared in 1883 – as illustrated by James Brodie, *Terawhiti and the Gold Fields*, Karori Historical Society (Inc), Wellington, 1986 (reprinted 2000), p.186.

The Heritage New Zealand Listing report for this place, written in 2013, states:

Albion battery

The battery remains (NZAA site Q27/112) include most of the heavy items required to operate a quartz-crushing battery in the 1880s: viewed from the road from left to right are the boiler, the horizontal engine, the flywheel and cam shaft, two stamper boxes (each contained five stampers), the two berdans side by side; and the stampers lie in the grass behind the cam shaft. Essentially, most items are in a similar place as they would have been when operating, except they have lost their supporting and covering structures. Some remains of wooden posts are visible under one of the stamper boxes. There used to be a brass plaque on the boiler showing the manufacturer's name, but this has gone missing.

Embankment

The embankment close to the battery is about 40 metres long, 5 metres wide and



2 metres high. It ran from a tunnel in the hillside to a trestle and was part of the conveyance system used to transport ore to the battery. A farm track crossed the embankment at the foot of the hill on the west side of the valley. As part of Meridian Energy's wind farm project, this track was upgraded into a road capable of carrying the wind turbines that were landed at Oteranga Bay.

Albion mine manager's house

The Albion mine manager's two-room house was built across the small stream north of the battery remains (NZAA site Q27/120). The only remains from this are bricks lying buried in the grass.

Incline tramway and mine

The Albion mine site is approximately 300 metres above the battery site on the hill to the west, and to the north of the top of the tramway incline. It has not been recorded as an archaeological site, but one of the landowners says the mouth of the mine is actually a short vertical drop, before being cut horizontally into the hill; however, the mine has collapsed not far from the mouth. The incline tramway was cut into the hill and the cutting is still visible, as is the horizontal tramway route from the top of the incline to the mine entrance.

Comparative Analysis Summary

There are no gold mining sites in Wellington listed on the WCC District Plan, despite it being a relatively important part of Wellington's history.

Porirua City Council has a number of listed sites on their District Plan relating to a short-lived gold rush in 1869/70. These are gold mining shafts into quartz reefs in the area on Paekakariki Hill and Pauatahanui (HHS023: Mount Welcome Gold Mining Site; HHS018: Gold Mine – Below 50 Penryn Drive). No buildings or equipment remain at these sites and they are in no way as complete or as historically important as that at Albion.

There are several mine sites further afield listed by Heritage Zealand that include battery remains.⁴ The Big River Quartz Mine (Register no. 7762, Category 1) near Reefton contains more complete buildings and equipment, but most are associated with a later period than those at Albion.

⁴ This comparative analysis is based on an analysis provided in Heritage New Zealand List Report, Albion Gold Mining Company Battery and Mine Remains, List No.9032, 2013.



The Bullendale Hydro Electric Dynamo and Mining Site (Register no. 5601, Category 1) has two locatable battery sites, some with still existing machinery; however its main significance stems from it being the first industrial site of hydro-electric power generation in New Zealand, rather than gold mining.

The Battery/Dam/Hut at Carrick Range (Register no. 5616, Category 2), also known as Adam Gully Battery, is said to include almost all of the elements needed to run a gold mining operation, including a five-stamper battery and berdan.

The Invincible Mine Site at Glenorchy, Central Otago (Register no. 5603, Category 2) dates from a similar period as the Albion (1882) and continued to be used until 1897. Its row of seven berdans restored in situ, and partial water wheel, are the main features of the site.

The Crown Battery Ruins (Register No. 4673, Category 1) were where the first field trials in the world were held in the late 1880s to prove the cyanide method of extracting gold from low quality quartz ores. The battery was dismantled in 1920.

Also in Golden Bay is Johnston's United Gold Battery, 1866, Aorere Goldfield, which is a DOC managed site.

Significance Criteria

A. Historic values: these relate to the history of a place and how it demonstrates important historical themes, events, people or experiences.

(i) Themes: the place is associated with important themes in history or patterns of development.

Gold mining had a crucial part to play in New Zealand history, and was a lynchpin for the country's economic and social development from the 1860s-1880s. The prospect that quartz in the Wellington region could contain gold held much allure over local people for several decades. The most successful claims were on the Terawhiti Station; of the many claims that were once active there, the remains of the Albion Company's battery and other mine remains are the most complete. Although the



mine was ultimately financially disappointing, the remains have significant historic value locally within the Wellington region as a result.

(ii) Events: the place has an association with an important event or events in local, regional or national history.

The remains have significant historic value locally within the Wellington region as they are closely associated with the short-lived Wellington gold rush, especially of the 1880s, and the development of the Terawhiti Station as a temporary goldmining settlement, representing the hopes and dreams of many people, in a difficult and remote location.

(iii) People: the place is associated with the life or works of an individual, group or organisation that has made a significant contribution to the district, region or nation

The Albion Battery and Mine Remains have some historic value within the region for their association with the Wellington engineering firm of Luke and Sons and Williams (established in 1879), which constructed the battery engine and boiler. Luke and Sons and Williams made a significant contribution to the Wellington region, building the Castlepoint and Cape Palliser lighthouses, hydraulic cranes for the Wellington Harbour Board and the SS Matai, at the time the largest steamship built in New Zealand.

(iv) Social: the place is associated with everyday experiences from the past and contributes to our understanding of the culture and life of the district, region or nation.

Not assessed.

B. Physical values: these values relate to the physical evidence present.

(i) Archaeological: there is potential for archaeological investigation to contribute new or important information about the human history of the district, region or nation.



The area has significant archaeological values within the Wellington District as the Albion Mining Company and other companies carried out mining activity in the area from the 1880s. These sites have been recognised in the New Zealand Archaeological Association site recording scheme, which notes four sites on the relevant land parcel, but other sites are also known and not recorded.

The Albion Battery Remains are the most visible remains from the gold-mining activity in the Terawhiti area. It is also highly likely that sub-surface material exists. The remains have the potential to tell the story of the unsuccessful attempt at gold mining in this location.

(ii) Architectural: the place is notable for its style, design, form, scale, materials, ornamentation, period, craftsmanship or other architectural values

Not assessed.

(iii) Townscape: the place is strongly associated with other natural or cultural features in the landscape or townscape, and/or contributes to the heritage values of a wider townscape or landscape setting, and/or it is a landmark.

The Albion Battery and Mine Remains and the wider area have some heritage landscape values within the Wellington District. The Terawhiti area has heritage sites associated with Māori occupation, World War Two, the Cook Strait power cable North Island terminal at Oteranga Bay, and the pastoral farming stations. An urupa is located at Oteranga Bay, approximately three kilometres from the Albion Battery site, and two karaka groves associated with Maori settlement are located beside the road from Oteranga Bay to the battery site.

(iv) Groups: The place is part of a group of buildings, structures, or sites that taken together have coherence because of their age, history, style, scale, materials, or use.

The heritage landscape has some group values within the Wellington District as it encompasses a number of significant elements – the battery, the incline tramway



cutting, mine shafts and building and iron railway remnants, items from the boiler, tailings and machinery.

The Albion Battery and Mine Remains Area also has significant group values within the Wellington Region as it is one of a number of gold mining related sites in the Wellington and Porirua areas that have been statutorily recognised.

(v) Surroundings: the setting or context of the place contributes to an appreciation and understanding of its character, history and/or development.

The setting of the battery provides a dramatic contrast between the striking industrial features in an otherwise rugged, isolated, rural landscape and contributes to an appreciation and understanding of the history and development of the site. The site is surrounded by hills to the north, west and east with, some access tracks and cuttings for tramways still visible in the steep hills. The scattered remains, left following the collapse of the Albion Gold Mining Company because of their size and weight, are a testament to the difficulty of access and remoteness.

(vi) Scientific: The area or place has the potential to provide scientific information about the history of the district or region

The location of the site has some scientific value as its geology indicated that gold was available for mining. This proved to be correct but not in commercial quantities.

(vii) Technological: the place provides evidence of the history of technological development; and/or demonstrates innovation or important methods of construction or design; and/or contains unusual construction materials.

The relatively intact and hardly used battery remains have significant technical value in their ability to demonstrate common gold mining technology and processes of the 1880s. Most of the equipment remains on site and relatively intact. The Albion battery is the best-preserved known example of a battery between the West Coast of the South Island and Thames/Coromandel.



(viii) Integrity: the significant physical values of the place have been largely unmodified. This includes the retention of important modifications and/or additions from later periods.

Despite the loss of the battery building, the machinery remains have significant physical value for the integrity of their design, setting and materials, which are largely unmodified. The survival of many of the elements of the battery and associated earthworks in a good state of preservation is rare.

(ix) Age: the place is particularly old in the context of human occupation of the Wellington region.

Not assessed.

C. Social values: these values relate to the meanings that a place has for a particular community or communities.

(i) Sentiment: the place has strong or special associations with a particular cultural group or community for spiritual, political, social, religious, ethnic, national, symbolic or commemorative reasons.

Not assessed.

(ii) Recognition: the place is held in high public esteem for its historic heritage values, or its contribution to the sense of identity of a community, to the extent that if it was damaged or destroyed it would cause a sense of loss.

The place is listed by Heritage New Zealand Pouhere Taonga as a Category 2 Historic Place and is therefore likely to be held in high public esteem.



(iii) Sense of place/ continuity: the place provides evidence of cultural or historical continuity, or contributes to a sense of place for a community

Not assessed.

D. Tangata whenua values: the place is sacred or important to Māori for spiritual, cultural or historical reasons.

Not assessed.

E. Rarity: the place is unique or rare within the district or region.

The place has rarity value as one of few gold mining sites in the Wellington District, and one where physical remains of the mining operation are still extant, albeit scattered remnants. The site also has national rarity value as it is the lower North Island's only example of a large area that contains a range of gold-related sites, including tunnels, tracks, mines, tramways, stores and house sites, and tailings.

F. Representativeness: the place is a good example of its type, era or class it represents.

The Albion Battery and Mine Remains are a good representative example of a well-preserved 1880s battery gold mining site and have significance as the most complete and accessible of such sites between the West Coast of the South Island and Thames/Coromandel.

Recommendations

The Albion Gold Mining Battery and Mine Remains meets the threshold for eligibility as a Historic Heritage Area and is recommended for listing in the District Plan. The threshold for listing is that the place, site and/or area has significant historic heritage values that contribute to an understanding and appreciation of history and culture under one or more of the evaluation criteria.



Extent of the Place

The recommendation is that the extent of place should match the HNZPT list entry.

Inventory of Buildings and Features

Name of building / feature	Status
Albion battery (NZAA site Q27/112)	4
Embankment	4
Albion mine manager's house (NZAA site Q27/120)	4
Incline tramway and mine	4

Status key:

- 4 Listed by WCC or registered by HNZPT
- 3 Contributes to the values of the heritage area and should be nominated for addition to the District Plan schedule as a heritage building or object
- 2 Contributes to the values of the heritage area
- 1 Neutral impact on heritage area
- Neg. Negative impact on heritage area

Sources and References

Brodie, James. *Terawhiti and the Gold Fields*. Wellington: Karori Historical Society (Inc), 1986 (reprinted 2000).

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Appendices

Appendix 1 Wellington Thematic Heritage Study 2013

Appendix 2 Supplementary Images



Appendix 1 Wellington Thematic Heritage Study 2013

Refer to the Wellington Thematic Heritage Study 2013

<https://wellington.govt.nz/~media/services/community-and-culture/heritage/files/thematic-heritage-study.pdf>

	Select the themes & subthemes which apply to the place	Yes / some (add explanation)
A1.3	Early colonists 1840-1869	
A1.3C	Houses and cottages	Yes
A2.2	Colonisation	
A2.2C	Staging posts/ accommodation	Yes
A2.2E	Early commercial ventures	Yes
A2.2F	Housing	Yes
A3.4	Forest clearance	
A3.4A	Early access roads	Yes
A3.4B	Early timber structures	Yes
A4.3	Gold prospecting and mining	
A4.3A	Shafts, adits, machinery	Yes
A4.9	Farming	
A4.9A	Farm buildings, fences, sheds, tracks	Yes
B3.1	Rail transport links and routes	
B3.1A	Tramway alignment/ infrastructure	Yes