

RELOCATION OF WORLD WAR I MEMORIAL BEACON  
DOWNTOWN INFRASTRUCTURE DEVELOPMENT PROGRAMME  
HERITAGE IMPACT ASSESSMENT

PREPARED FOR  
AUCKLAND TRANSPORT

JUNE 2019



Plan.Heritage Ltd.

48 Lake Road

Narrow Neck

Auckland 0624

info@planheritage.co.nz

www.planheritage.co.nz

RELOCATION OF WORLD WAR I MEMORIAL BEACON  
DOWNTOWN INFRASTRUCTURE DEVELOPMENT PROGRAMME  
HERITAGE IMPACT ASSESSMENT

PREPARED FOR  
AUCKLAND TRANSPORT  
JUNE 2019

**CONTROLLED DOCUMENT**

Version	Date	Prepared by:	Reviewed:	Approved:
Final	25/06/2017	A Brown, MA MSc	Rachel Dimery, Planner Jono Payne, Planner	Reviewers on behalf of AT

Revision record	Date	Prepared by:	Summary of Changes:	Approved:
External draft for review	23/06/2018	J Brown, MA ACIfA	Draft circulated to project team	
Internal draft for review	14/06/2018	A Brown, MA MSc	Internal draft sent to JB for review	

Reference this document:
Brown, J and A. Brown. June 2019. <i>Relocation Of World War I Memorial Beacon, Downtown Infrastructure Development Programme: Heritage Impact Assessment</i> . Plan.Heritage Report Prepared For Auckland Transport.

Cover image: World War I Memorial Beacon, Quay Street, Auckland (Plan.Heritage Ltd. 2018)

Plan.Heritage Ltd.  
48 Lake Road  
Narrow Neck  
Auckland 0624  
info@planheritage.co.nz  
www.planheritage.co.nz  
021 02973641

© Plan.Heritage Ltd. 2019. Reproduction of this document in whole or in part without permission is not authorised.

**CONTENTS**

CONTENTS .....	3
EXECUTIVE SUMMARY .....	5
1.0 INTRODUCTION.....	7
1.1 Project background.....	7
1.2 Auckland Transport Brief .....	8
1.3 Application Site.....	8
1.4 Heritage Assessment Methodology.....	8
2.0 THE PROPOSAL – World War I Memorial Beacon Relocation.....	12
2.1 Project description .....	12
2.2 Reasons for Consent .....	13
2.3 Relocation methodology .....	14
2.4 Conservation methodology .....	15
2.5 General Works sequence .....	16
2.6 Built Heritage Construction Management Plan.....	17
3.0 SITE AND CONTEXT.....	18
3.1 Brief built heritage historical background.....	18
3.2 WWI Memorial Beacon .....	25
3.3 Recent changes to historic harbour area.....	37
3.4 Site visit results.....	42
3.5 Existing (consented) environment.....	47
4.0 BUILT HERITAGE SITES POTENTIALLY AFFECTED .....	48
4.1 Built heritage places in the vicinity (50m) of the Project area .....	48
4.2 Built heritage places adjacent or visually connected to the Project Area .....	48
4.3 Built heritage places within or partially within the Project Area .....	49
4.4 Sightlines.....	50
5.0 HISTORIC HERITAGE VALUES OF THE BEACON .....	56
5.1 Comparative analysis.....	56
6.0 ASSESSMENT OF EFFECTS ON BUILT HERITAGE.....	59
6.1 Physical modifications to historic heritage places.....	59
6.2 Relocation works .....	60
6.3 Accidental damage during enabling works and construction works .....	61
6.4 Remediation works .....	61
6.5 Effects on the setting and views of built heritage places .....	61
6.6 Use effects on built heritage.....	63
6.7 Indirect effects on built heritage .....	63
6.8 Cumulative effects .....	63
6.9 Conclusions on cumulative effects.....	67
7.0 AUCKLAND UNITARY PLAN .....	68
7.1 AUP(OP) B5.2.1 Regional Policy Statement: Built Heritage and Character – Objectives	68

7.2	AUP(OP) B5.2.2. Regional Policy Statement – Policies .....	68
7.3	AUP(OP) Section D17.2 – Historic Heritage Overlay Objectives .....	69
7.4	AUP(OP) Section D17.3. Policies [rcp/dp].....	70
8.0	NON-STATUTORY CONSIDERATIONS.....	76
8.1	Harbour Edge Conservation Plan .....	76
9.0	CONCLUSIONS AND RECOMMENDATIONS .....	78
9.1	Conclusions .....	78
9.2	Built Heritage Recommendations.....	78
10.0	REFERENCES.....	81
	APPENDIX 1: ARCHITECTS PLANS.....	82
	APPENDIX 2: BUILT HERITAGE PLACES WITHIN OR ADJACENT TO THE PROJECT .....	88
	APPENDIX 3: CITY CENTRE ZONE SIGHTLINES HISTORIC HERITAGE ASSESSMENT .....	95
	APPENDIX 4. KEY VIEWS .....	97

## EXECUTIVE SUMMARY

Auckland Transport (AT) is seeking resource consent for removing and relocating the Auckland Harbour Board WWI Memorial Beacon (the Beacon) from its current location at the intersection of Hobson Street, the Viaduct and Princes Wharf ("**The Project**"). It is proposed to relocate the Beacon closer to its original location at the intersection of Albert Street and Quay Street. The original form of the Beacon will be reconstructed, and a new lamp installed

The Project will change the setting of the built heritage places within and adjacent to the existing and proposed location for the Beacon. It should be noted however that the new location of the Beacon is not within the extent of place of any historic heritage places.

This Heritage Impact Assessment (HIA) identifies that the proposed works will include works in the extent of place (EOP) for the Auckland Harbour Board WWI Memorial Beacon (Category B scheduled historic heritage place in the Auckland Unitary Plan, Operative in Part (AUP(OP))).

The Project will also take place nearby the following scheduled built heritage places, introducing changes to their setting:

- the Auckland Harbour Board (AHB) Fence (Category A);
- the former AHB Workshops (Category B);
- the Ferry Basin Ferry Shelters (Category B); and,
- the Ferry Building (Category A).

All these built heritage places are associated with the early 20<sup>th</sup> century harbour masterplan designed by W.H. Hamer, which is listed by Heritage New Zealand Pouhere Taonga (HNZ) as a historic area of national significance. They are also individually listed with HNZ, as is the unscheduled Maritime Museum/former Launchman's offices. The historic harbour area includes all historic harbour works associated with the Hamer plan, from Princes Wharf to Marsden Wharf. Queens Wharf, the AHB Fence, the Ferry Shelters and the Ferry Building are also individually listed with HNZ. The Princes Wharf, the existing Ferry Basin seawall, Ferry Launch Steps and sea stairs into the harbour itself may be considered to form components of the historic harbour area but are not individually scheduled in the AUP(OP) or listed with HNZ.

The proposed works will include physical intervention to the Beacon, which is a primary feature of the scheduled historic heritage place, and relocation of the primary feature outside of the extent of place. All of these changes are assessed as being appropriate in terms of a conservation response. In terms of environmental effects they are considered to be of a permanent and high beneficial

nature, enhancing the recognised historical, context, social and aesthetic values associated with the Beacon.

The Project will also improve and enhance the general amenity and visitor experience of the harbour edge and Quay Street. This in turn will support and enhance social and context historic heritage values of the Ferry Shelters, AHB Fence, the Ferry Building and other built heritage places in the vicinity.

On completion, there will be an improvement to both the environmental quality of the setting, and therefore the visitor experience, of a significant number of both scheduled and non-scheduled built heritage places in the vicinity of The Project.

For this reason, The Project is considered to meet the objectives and policies of the AUP(OP) from a historic heritage perspective, with high beneficial permanent effects on historic heritage values overall on completion.

The Project can be supported, with limited recommendations to help manage the potential risks that arise from construction projects generally, such as accidental damage to a historic heritage place, and reconstruction of missing elements.

## 1.0 INTRODUCTION

### 1.1 Project background

Auckland's Downtown spaces are undergoing a transformation. This is part of a comprehensive program of civic infrastructure works developed by Auckland Council and Auckland Transport.

To prepare the downtown and city centre waterfront for Americas Cup 36 ('AC36') and APEC, Auckland Transport ('AT') are embarking on a comprehensive programme of works referred to as the Downtown Infrastructure Development Programme ('DIDP'). These works are scheduled to be delivered by late 2020. This includes a number of land and water based activities.

The land-based activities include:

- Seismic strengthening along Quay Street ('QSS');
- Streetscape and upgrade works to Quay Street (Quay Street Enhancements or 'QSE');
- Bus stops within Lower Albert Street (Lower Albert Bus Stops).

The water based activities include:

- Relocation of existing ferry services (the Downtown Ferry Basin Re-development);
- A new waterfront public park (the Downtown Public Space Project or 'DPS'); and
- A mooring dolphin at the end of Queens Wharf (a Panuku led project).

The Project is part of a wider programme of both private development and public infrastructure projects in the downtown and waterfront area. The co-ordination and delivery of the programme of works in time for AC36 and APEC is a key objective.

The DIDP is in varying stages of development. Resource consents for seismic strengthening of Quay Street (3 of 4 applications), the Downtown Ferry Basin Redevelopment – Stage 1, and the Quay Street Enhancements project have been approved and at the time of writing are in the early stages of commencement. Resource consent for the fourth and final seismic strengthening package of works has recently been lodged, and resource consent for the first stage of the DPS is also lodged and being considered by the Council.

Resource consent has also been approved (December 2018) for the 'End to End Utility Relocation' project (reference BUN60329044), a package of enabling works associated with the DIDP. Works associated with this project are nearing completion.

## 1.2 Auckland Transport Brief

AT is proposing to relocate the World War I Memorial Beacon (The Beacon) as part of the wider DIDP. The proposed new location of The Beacon will sit within the Quay Street Enhancements works.

Plan.Heritage has been commissioned by AT to provide independent assessment of the proposal, to accompany the planning application. This report should not be relied on for any other purpose.

## 1.3 Application Site

The application site comprises the northern side of the Quay Street road reserve (Figure 1). The existing location of The Beacon is within the Quay Street Road reserve, on the north western corner of the intersection of Quay and Lower Hobson Streets, adjacent 149 – 159 Quay Street, Auckland and to the west of the entrance to Princes Wharf. The proposed location of The Beacon is also on the northern side of Quay Street road reserve, opposite Lower Albert Street, at the southern edge of the Ferry Basin (Figure 2). These two locations define the "**Project Area**".

As discussed in section 1.1 above, resource consent for the QSE works (BUN60335783) has recently been approved, with the commencement of construction imminent. The QSE works involve streetscape and upgrade works to Quay Street, between Lower Hobson and Commerce Streets. These works are being delivered as part of the DIDP project, in time for AC36 and it is this environment that the proposed location of The Beacon will sit within. As a result, the assessment contained within this application (including the attached supporting documentation) considers the 'existing environment' as being that consented as part of the QSE project.

## 1.4 Heritage Assessment Methodology

The methodology for assessment of effects is based on local and international good practice for Environmental Impact Assessment. The following stages were undertaken:

1. Review of proposal with project team – this includes review of initial concept design and subsequent reviews of progressed designs;
2. Desktop review – this involved desk-top research to identify each built heritage place (either formally protected or informally identified) that has potential to be affected by the proposal;



3. Field survey - A number of recent site visits to inspect the subject site have been undertaken by John Brown of Plan.Heritage Ltd., most recently on 23 May 2019;
4. Stakeholder consultation – pre-application meetings have also been held both with Auckland Council and Heritage New Zealand Pouhere Taonga (HNZ), and are ongoing as part of the overall Downtown Programme;
5. Assessment of Effects - activities associated with each phase of works are identified where they may affect a built heritage place. A discussion as to the nature (adverse, neutral, or beneficial); level (less than minor, minor, moderate, significant, critical); and, permanence (temporary, permanent) of any identified effects is provided. This includes assessment of changes to views and setting of built heritage;
6. Specialist statutory planning assessment of the proposal against the relevant AUP(OP) objectives, policies and assessment criteria for the historic heritage overlay;
7. Non-statutory considerations such as policies for management of objectives and policies in conservation plans etc, and,
8. Where appropriate, conditions for enhancing beneficial effects, or avoiding, remedying or mitigating adverse effects on built heritage, are provided.

The following material has been reviewed in the preparation of this HIA:

- AUP(OP), including planning maps and Schedule of Historic Heritage (14.1);
- Auckland Council Cultural Heritage Inventory (CHI);
- Heritage New Zealand Pouhere Taonga (HNZ) New Zealand Heritage List/ Rārangī Kōrero (HNZ List);
- New Zealand Archaeological Association (NZAA) ArchSite Database;
- Landlab architectural/ landscape design drawings (11/06/2019);
- Draft Assessment of Environmental Effects (Jono Payne, Campbell Brown Planning Limited, 14/06/2019)
- Sight Line Compliance Memo and model for Albert St sight line 16 (Gavin Lister, Isthmus, 06/07/2018)
- Sight Line Model Certification (Mark Finlayson, Envivo, 30/08/2018) and plans (22/08/2018) for Quay St West sight line 03; and,
- Additional resources are referred to in the references section.

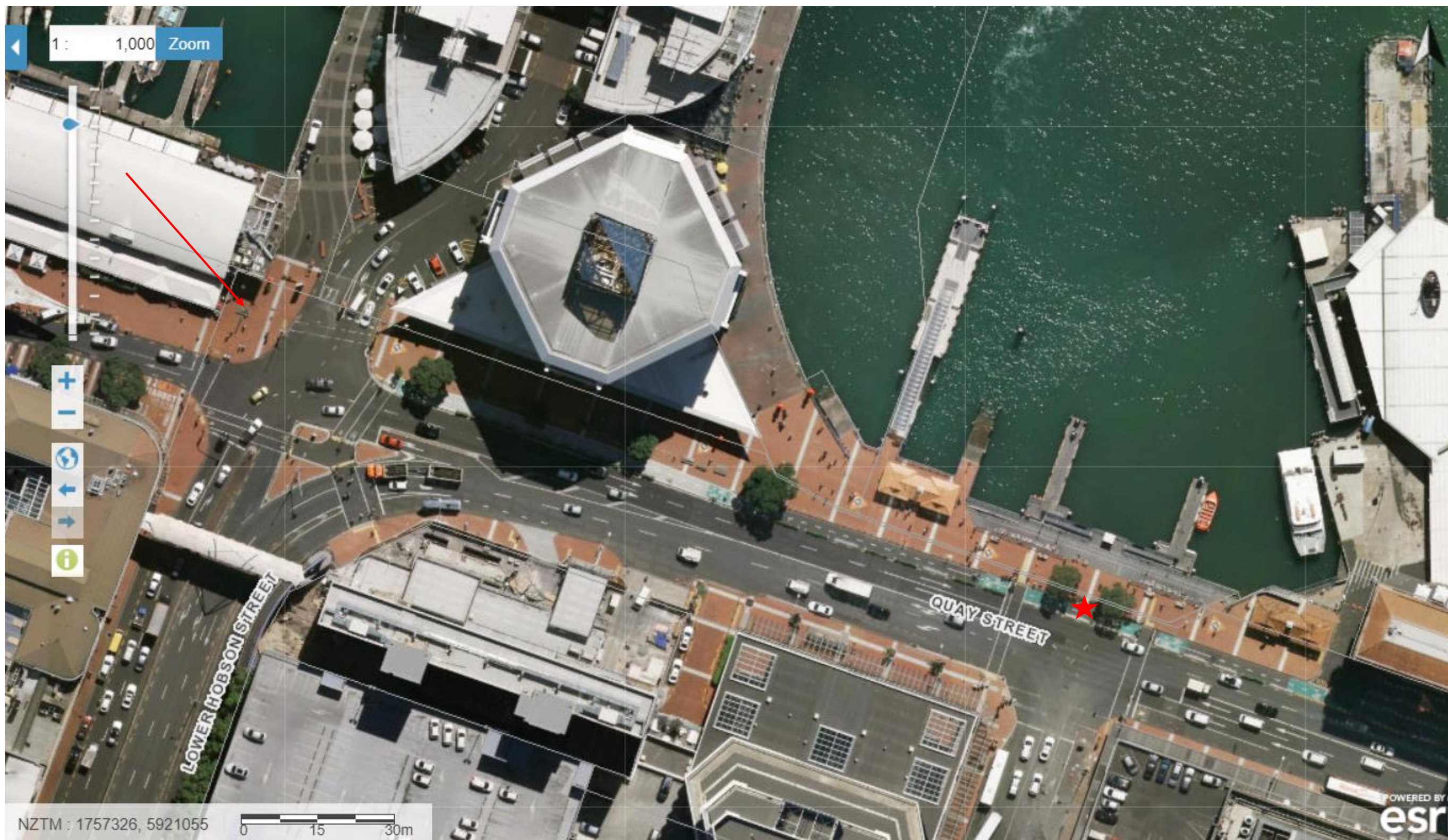


Figure 1. General Project location, showing existing location of The Beacon arrowed and approximate proposed new location as a star (Auckland Council Geomaps June 2019)

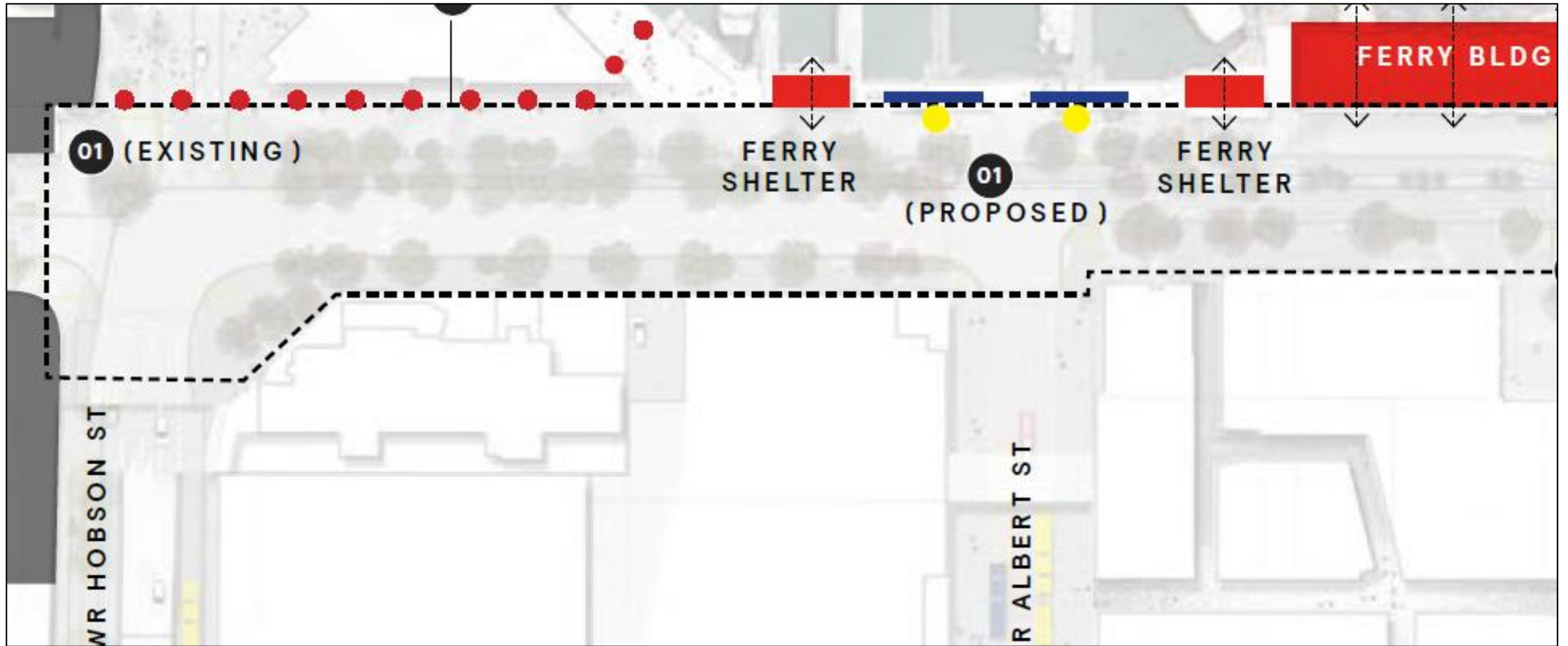


Figure 2. Indicative existing (01) and proposed (01) location of The Beacon, also showing the Quay Street Enhancements project area as dashed black line (Landlab 2019)

## 2.0 THE PROPOSAL – WORLD WAR I MEMORIAL BEACON RELOCATION

The following presents a short summary of the works proposed under this resource consent application. Please refer to the AEE submitted with the resource consent application for full details. A draft methodology for removal and reconstruction has been prepared with input from Landlab and Plan.Heritage, and is described here. Based on these documents and discussions with the project team, the general work methodology is summarised below.

### 2.1 Project description

It is proposed to relocate The Beacon from its current (existing) location to a new location on the northern side of Quay Street, opposite Lower Albert Street (please refer to Figure 2 above). In addition to its relocation, it is also proposed to repair<sup>1</sup> the existing fabric and reconstruct<sup>2</sup> lost elements of The Beacon. The proposed conservation works will adopt a 'minimum intervention approach' and be in accordance with conservation best practice, as set out in the principles of the *ICOMOS New Zealand Charter, Te Pumanawa o ICOMOS o Aotearoa Hei Tiaki I Nga Taonga Whenua Heke Iho o Nehe* (2010). Any reconstruction will be guided by systematic research, recording, and analysis. This will be based on the evidence provided by the fabric of a place, historical records and historical photographs of the structure. The following reconstruction works have been identified to better reveal the historic heritage values of the place:

1. Reconstruction of two additional stone steps at The Beacon's base. These steps will be fabricated out of stone to match the existing, with this expected to be supported by a concrete foundation.
2. Reconstruction of a new steel spire (currently missing from The Beacon). This will be fabricated to match the original as closely as possible, based on historic photographs.
3. Reconstruction of a new lamp (currently missing from The Beacon). As with the steel spire, this will be fabricated to match the original, based on historic photographs.
4. It is also proposed to reinstate lighting to the reconstructed lamp. It is expected that power will be supplied via internal ducting, however this will depend on the state of existing ducting, if any (to be confirmed by physical investigation). An alternative might be to use a self-contained battery unit within the lamp itself.

---

<sup>1</sup> Repair means to make good decayed or damaged fabric using identical, closely similar, or otherwise appropriate material

<sup>2</sup> Reconstruction means to build again as closely as possible to a documented earlier form, using new materials

The proposed conservation works described above and detailed within the proposed drawings (**Appendix 1**) are based on site observations and an understanding of traditional methods and materials. While every attempt has been made to accurately describe the proposed restoration works, the detailed design of this work will be subject to a full investigation of the makeup and structure of The Beacon, which will be undertaken when removing structure.

We also aim to ensure all aspects of the conservation work undertaken to The Beacon is fully documented to ensure that this information is available in the future. As part of the overall conservation project it is proposed to actively enhance public understanding of The Beacon by providing interpretation on aspects of the place that may not be readily perceived, such as its construction and the meanings/ associations it has with Auckland's historical waterfront, as a working beacon for vessels, and to its people, as a WWI memorial to volunteers from the Auckland Harbour Board.

It is proposed that the detailed design of the conservation work will be developed in consultation with Heritage New Zealand and Auckland Council Heritage Unit, with this to be secured by conditions of consent.

The proposed timing of the removal and repositioning of The Beacon are not yet confirmed. Current indications are that The Beacon may need to be removed as early as September (2019). The earliest the Beacon will be placed in its proposed (new) location would be early 2020, however this is not yet confirmed. This would depend on construction timing associated with the QSE and QSS works.

All earthworks associated with the removal of the Memorial Beacon and construction of the new foundations have been consented as part of BUN60335783 (Quay Street Enhancements).

## **2.2 Reasons for Consent**

A full list of reasons for consent is outlined in the AEE submitted with the resource consent - this assessment relates to historic heritage matters only.

The proposal will affect The Beacon, which is a scheduled Category B Historic Heritage Place (ID 2727) on the Auckland Unitary Plan Operative in Part (Schedule 14.1). Relocation of a primary feature requires a resource consent, as does modification and restoration of a primary feature (AUP(OP) Table D17.4.1 and development standards).

It is important to note that Plan Change 10 has changed the First World War Memorial Beacon from a Category A to a Category B scheduled feature, with the primary feature being identified as the memorial structure. It is understood that no appeals have been submitted on this aspect of Plan Change 10, therefore this is considered Operative with full weighting applied.

While The Beacon will not be located within the Business – City Centre Zone, a conservative (without prejudice) approach has been taken and this standard has been applied to the road, given the sightlines are taken from the road. The following activities have been identified as relevant to the proposal in regard to historic heritage under Rule D17.4.1 (Activity Table):

#### *Relocation*

(A4) The proposal involves the relocation of The Beacon (a primary feature) beyond the scheduled extent of place. The relocation of a primary Category B feature beyond its extent of place requires consideration as a **discretionary activity**.

#### *Modification and restoration*

(A9) In addition to the proposed relocation of The Beacon (the primary feature), it is also proposed to restore this feature by introducing new stone steps, a new lamp and steel spire structure and lighting, all of which are proposed to be fabricated to match the original design. This restoration work, affecting the primary feature of a category B scheduled heritage requires consideration as a **restricted discretionary activity**.

The following activity has been identified as relevant to the proposal in regard to H8. Business – City Centre Zone. Specifically, Standard H8.8.31 Street Sightlines<sup>3</sup>:

#### *City Centre Sightlines*

The (relocated) Beacon will be located within sight line 03, as viewed from Quay Street, adjacent the intersection with Britomart Place. Pursuant to C1.9 'Infringement of Standards', consideration is required as a **restricted discretionary activity**.

## **2.3 Relocation methodology**

### *Relocation method*

It is anticipated that the following works will need to be undertaken:

---

<sup>3</sup> Note: While The Beacon will not be located within the Business – City Centre Zone, a conservative (without prejudice) approach has been taken and this standard has been applied to the road, given the sightlines are taken from the road.

- Existing modern pavement surface surrounding the beacon would be removed and any hardcore cleared to expose foundations; depth and nature of foundations confirmed;
- Dependent on original method of construction, either deconstruct into discrete elements with the assistance of a mobile crane/hoist if required, or retain entire structure for relocation as one element;
- Construction of non-invasive padded timber or steel bracing structure to secure and protect stonework prior to lifting;
- Either dig out, or separate, main structure from foundations;
- Dependent on method of construction, either lift whole structure, or carefully separated parts, with a mobile crane onto flatbed transporter and secure for transport; and,
- Transport to secure location.

#### *Built heritage protection*

It is anticipated that the following protective works would be undertaken:

- Detailed photographic condition survey and structural inspection prior to deconstruction or lifting;
- Logging and recording of any discrete elements if deconstructed, and recording of any;
- Erection of bracing structure, or alternatively transport discrete elements in clearly marked and padded packing crates; and,
- Secure storage within containers, most likely at the Downtown JV secure yard at Mangere.

## **2.4 Conservation methodology**

The following work is anticipated at the detailed design and construction stages:

- Additional research, recording, and analysis, in particular to see if any plans or drawings survive of previous construction and modifications in Auckland Archives;
- Reconstruction drawings of lost elements for approval by Auckland Council consents team;
- Repair to existing fabric;
- Specialist skills such as bronze restoration, ironmongery, steel fabrication, as required;
- Risk management;
- Documentation of changes / conservation work, including written, drawn, and photographic; and,

- Interpretation and display.

## 2.5 General Works sequence

The likely works sequence (with a focus on built heritage) is outlined below and subject to any consent conditions and in accordance with the Construction Heritage Management Plan:

### Enabling Works (E#):

- E1. Undertake a pre-works research, recording, and analysis of The Beacon (to inform C, below)
- E2. Temporarily erect safety barriers and protect The Beacon during physical investigation
- E3. Temporarily relocate The Beacon to storage whilst new location is prepared

### Conservation Works (C#):

- C1. Maintenance and repairs to existing structure/ fabric of The Beacon
- C2. Reconstruction of lost elements of The Beacon
- C3. Documentation of any changes to The Beacon
- C4. Preparation of any display and interpretation material

### Landscaping and Public Realm Works (L#)

- L1 Surface Finishing works – new paving and surfaces;
- L2. Prepare receiving site for The Beacon, such as concrete foundation
- L3. Install The Beacon in new location
- L4. Temporarily erect safety barriers and protect The Beacon if other works ongoing in area
- L5. Planters, planting and street furniture
- L6. Install Interpretation
- L7 Lighting to beacon, event power and CCTV



#### Remediation (R#):

- R1. Remove temporary structures protecting The Beacon
- R2. Carry out post-works condition survey of the Beacon
- R3. Make good any damage to The Beacon and carry out routine cleaning/ maintenance (if required).
- R4. Prepare heritage report, update Auckland Council CHI

#### Operation (O#):

- O1. Recommence public access to project area

## **2.6 Built Heritage Construction Management Plan**

A draft Built Heritage Construction Management Plan (BHCMP) has been prepared for the Downtown Integrated Development Programme. The following stakeholders are presently been consulted on the draft BHCMP:

- Auckland Council Heritage Unit and Resource Consent Teams
- Heritage New Zealand
- Auckland Transport
- Ferry Building Limited

This BHCMP has been developed based on the Built Heritage Impact Assessments (BHIAs), prepared for the Applicant by Plan.Heritage Ltd, to accompany the projects which form the DIDP. The BHCMP projects that have been granted consent, with conditions requiring a BHCMP, include the Quay Street Seawall Seismic Strengthening works, the Quay Street Enhancement Works, the Ferry Basin redevelopment, the Downtown Public Space, and the Mooring Dolphin.

If the proposed WWI Memorial Beacon relocation project is approved, it is anticipated that the BHCMP will also be updated to reflect this and the detailed design that is developed in consultation with stakeholders, as well as any relevant Resource Consent requirements. The BHCMP will manage risk to The Beacon, to avoid or mitigate potential impacts, setting out the process and procedures during relocation, conservation and reinstatement.

### 3.0 SITE AND CONTEXT

The Project Area comprises the existing and proposed location for The Beacon, which is generally located in the Road Reserve on the north side of Quay Street, between lower Hobson Street and Lower Albert Street (Figure 1).

#### 3.1 Brief built heritage historical background

Auckland's harbour edge has undergone accelerated development and change since European settlement began in the 1840s. There are numerous built heritage places along the waterfront, which reflect the past development of Auckland City from the 19th century onwards.

Reclamation of Auckland Harbour began in 1859. The original foreshore was further south of today's waterfront and can be traced from Freemans Bay to the west along Fanshawe Street, Sturdee Street and across Customs Street to Fort Street and Britomart Point (Figure 3). The Britomart Point headland itself was destroyed and the rock used to form some of the earlier 19th century reclamations in and around lower Queens Street (to the south of the Project Area).

The Auckland Harbour Board (AHB) was established in 1871. Expanding upon the existing docklands on the waterfront, they established a graving (dry) dock for repairs to boats and ships in 1878<sup>4</sup>, in the area of lower Albert Street. The earlier (timber) Queens Wharf was extended in the 1880s and in 1886 reclamations in the area of Quay Street formed a wide dock running from Breakwater Road (Britomart Place) past Queen Street to the Harbour Board offices<sup>5</sup>. Once Custom Street and Quay Street had been reclaimed, a flat area of water frontage became available on which to build wharfs, jetties and carry out other harbour works<sup>6</sup> (Figure 3). From the turn of the 20th century, the wharves and harbour took the form that it largely has today, based on designs developed by the AHB Engineer W. H. Hamer (Figure 4; Figure 5).

In the early 20<sup>th</sup> century the Ferry Basin harbour area was subject to several historical reclamations for the Ferry Building, Queens Wharf, Ferry Wharf and Quay Street. The plan form of the Edwardian waterfront is shown on the 1908 City Map produced by the City Engineer of the time, H. Wrigg (Figure 6). In 1907 the construction of the reinforced concrete Queens Wharf and Pier 2 commenced (Figure 7; Figure 8; Figure 9). This was the first structure to be built according to Hamer's scheme and the western side was completed by 1911. Shed 10 is still extant on Queens Wharf (1914), as

<sup>4</sup> Map of Auckland in 1882 (Sir George Grey Special Collections, Auckland Libraries, NZ Map 91) shows the Auckland Graving Dock and extent of reclamation as far as Quay Street, terminating in the west at its junction with Albert Street.

<sup>5</sup> HNZ listing 7158 Accessed February 2018 <http://www.heritage.org.nz/the-list>

<sup>6</sup> Ibid

well as the associated AHB 'Red Fence' (1912-1925) lining the north side of Quay Street. Rail access to the quay side was required for loading and unloading from 1904, with some rail lines still surviving today. In general the wharfs were standardised, being constructed of reinforced concrete, and they had sheds on either side of the roadway with provision made on the Quay sides for railways<sup>7</sup>.

The Ferry Building itself was constructed 1909-1912, to a design by Alexander Wiseman<sup>8</sup> (Figure 10). A fifth storey and balcony to the first floor was added 1986-1988. Today the Ferry Building is recognised as an outstanding example of Edwardian 'imperial baroque' revival architecture and is a visual marker/ gateway building for commuters or visitors travelling by ferry or ship into central Auckland.

In 1914 the AHB began the reclamation of Quay Street to the west of the Ferry Building, filling in the Auckland Graving Dock<sup>9</sup>. Excursions around the Hauraki Gulf were popular from the 1870s and in response to public demand, the AHB erected five launch landings off Quay Street by June 1915, and then added two shelter buildings, completed at the same time<sup>10</sup> (Figure 10). The Auckland Harbour Board Memorial Beacon was constructed between the two ferry shelters by 1915 (Figure 11; Figure 12).

The waterfront remained in this form into the early 1920s (Figure 13; Figure 14), but following the end of the Great War, discussion around further development of the area, including proposals for a substantial 'peace memorial', continued (Figure 15).

The construction of Princes Wharf in the early 1920s was the catalyst for further change along the harbour edge. Further reclamation was undertaken when the alignment of Quay Street was straightened (principally to accommodate rail to the new Princes Wharf), and pushed further north out into the harbour during 1922 – 1923 (Figure 16; Figure 17; Figure 18). The shelters were relocated to their present positions by 1923<sup>11</sup>. This then became the harbour edge until the 1980s.

---

<sup>7</sup> HNZ listing 7158 Accessed February 2018 <http://www.heritage.org.nz/the-list>

<sup>8</sup> HNZ List Info 102

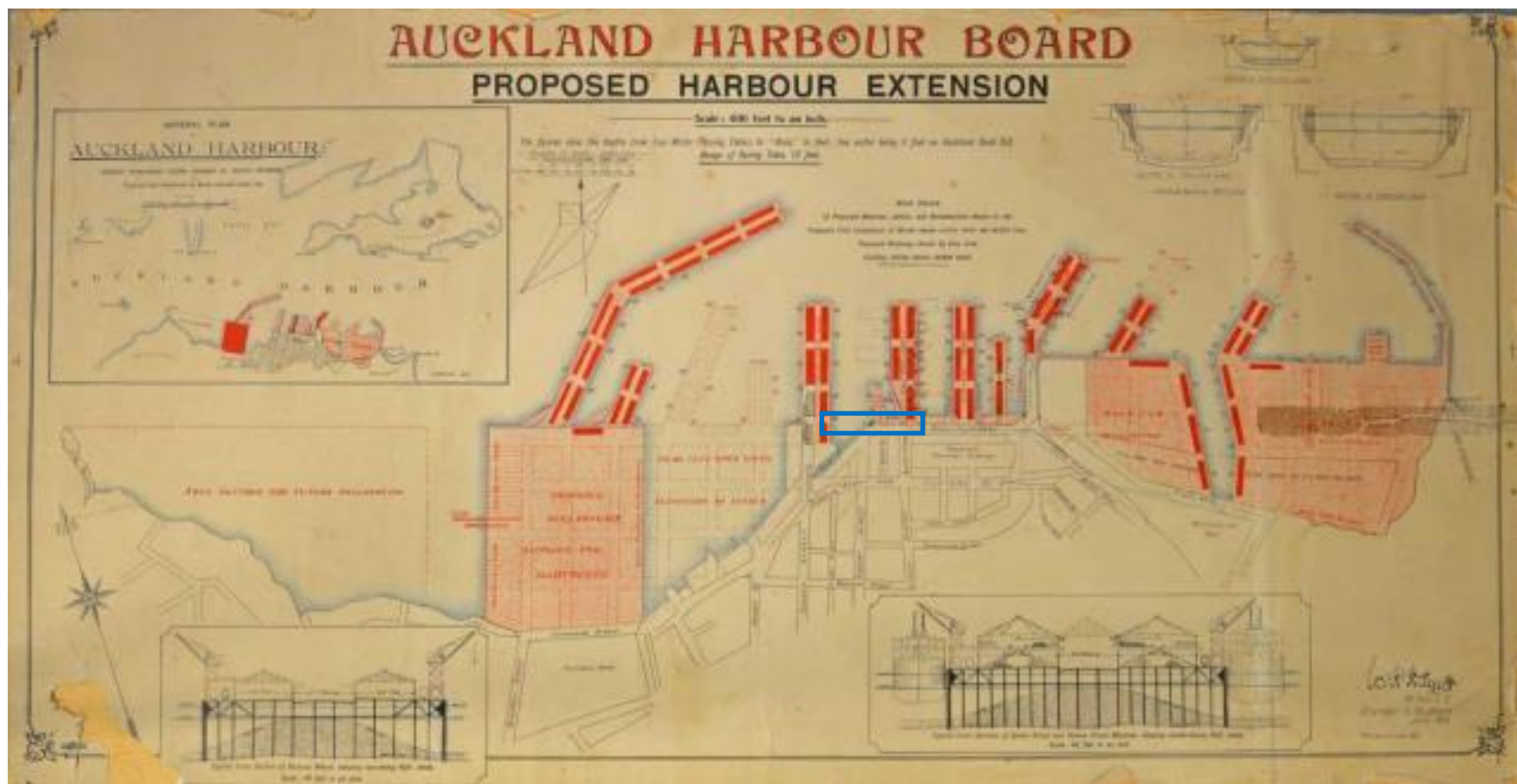
<sup>9</sup> HNZ listing 7158 Accessed February 2018 <http://www.heritage.org.nz/the-list>

<sup>10</sup> <https://timespanner.blogspot.com/2011/08/shifting-story-of-aucklands-memorial.html>, accessed 12/03/2019

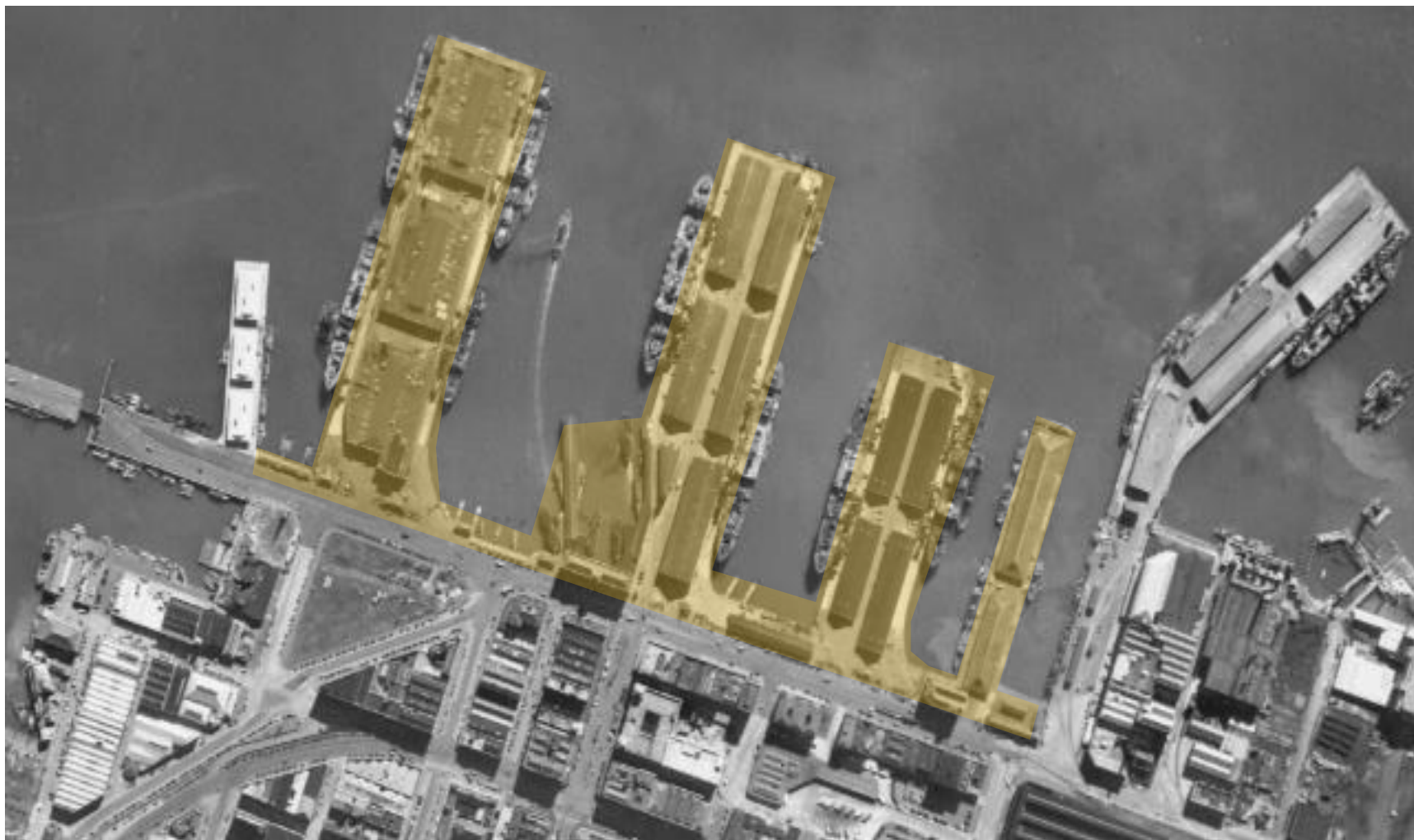
<sup>11</sup> HNZ List Info 607



**Figure 3. Map c. 1910-1920; showing progressive reclamations of the Auckland foreshore with approximate location of the Quay Street Enhancements Project shown in yellow (Auckland Libraries Special collections 4-8477)**



**Figure 4. Auckland Harbour Board Proposed Harbour Extension. 1904 plan by W.H. Hamer. Approximate Quay Streets Enhancement Project Area highlighted in blue (Maritime Museum ref 2016.17.1)**



**Figure 5. 1940 Detail of aerial photography showing extent of historic harbour area designed by W.H. Hamer to the north of the overall project area highlighted (Retrolens SN146\_Crown\_146\_63\_8).**



**Figure 6. Overlay of 1908 City Map of Auckland (H Wrigg) with modern property boundaries showing former historical features of interest within the Quay Street area (marked with red outline). Note that the Ferry Building, constructed 1909-1912, was added to the plan at a later date and the landing shelters were not extant at this time (Auckland Council Archives ref ACC014\_C12-a and ACC014\_C13-a; base map Auckland Council Geomaps)**



**Figure 7. Auckland waterfront in c.1905 showing the earlier timber Queens Wharf (Sir George Grey Special Collections, Auckland Libraries, 1-W1178)**



**Figure 8. 1907 photograph of Queens Wharf deck being constructed (Sir George Grey Special Collections, Auckland Libraries, 1-W977B)**





**Figure 9. Auckland waterfront in 1907, showing construction of the (existing) Ferry Terminal Pier 2. The Sturdee St Graving Dock (far right of photo) is still present at this time (Sir George Grey Special Collections, Auckland Libraries, 1-W1427)**

### 3.2 WWI Memorial Beacon

The First World War Memorial Beacon, erected in 1915, served as a memorial for staff of the AHB who enlisted in the First World War<sup>12</sup> (1914-18) and as a beacon for private vessels approaching the launch landings on Quay Street<sup>13</sup>. The beacon was designed by the Auckland Harbour Board's chief engineer, William Hamer, and constructed by John Bouskill<sup>14</sup>. Two designs were originally submitted by Hamer<sup>15</sup>. The one that was adopted by the AHB is a 19ft high obelisk of Coromandel granite, surmounted by decorative ironwork carrying an electric lamp<sup>16</sup>. Bronze tablets and wreaths are on each side of the column for the inscription of names<sup>17</sup>. The estimated cost at the time was £25018.

<sup>12</sup> NZ Herald, 15 September 1915

<sup>13</sup> HNZ List Info 9652

<sup>14</sup> Auckland's first world war heritage trail, accessed at <https://discover.stqry.com/v/aucklands-first-world-war-heritage-trail/e/0e82b1a59264200023a16ab37057abae>. Note Bouskill's firm went on to construct 11 First World War monuments by 1925, and the company is still in the business of creating memorials today under the name Parkinson & Bouskill

<sup>15</sup> New Zealand Herald, Volume Lij, Issue 16029, 22 September 1915

<sup>16</sup> Ibid

<sup>17</sup> Auckland Council Archives has an Auckland Harbour Board War Memorial Beacon Index to search these names

<sup>18</sup> Ibid

The Beacon as built was described in the Auckland Star, 18 December 1915:

The beacon takes the form of an obelisk erected on a base of five tiers of steps of unpolished Coromandel granite. This is surmounted by a square solid block of granite, polished, and above is a shaft of the same material beautifully finished. Above this is an artistic twisted metal support, on top of which is a red globe, which at night time will show a light. Under the regulations of the Harbour Board, launches coming to the landings have to sight this beacon and get in line with a white diamond affixed to the front of the Sailors' Home before they turn to run in. At night time there will be a red light on the beacon, and a green one above the diamond. The object of this regulation is to ensure the launches being well clear of the course of the ferry boats as they come out from the jetties.

The new beacon, which is a really artistic piece of work, has the additional merit of being all of local manufacture. On the face of the column fronting Quay Street is a long copper plate, bearing the names of forty of the employees of the Board who have gone to the front. Beneath this, on the solid block of granite, is a copper shield on which is the following inscription:

"This beacon was erected by the Auckland Harbour Board to record the services of those members of its staff whose names are inscribed above, who voluntarily gave their all in the cause of liberty and freedom at the call of the Mother Country in the Great World War of 1914."

Underneath this is the quotation: "A country which defends its liberties in the face of tyranny, commands the respect of all; such a country does not perish." (King Albert of Belgium to his people).

Around the top of the solid block of granite is inscribed the following: - "Qui moruit ferat palmam." (Let him bear the palm who has deserved it.)

A search on Papers Past did not indicate that there was a large public opening for The Beacon, but according to Hamer's 1916 annual report to the Harbour Board, the beacon was first lit up on 17 December 1915<sup>19</sup>. The Beacon is thought to possibly be New Zealand's earliest First World War memorial<sup>20</sup> and may be the only one to reference the signing of the Treaty of Versailles<sup>21</sup>. Based on our analysis, it is probably the only kind of memorial to also function as a maritime beacon, certainly within Auckland, if not the country (see Comparative analysis, below).

The Beacon was constructed on Quay Street, between Queens Wharf and Princes Wharf, between the two landing shelters (Figure 10). Its location was likely to have been largely dictated by the fact it was designed to be used as a daylight beacon and a guiding light at night<sup>22</sup> (Figure 13). As well as being a memorial it has an important "utilitarian value", as it was designed to serve as a beacon for launches approaching the new landings west of the Ferry Buildings<sup>23</sup> (Figure 14).

<sup>19</sup> <https://timespanner.blogspot.com/2011/08/shifting-story-of-aucklands-memorial.html>, accessed 12/03/2019

<sup>20</sup> HNZ Listing 7158 Accessed February 2018 <http://www.heritage.org.nz/the-list> and <https://nzhistory.govt.nz/media/photo/auckland-harbour-board-war-memorial>

<sup>21</sup> <https://timespanner.blogspot.com/2011/08/shifting-story-of-aucklands-memorial.html>, accessed 12/03/2019

<sup>22</sup> The Evening Post 17 Sept 1915, p6

<sup>23</sup> New Zealand Herald, Volume Lii, Issue 16029, 22 September 1915

The Graving Dock was filled by the AHB in the same year The Beacon was installed (1915), leaving a triangular section of open land, a little over an acre in size, and valued at around 70,000 in 1919<sup>24</sup>. After the graving Dock was filled in discussions began with the notion of establishing a public park in that location, supported by the then Mayor C. J. Parr<sup>25</sup>. Following the cessation of war in 1918, the AHB initially had an idea that the 1 acre site of the former Auckland Graving dock should become a peace memorial, preparing a grand scheme (Figure 15). The Auckland Star, 11 March 1919 reported this:

A design has been submitted to the Mayor of a Corinthian column a hundred feet in height, surmounted by the figure of a lion rampant, and standing on a granite base twenty feet square containing bronze tablets bearing suitable inscriptions ... the remainder of the land surrounding it is to be laid out with gardens and seats, while war trophies are to be placed at the apex of each triangle. The idea of the board is that this column shall be a perpetual reminder to the growing generations of the greatest victory known to the world -- in other words a Peace memorial pure and simple.

However, the Harbour Boards Peace Memorial Reserve proposal was never realised. Following the realignment of Quay Street 1922 – 1923, the Beacon was left on the landward (south side) of Quay Street, sitting on the corner of an enlarged area of the old Auckland Graving dock site reserve. The works involved building a new ferro concrete deck extension off the seawall into the Ferry Basin (Figure 16), as well as extending the seawall westwards to meet the new Princes Wharf (Figure 17). The land between the Beacon and seawall/ new waterfront was then reclaimed (Figure 17). These waterfront reclamations in the early 1920s had an impact on the original context of The Beacon, as this meant it was further away from the waterfront, truncated by Quay Street. The two launch landing shelters were shifted at this time (towards the north onto the deck extension), which also separated these associated structures (Figure 18; Figure 19; Figure 20).

Aside from The Beacon, the old Auckland Graving dock land remained clear of permanent structures for some time. It became the site for a number of transitory amusement operators, such as circuses and, in around 1930, a miniature golf course run by Pastimes Ltd<sup>26</sup>. By 1933 a small garden had been planted around The Beacon, including hydrangeas (Figure 21). The garden and rockery was not mentioned in any original descriptions of the Beacon. It is apparent in the historical photographs that the base of five tiers of steps was subsequently surrounded by a ring of scoria rock, which was planted variously according to the fashion of the day (Figure 11; Figure 12).

---

<sup>24</sup> AUCKLAND STAR, VOLUME L, ISSUE 69, 21 MARCH 1919

<sup>25</sup> Observer 5 February 1916

<sup>26</sup> <https://timespanner.blogspot.com/2011/08/shifting-story-of-aucklands-memorial.html>, accessed 12/03/2019

The site remained vacant until The Public Works Department took over the majority of the old dock site reserve in 1943 and built large concrete warehouses<sup>27</sup>. The Beacon still survived in its original location on the NE corner of the former dock site, but its setting was further diminished, having been subsumed into a car park (Figure 22; Figure 23).

Finally, The Beacon was removed between 1965 and 1969 and put into storage when the Travelodge (now Copthorne Hotel) and Downtown car park were constructed<sup>28</sup>. In 1988, Ports of Auckland Limited replaced the Auckland Harbour Board and The Beacon was forgotten<sup>29</sup>. The NZ Herald reported they had 'found' The Beacon in a secure Customs storage area in Shed 51 on Bledisloe Wharf on 24 April 1999. They reported:

The obelisk was lying on its side among piles of scrap metal, its large granite base sitting on an old packing crate. Four rolls of honour had broken off, but in the half-light of the shed the names of the soldiers could still be made out. An iron railing, which held in place an orb which burned bright red at night, was missing, as were bronze shields once attached to the base.

The shields were later found in the New Zealand Maritime Museum, but the iron railing, orb and wreaths were not recovered<sup>30</sup>. Following a generous donation from an anonymous Jewish German benefactor The Beacon was restored<sup>31</sup>, at which time a number of replica elements were made to replace lost features. It was then reinstalled on the corner of Quay and Hobson Streets in 2000, beside the historic Launch Offices (now part of Voyager New Zealand Maritime Museum), some 150 metres from its original site<sup>32</sup>. The Beacon no longer has a sightline to the water and its original association with the ferry basin and ferry shelters is diminished, as these are no longer intervisible.

Following construction of Princes Wharf (opened in 1924) the historic harbour area was largely as it is today and this is well illustrated in a 1940 Aerial photo (Figure 5). A historical image from the 1960s (Figure 22) shows the memorial beacon, still at the corner of Hobson and Quay Streets, and, the waterfront prior to enhancement works carried out between the 1980s and 2000s (Figure 25; Figure 26; Figure 27).

---

<sup>27</sup> Ibid

<sup>28</sup> Auckland's first world war heritage trail, accessed at <https://discover.stqry.com/v/aucklands-first-world-war-heritage-trail/e/0e82b1a59264200023a16ab37057abae>.

<sup>29</sup> Ibid

<sup>30</sup> Auckland's first world war heritage trail, accessed at <https://discover.stqry.com/v/aucklands-first-world-war-heritage-trail/e/0e82b1a59264200023a16ab37057abae>.

<sup>31</sup> NZ Herald 20 April 2000

<sup>32</sup> HNZ listing 7158 Accessed February 2018 <http://www.heritage.org.nz/the-list>



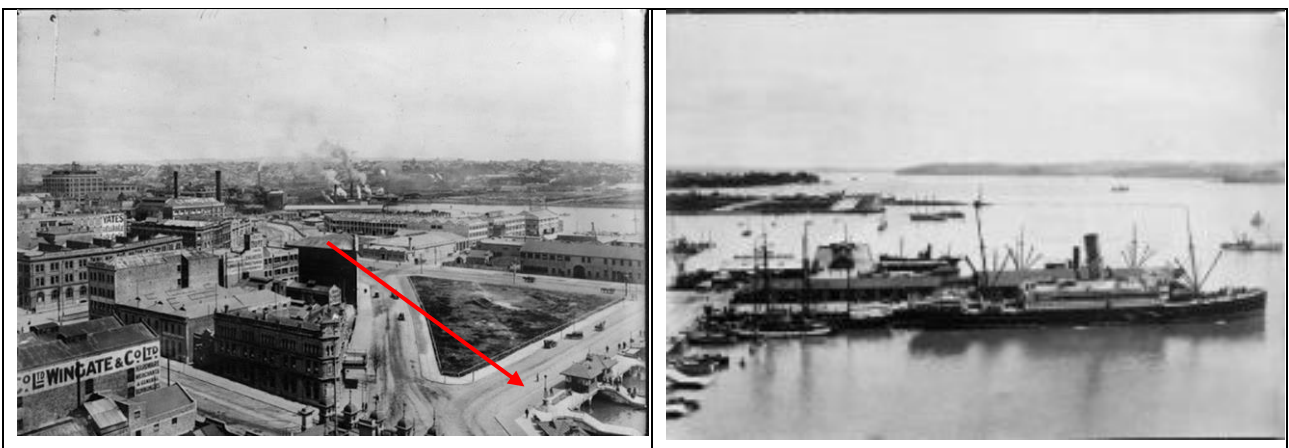
**Figure 10. Photograph c 1916-20 showing Quay Street East, with the ferry buildings and the launch steps (centre) and Queens Wharf directly behind. The original location for the Ferry Shelters is shown and the WWI Memorial Beacon location is arrowed (Auckland Libraries Heritage Collections 1-W1700)**



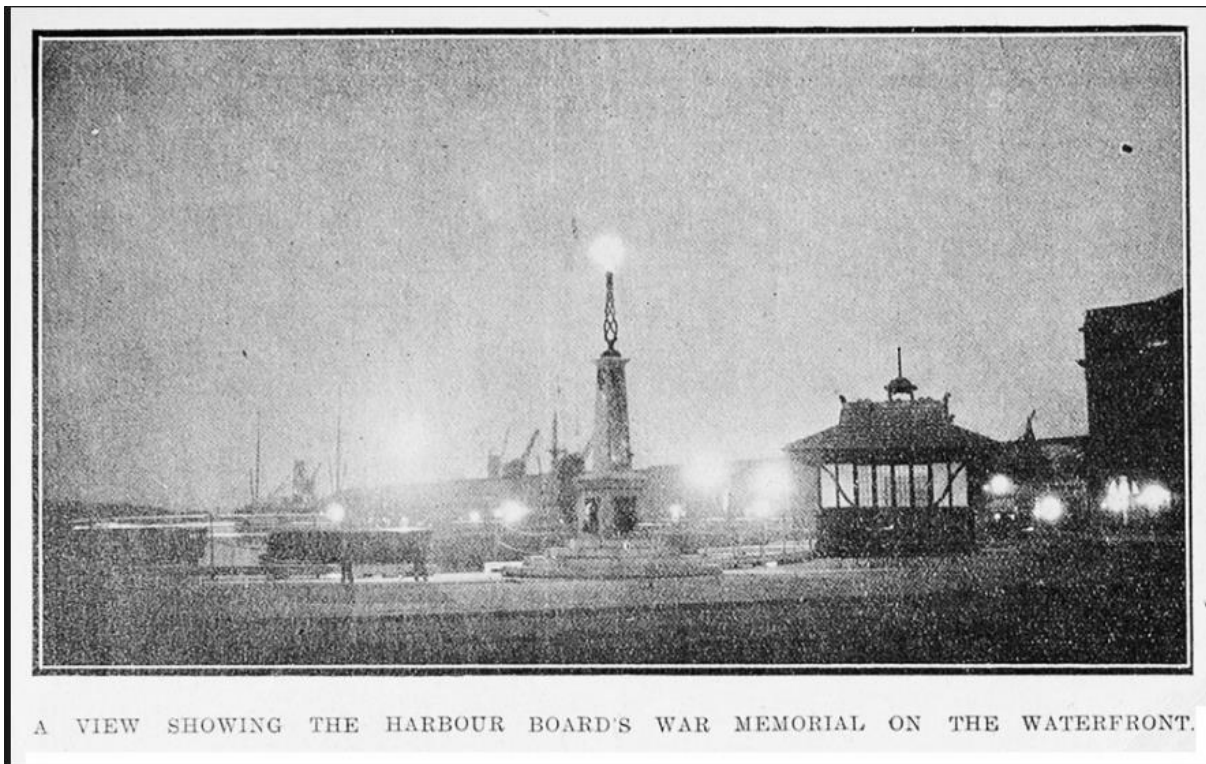
**Figure 11. Undated photograph, showing original features, as well as rocks and planting around the base of The Beacon (New Zealand Maritime Museum, Foss Tackaberry: Undated)**



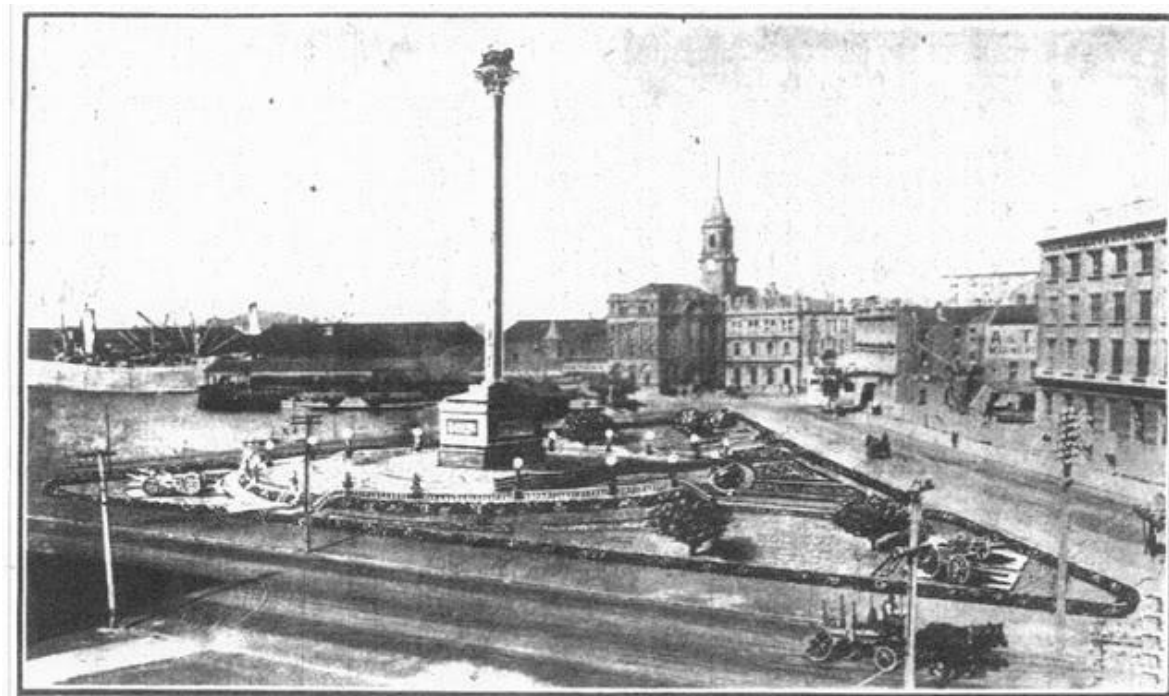
**Figure 12. Undated photograph, (NZ Maritime Museum blog 30 April 2015, accessed at <https://www.maritimemuseum.co.nz/blog/auckland-harbour-board-memorial-beacon>)**



**Figure 13. The Memorial Beacon in its original context (location arrowed) prior to c. 1920s reclamations and showing the former Auckland Graving dock site as an open triangular space (centre left). The memorial beacon is located between the two Quay Street launch shelters (Sir George Grey Special Collections, Auckland City Libraries, Reference 4-652)**

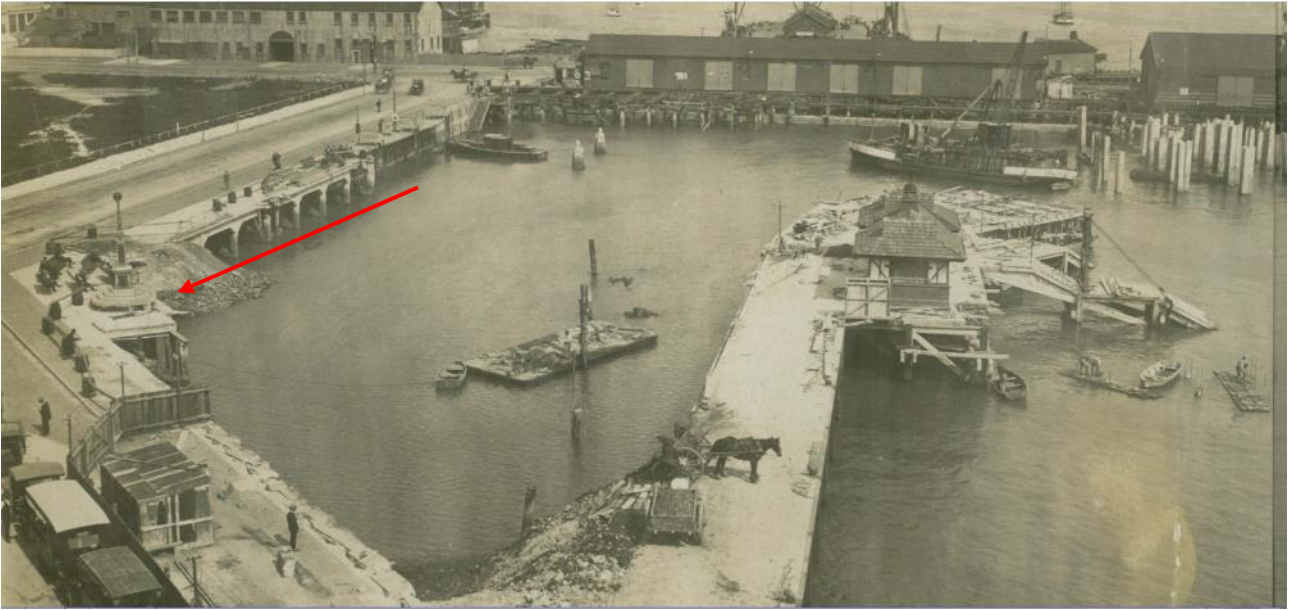


**Figure 14. Photograph of The Beacon lit up on the waterfront, June 1922, prior to relocation of the Ferry Shelters (Sir George Grey Special Collections, Auckland Libraries, AWNS-19220629-40-1)**



**Figure 15. The AHB proposed design for a peace memorial and park, on the site of the old graving dock (Auckland Star 12 March 1919)**





**Figure 16. Princes Wharf from Ferry tower, 23 August 1923, showing new ferro concrete deck extension off the seawall (Auckland Harbour Board photo album no. 10, Voyager New Zealand Maritime Museum). The red arrow shows the location of The Beacon.**



**Figure 17. Princes Wharf from Ferry tower, 8 February 1924, showing reclamations between The Beacon and new waterfront. Note the seawall has been extended westwards to meet the new Princes Wharf (Auckland Harbour Board photo album no. 10, Voyager New Zealand Maritime Museum). The red arrow shows the location of The Beacon.**



**Figure 18. 1922 image showing the relocation of the Eastern Ferry Shelter to its current location. "In order not to damage the shed, which has a tiled roof, the foundation was cut away, and a cradle built of 12 by 12 hardwood timber was placed under each end of the building. To these cradles a bridle was attached ... According to the gauge on the crane the shed weighed 25 tons." (NZ Herald 2 November 1922)**



**Figure 19. December 1923, during work on straightening Quay Street. The two kiosks/ pavilions have been relocated to their present position. The WWI Memorial Beacon (extreme right of photo, location arrowed) remains in its original location (Sir George Grey Special Collections, Auckland Libraries Reference 1-W614)**



**Figure 20. Cars parked on recently completed reclamation south of Princes Wharf, 12 May 1924. Picture shows The Beacon (left, location arrowed), now on south side of Quay Street, with Princes Wharf under construction (right) (Auckland Harbour Board photo album no. 10, Voyager New Zealand Maritime Museum)**



**Figure 21. Hydrangea planting around the base of The Beacon (New Zealand Herald, Volume LXXV, Issue 23225, 20 December 1938)**



**Figure 22. Quay Street West, November 1968. The WWI Memorial beacon can be seen at the corner of Sturdee and Quay Streets (arrowed) and the waterfront is shown prior to enhancements in 2000 (right of photo). Rail and tram lines serving Quay Street and Princes Wharf are visible in the centre of the image (Sir George Grey Special Collection ref 7-A5240)**



**Figure 23. Base of obelisk, corner Sturdee and Quay Streets, showing its construction with no planting in c.1970 (Auckland Harbour Board collection, Voyager New Zealand Maritime Museum)**

### 3.3 Recent changes to historic harbour area

The historical imagery shows that at least two phases of ground landscaping works were carried out in this location between 1974 and 2006.

The works in the late 20<sup>th</sup> century infilled the waterfront area between the two Ferry Shelters – by way of a c. 1986 deck extension to the c.1920s deck (Figure 26). Elements of the ABH 'blue fence', erected for Princes Wharf in the 1920s, were also relocated at this time. Historically Quay Street was one of the few areas in the world to have goods trains travelling in the same street as vehicular traffic - the train tracks were all removed from Quay Street in 1988<sup>33</sup>. This is likely to include the rail lines that previously served Princes Wharf at the western edge of the Ferry Basin (Figure 25). Piers 3a and 3b were added by 1986, most likely as part of the deck extension (Figure 27).

The later works includes the installation of the existing pōhutukawa trees between 1996 and 2001, the removal of panels and gates from the AHB 'Red Fence' along Princes Wharf, and the removal of some modern sections of the AHB 'Blue Fence' located at the angle between the East Ferry Shelter and the Ferry Building (Figure 28), The existing landscaping arrangement has been established since 2008, when the current herringbone paving treatment was completed between Princes Wharf and Queens Wharf (Figure 29; Figure 30).

---

<sup>33</sup> HNZ list Info 7158



**Figure 24. 1933 Photograph showing the western Ferry Shelter with Princes Wharf behind. The AHB 'Blue Fence' and lamp pylons are visible in their original locations along the harbour edge.**



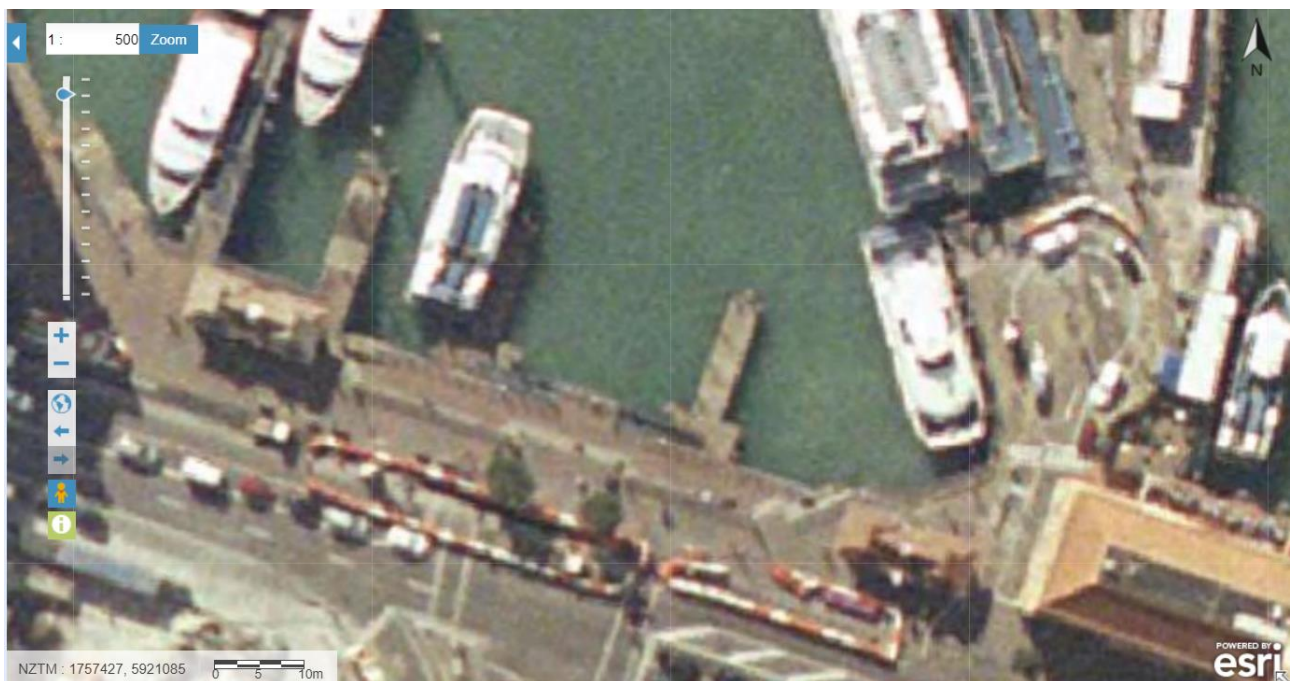
**Figure 25. 1974 photograph of the waterfront during the Downtown redevelopment. The line of the 'Red Fence' remains at the entrance to Princes Wharf, with rail tracks clearly visible (Sir George Grey Special Collections Auckland Libraries, 7-A17470)**



**Figure 26. 1986 aerial photograph (and detail below) Princes Wharf and the Ferry Basin, showing 1980s deck extension, landscaping to the Ferry Basin and removal or obscuring of rail tracks/ tramlines (Alexander Turnbull Library WA-78938-F)**

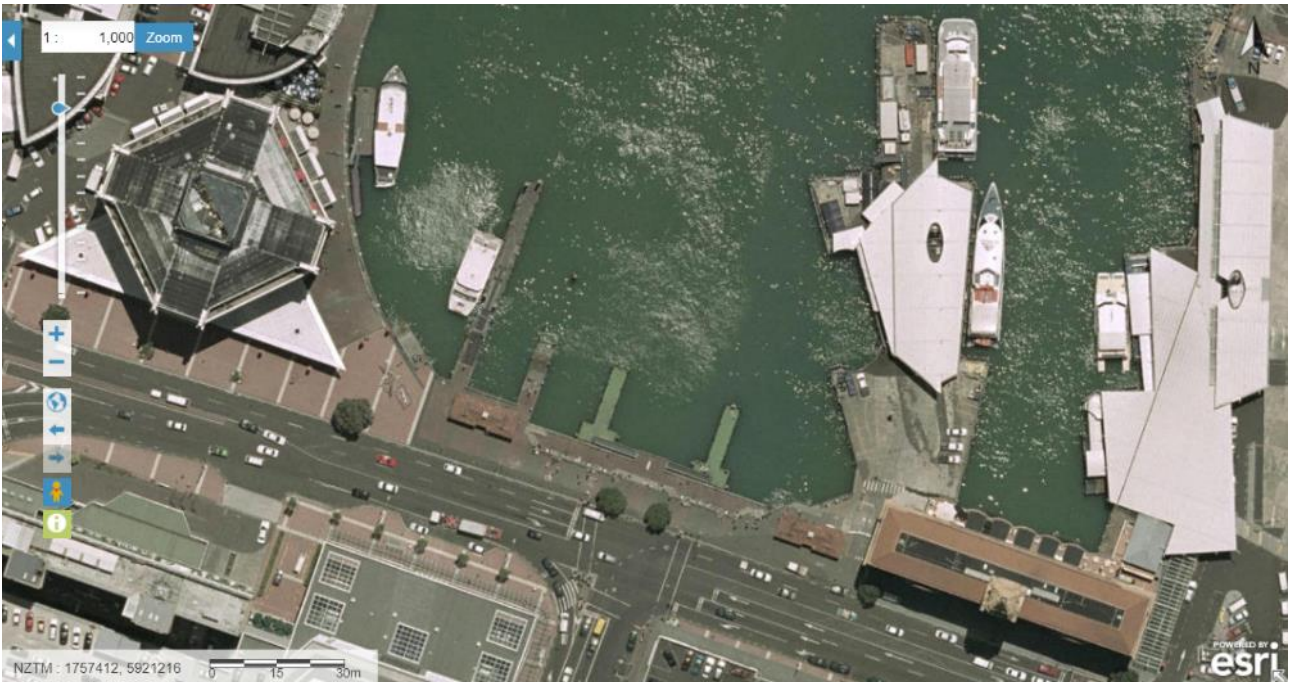


**Figure 27. 1996 Aerial Photography - The Ferry Basin appears to have been developed to its current extent by this time, but there is no pontoon extension to Pier 4 (Auckland Council Geomaps, accessed 2019)**



**Figure 28. 2001 Aerial Photography - the existing landscaped components of the Ferry Basin may be discerned more clearly, prior to construction of the Pier 2 terminal and Piers 3 and 4 pontoons are present (Auckland Council Geomaps, accessed 2019)**





**Figure 29. 2006 Aerial Photography showing a partially completed paving scheme that exists today. The full scheme was completed by 2008 based on aerial photography (Auckland Geomaps, accessed 2019)**



**Figure 30. 2008 Photography showing completed landscape scheme which exists currently (Auckland Council Geomaps, accessed 2019)**

### 3.4 Site visit results

A site inspection of the Project Area was carried out by John Brown on 23 May 2019 in good weather conditions and visibility. The present and proposed location of the Beacon was inspected, as well as The Beacon itself. The potential impact of the proposal on the scheduled Beacon Memorial was considered, particularly in relation to direct physical impacts to the monument, as well as its setting and context.

A 1940 aerial overlay, showing the approximate original location of the Beacon and ferry shelters is shown in Figure 31 below. Photos of The Beacon, the Project Area and its surrounds are shown in Figure 32 and Figure 33.

The existing location of the Beacon is within the Quay Street Road reserve, on the north western corner of the intersection of Quay and Lower Hobson Streets, adjacent 149 – 159 Quay Street, Auckland and to the west of the entrance to Princes Wharf. The current location of the beacon is just over 150m to the northwest of its original location (Figure 31).

The Beacon currently sits on a much reduced stone pedestal, with only two tiers of steps, cut to match the original form. The obelisk sits above a squared stone plinth as shown in historical photography, but the original metal lamp support and lamp have been replaced by a bronze or brass ball. (Figure 32 and Figure 33)

The Beacon currently shares a visual relationship with the former AHB workshops at Hobson Street, the Maritime Museum, Princes Wharf and the Auckland Harbour Board Fence (AHB Fence). However, this relationship is not historically accurate, and has only been established since c.2000.

The proposed location of the Beacon is also on the northern side of Quay Street road reserve, opposite Lower Albert Street, at the southern edge of the Ferry Basin. The proposed location is approximately 37m to the northeast of the original location. The proposed new location has been chosen because it will re-establish the association of the Beacon with the Ferry Shelters and the harbour edge, where its original role as a beacon will be more readily understood.

During the visit the key views identified as 'sightlines' in the AUPOP towards the project area were visited, as well as consideration of unprotected views of potential historical interest (Appendix 3; Appendix 4). The potential impact on these views through the proposal were evaluated using the English Heritage methodology set out in 'Seeing History in the View' (Historic England 2015) and the Assessment of Setting (Historic England 2017) adapted for the local planning context Both of these approaches are considered to be compatible with the values based methodology for assessing historic heritage significance in the AUP Operative in Part (2016).



**Figure 31. Historical 1940 aerial, with the original/ historical and current locations of the WWI Memorial Beacon labelled. The approximate original locations of ferry shelters is shown as purple rectangles and the distance (meters) given. The earlier sea wall alignment is indicated by the solid blue line (Auckland Council Geomaps)**



Quay Street looking North. General panoramic view towards harbour edge from Lower Albert Street



General view towards Lower Hobson St showing former Auckland Harbour Board Workshops, looking SW



General view of entrance to Princes Wharf showing WWI Memorial (Arrowed), Maritime Museum and AHB Fence pylons, looking NW



General view of Quay Street and Ferry Basin from Princes Wharf looking SE



General view of Quay Street showing Ferry Shelters and Ferry Building looking E

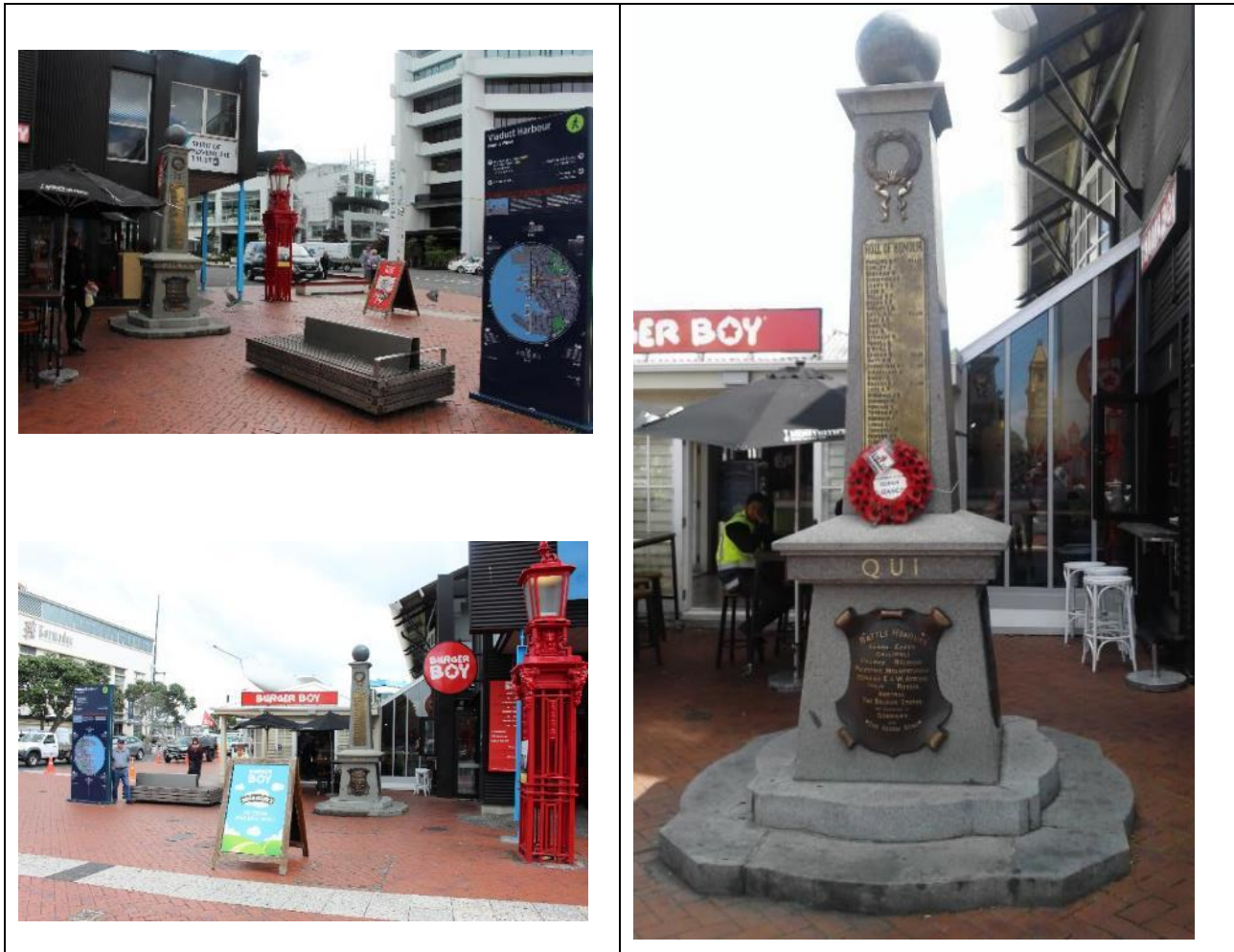


General view in front of Ferry Building, looking W



Approximate proposed location of WWI Memorial (arrowed)

**Figure 32. Project Area and surrounds (Lower Hobson Street to Lower Queen Street)**



**Figure 33. The Beacon, showing its current location and setting**

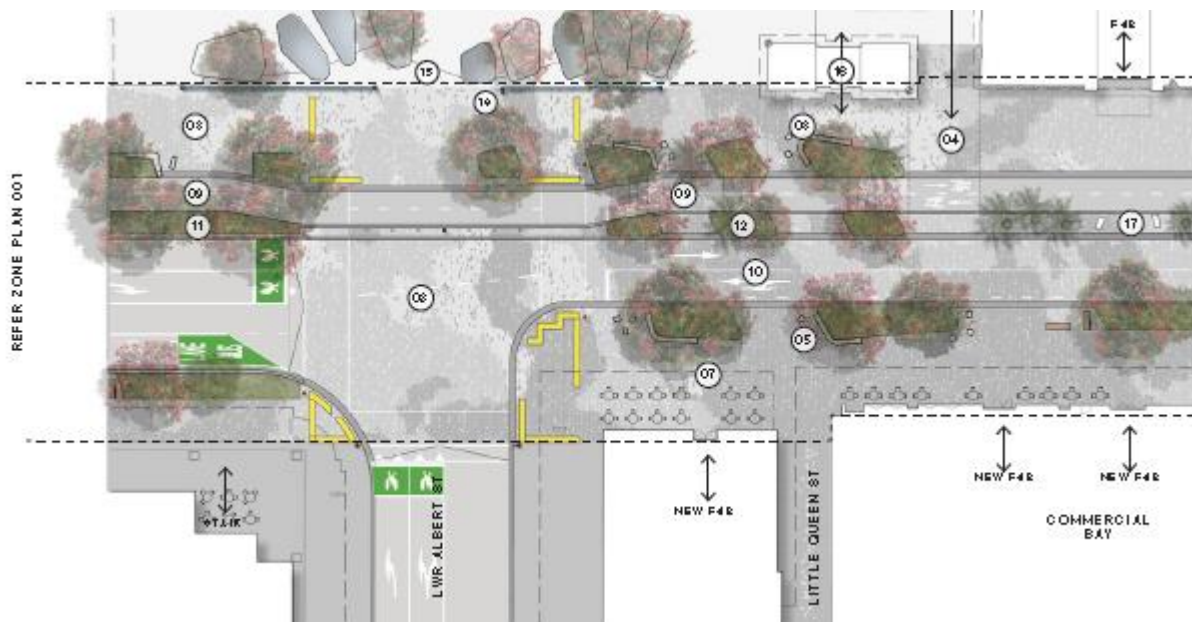


**Figure 34. The Beacon, showing construction and details**

### 3.5 Existing (consented) environment

As discussed in the background section above, resource consent for the QSE works (BUN60335783) has recently been approved, with the commencement of construction imminent. These works are being delivered as part of the DIDP project, in time for AC36 and it is this environment that the proposed location of The Beacon will sit within. As a result, the assessment contained within this HIA considers the 'existing environment' as being that consented as part of the QSE project.

The QSE works involve streetscape and upgrade works to Quay Street, between Lower Hobson and Commerce Streets. If the proposed relocation of The Beacon is granted the environment will be different from that today. The key elements relevant to the proposal will be the reduction of traffic lanes to provide a greater focus on pedestrian access, the planting of street trees within Quay Street and the construction of new surfaces for pedestrians and vehicles (Figure 35).



**Figure 35. Plan showing detail example of QSE works (BUN60335783) that have been recently approved in the proposed location for the Beacon (Landlab 2019)**

## 4.0 BUILT HERITAGE SITES POTENTIALLY AFFECTED

There a number of historic heritage features recorded along Auckland's downtown waterfront. An area of 50m radius around the identified area of works for both the existing location and the proposed location was adopted to define the vicinity of the overall Project area, and to identify any built heritage sites that may be affected by the proposed works. Sites beyond the 50m radius that may have a strong visual, historical and contextual association with the Project Area have also been considered (see Table 1).

### 4.1 Built heritage places in the vicinity (50m) of the Project area

There are 17 historic heritage sites, including archaeological sites, shipwrecks, and other historically identified sites, recorded on the Auckland Council Cultural Heritage Inventory within the vicinity of the Project area (Figure 36). Six of these sites are also included on the HNZ List/ Rārangī Kōrero, which does not in itself confer statutory protection (Figure 37). The majority of the HNZ listed sites are however also scheduled sites. Within or immediately adjacent to the Project there are 7 statutorily protected historic heritage places included in Schedule 14.1 of the AUP(OP) (Figure 36). Summary details for these sites are included in Table 1. Figure 38 shows the relationship of statutory and non-statutory recorded historic heritage places in the vicinity of the subject site.

Field assessment and review of heritage reports identified additional built heritage sites within the vicinity of the overall Project area which are either unrecorded on these databases or not included as discrete places. These include the former site of the Hobson Street Wharf (CHI ref 533) and the former AHB Offices at 131-147 Quay Street.

All built heritage places that have been identified within the immediate vicinity (50m) of the Project area (for both existing and proposed locations) are included in Appendix 2.

### 4.2 Built heritage places adjacent or visually connected to the Project Area

The following scheduled built heritage places are intervisible with The Beacon *existing* location:

- the former AHB Workshops (AUOP(OP) id 1969);
- the AHB Fence (AUP(OP) id 1915); and,
- the Ferry Building (AUP(OP) id 2016)



The following scheduled built heritage places are intervisible with The Beacon *proposed* location on Quay Street:

- the Ferry Building (AUP(OP) id 2016)
- the AHB Fence (AUP(OP) id 1915); and,
- the Ferry Basin Ferry Shelters (AUP(OP) id 2018); and,
- the former AHB Workshops (AUOP(OP) id 1969);

These scheduled built heritage places, all form part of the historic harbour area included on the New Zealand Heritage List/Rārangī Kōrero (HNZ list ref 7158; Figure 39).

There are also several non-scheduled built heritage places within the periphery of the works which will not be physically affected, but will experience changes to their setting. These are:

- The existing seawall and sea steps within the Ferry Basin, which forms part of the HNZ listing for the historic harbour area (HNZ list ref 7158)
- Princes Wharf, which forms part of the HNZ listing for the historic harbour area (HNZ list ref 7158)
- The Maritime Museum and Launchmans offices (HNZ ref 608) to the immediate west of the Project Area which also form part of the historic harbour area; and,
- the former Ports of Auckland Building at 131-147 Quay Street. This building is not scheduled or listed but is identified in the Salmond Reed Conservation Plan for the harbour edge as being of heritage interest, due its former use (Salmond Reed 2013).

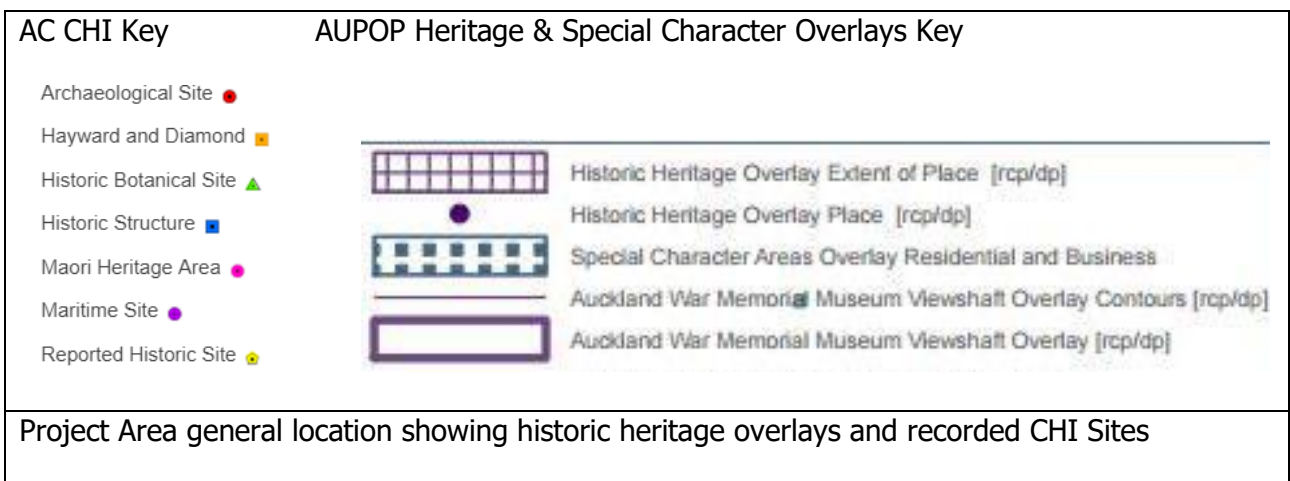
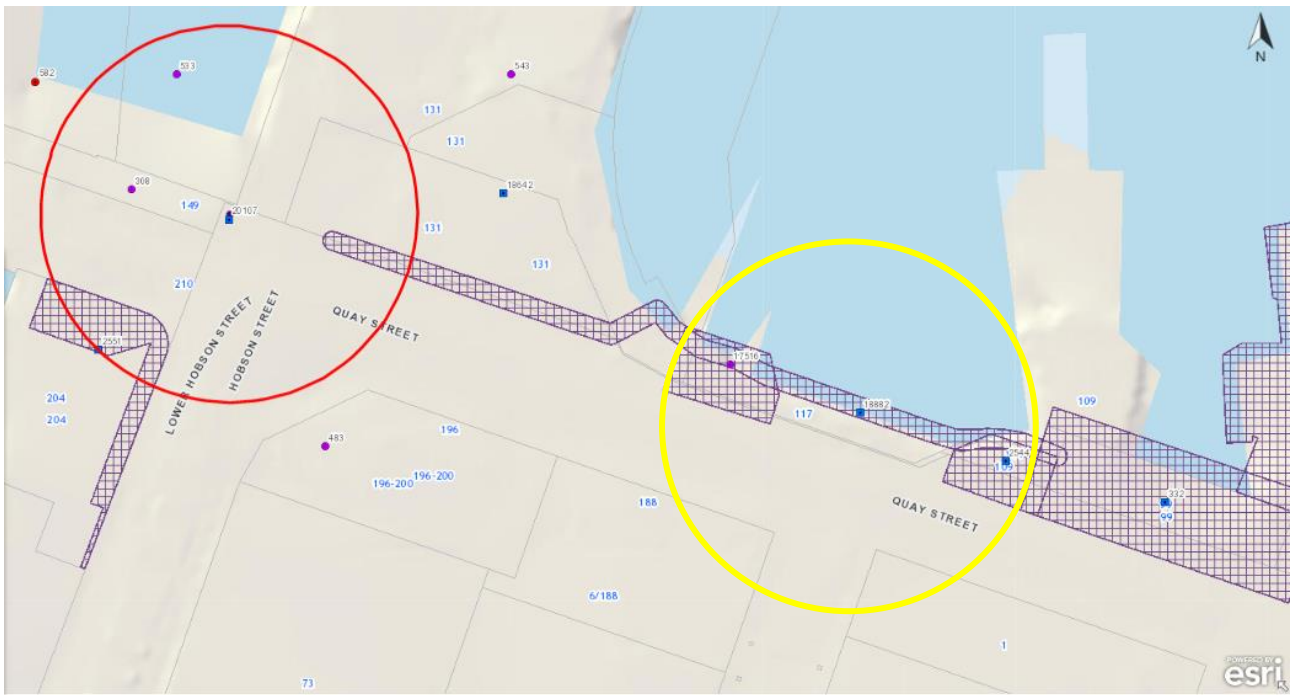
### **4.3 Built heritage places within or partially within the Project Area**

The proposed works for the Project will fall the EOP of the World War I Memorial Beacon (AUP(OP) id 2727) at the site that it is currently located. At the proposed new location for The Beacon it will not fall within the extent of place of any other scheduled historic heritage places. The Beacon is scheduled Category B (PPC10 operative in part). The recognised historic heritage values are A, B, D and F.

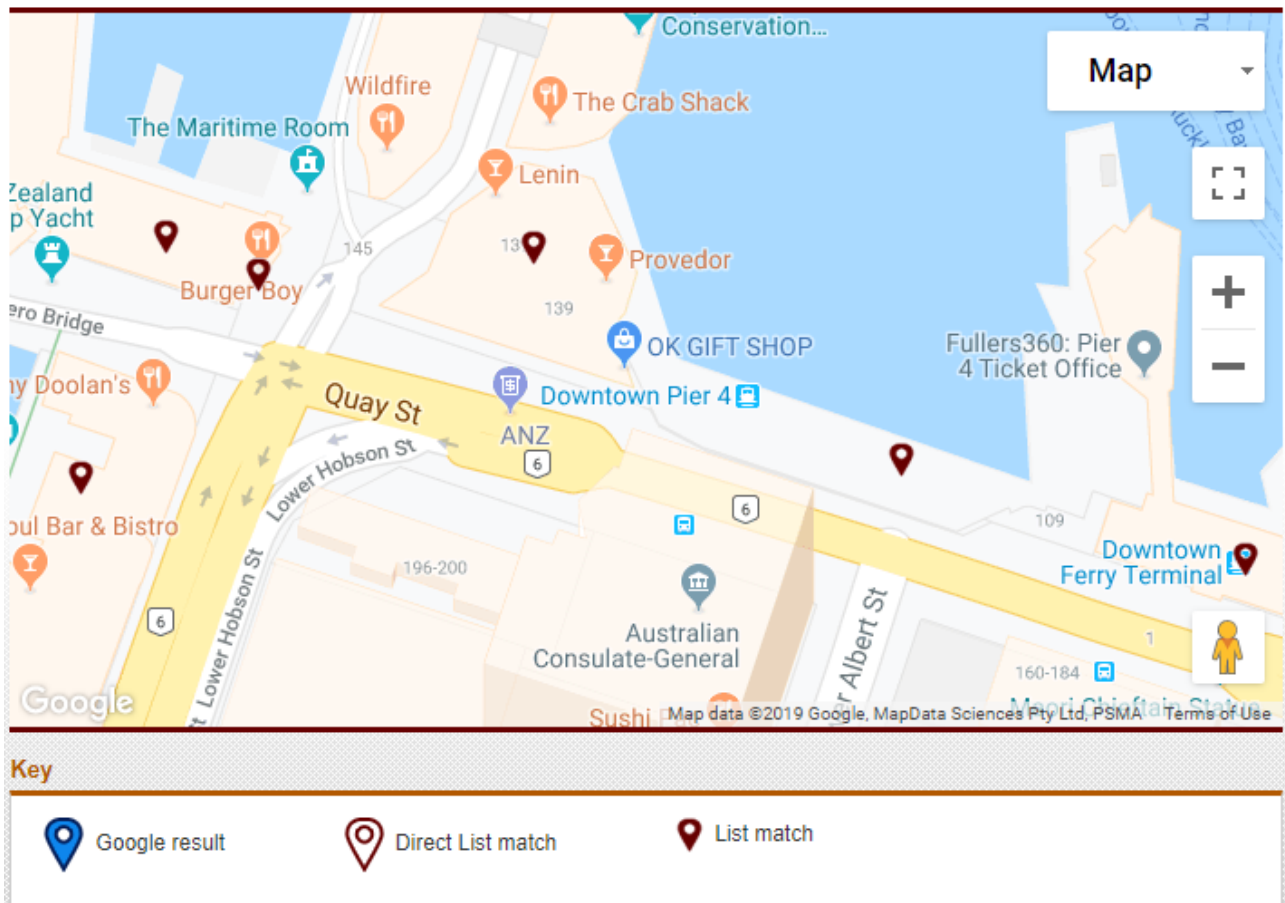
The proposed new location for The Beacon is south of the coastal boundary and is likely to partly sit on the line of the existing unscheduled historic sea wall. The seawall is not visible within the project area but lies under the existing ground levels. It forms part of the HNZ listed historic harbour area (HNZ list ref 7158; Figure 39);

### 4.4 Sightlines

The proposal will potentially affect the Quay Street East sight line 03 under the AUP(OP) Business – City Centre Zone (Appendix 3). A survey and a 2D model, with Sight Line Model Certification, for sight line 03 has been carried out by Envivo (Mark Finlayson, Envivo, 30/08/2018). The Proposal sits below the viewing plane for Sightline 16, from Albert Street looking out towards the harbour, and will not affect this sightline (ibid).



**Figure 36. Historic sites recorded on the Auckland Council CHI within vicinity of approximate Project Area (50m radius existing location shown in red; 50m radius proposed location shown in yellow) – all site types (Accessed June 2019)**

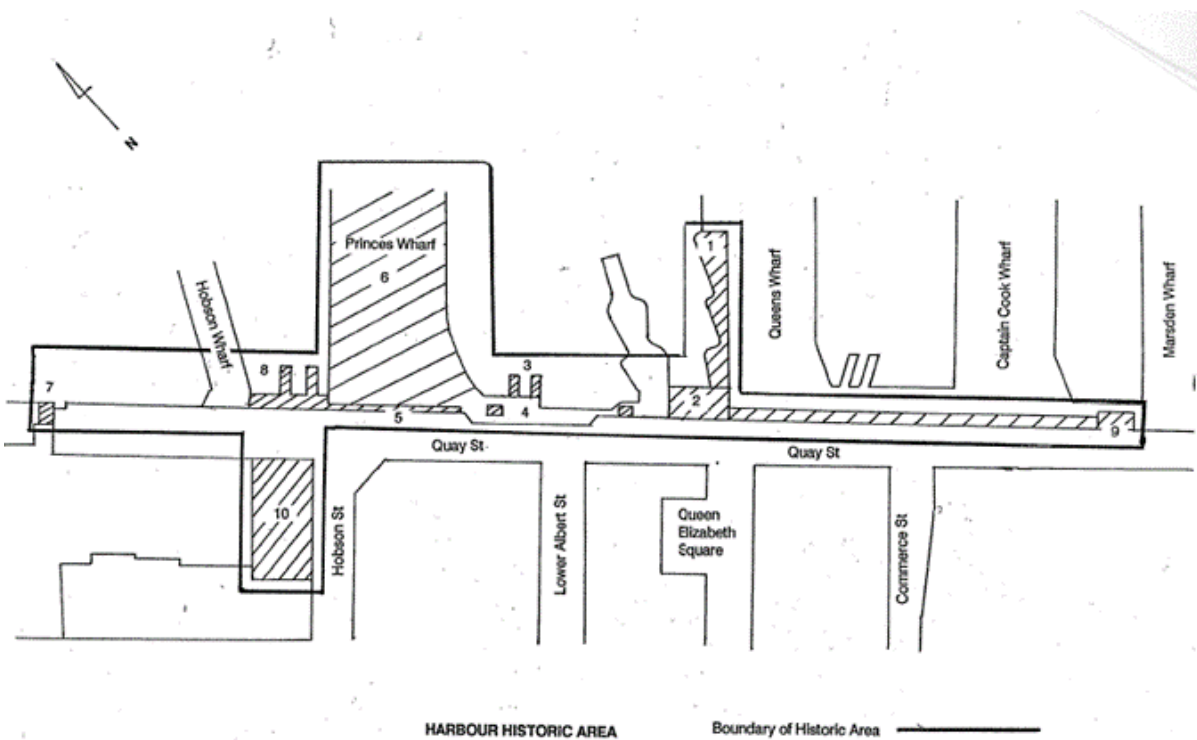


**Figure 37. HNZ New Zealand Heritage List/ Rārangī Kōrero sites (excluding historic areas) in the vicinity of the overall Project area (Accessed August 2018)**



- Key:**
- AUP(OP) Scheduled Historic Heritage Place
  - AUP(OP) Site Significance to Mana Whenua
  - Auckland Council Cultural Heritage Inventory Record
  - Heritage New Zealand Listed Historic Heritage Place

**Figure 38. Overlay of historic heritage sites in the general Downtown Area showing statutorily protected (purple hatching) and other recorded historic heritage sites. There are no Sites of Significance to Mana Whenua in the Project Area. Note the yellow CHI records will include some NZAA recorded and Archaeological sites which are not discussed in this report.**



**Figure 39. Top: HNZ historic harbour area (HNZ listing ref 7158) plan from listing report.**



**Figure 40. Existing location and extent of place for The Beacon, arrowed (top) and proposed location for The Beacon (bottom), showing the new location is not within the extent of place of any other Historic Heritage Overlay (orange cross-hatched areas).**

**Table 1. Built heritage places within or adjacent to the Project Area. Those places that are physically located wholly or partially within the project area are highlighted in blue.**

Name	AUP(OP) id & Category	Primary Feature	Exclusions	HNZ List Category & Ref	CHI ref
Auckland Harbour Board Fence	1915 (Cat A; A,F,G,H)	Entire fence including panels, pylons, handrails, and gates	none	Cat 2 (Queens Wharf Gates) 632; Historic Area 7158	304
Public shelters (former) - West	2018 (Cat B; A,F,G,H)	none defined	none	Cat 2; 670; Historic Area; 7158	17516; 18882
Public shelters (former) - East	2018 (Cat B; A,F,G,H)	none defined	none	Cat 2; 670; Historic Area; 7158	17516; 18882
Existing Seawall	n/a	n/a	n/a	Historic Area; 7158	n/a
Ferry Building	2016 (Cat A; A,B,F,G,H)	Ferry Building	none	Cat 1; 102; Historic Area; 7158	332
Princes Wharf	n/a	n/a	n/a	Historic Area; 7158	543
131-147 Quay Street former AHB offices	n/a	n/a	n/a	n/a	n/a
WWI Memorial Beacon**	2727 (Cat A; Values A, B, D, F)	none defined	none	Cat 2; 9652; Historic Area; 7158	20107
Launchmans Offices	n/a	n/a	n/a	Cat 2, 608; Historic Area 7158	308
Launch Offices/Maritime Museum	n/a	n/a	n/a	Historic Area 7158	990

<b>Name</b>	<b>AUP(OP) id &amp; Category</b>	<b>Primary Feature</b>	<b>Exclusions</b>	<b>HNZ List Category &amp; Ref</b>	<b>CHI ref</b>
Auckland Harbour Board Workshops (former)	1969 (Cat B; A,F,G)	none defined	none	Cat 2; 2649; Historic Area 7158	2551
Site of Hobson Street Wharf (former)	N/A	N/A	N/A	N/A	533
Historic Harbour Area	N/A	N/A	N/A	Historic Area 7158	18642

## 5.0 HISTORIC HERITAGE VALUES OF THE BEACON

The Auckland Unitary Plan Operative in part (2016; 'AUP OP') identifies a number of criteria for evaluating the significance of historic heritage places. The Beacon has been evaluated according to the relevant statutory criteria and has been scheduled for protection on the Auckland Council AUP OP, as Category B (AUP OP 14.1: ID 2727). Overall, The Beacon is therefore of considerable historic heritage value. It is scheduled for historic heritage values A (historical), B (social), D (Knowledge) and F (physical attributes). The identified extent of place includes the whole structure, but no land around it.

The Beacon is also listed by Heritage NZ. The summary statement of significance for this Category II listed (Heritage NZ ID 9652) place is included in Table 2 (below). In addition to the Auckland Council criteria, 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 2006a: 8-9).

As The Beacon is not recognised for its archaeological values with the AUP OP Schedule and it is post-1900 in date (outside the remit of the HNZPTA Act), it has not been recorded as an archaeological site and has not been assessed in this report based on the archaeological criteria discussed above.

### 5.1 Comparative analysis

In the Heritage NZ assessment below it notes that "Use of the monument as a beacon, in particular, is believed to be unique amongst war memorials in New Zealand, and also appears to have been rare internationally" (Table 2). There are approximately 162 memorials of various types and dates on the New Zealand Heritage List/Rārangī Kōrero. Most commonly these include commemorative cenotaphs, obelisks, clocks, bridges, statues, sculptures, gates, arches, fountains, museums/ halls/ chapels/ libraries, crosses, gardens/ reserves and band rotunda. Although there are several street lamps, there are no maritime beacons on the List. There are approximately 27 World War One memorials on the List. On the AUPOP there are two other beacons. One located in the Waitakere Ranges Regional Park, Destruction Gully, Whatipu (0157). The other on Rangitoto Reef, Rangitoto Island (2130). There are approximately 29 war memorials, but none of these have the combined beacon function.

**Table 2. Summary Statement of Significance (Heritage NZ List Number 9652)**

<i>Historical Significance or Value</i>
---



The monument has historical significance for the strength of its connections with the First World War, a conflict in which New Zealand lost a high percentage of military aged men. It reflects New Zealand's involvement in the war from an early stage, being conceived and created just over a year after the conflict began. It demonstrates the strong ties that bound New Zealand to Great Britain in the early twentieth century, and the commitment of both organisations and individuals to the British Empire.

The First World War Memorial Beacon has particular importance for reflecting the first known occasion that the war was formally marked by the erection of a built monument. It is also of value for its connections with New Zealand involvement at Gallipoli – regarded as a defining event in the development of this country's national identity. It is the only currently known war memorial to have been designed and built during the Gallipoli campaign; and it was first lit whilst New Zealand troops were being evacuated from the peninsula. The monument is also significant for its associations with the end of war. It commemorates the Treaty of Versailles, which took place in July 1919, and was festooned with lights during peace celebrations the following month.

The First World War Memorial Beacon is additionally significant as a rare example of an occupational monument erected to the conflict. It has historical significance for its close connections with the Auckland Harbour Board (AHB), an important Auckland institution. The AHB managed the ports on which the city depended for its economic well-being. The monument is a rare example in New Zealand of an occupational memorial erected during the Great War. It particularly reflects the AHB's close connections with, and support for, Great Britain and the British Empire.

Initially created in conjunction with AHB improvements to harbour facilities in 1915, the relocated memorial remains on land created and used by the AHB.

#### *Architectural Significance or Value*

The place has architectural significance for containing the first built monument to the Great War currently known to have been created in New Zealand. The monument represents an important initial stage in the development of such memorials, combining features that became uncommon due to the high death toll - notably in its commemoration of all serving personnel and its dual ornamental and functional purpose - with aspects that were to remain more typical, such as its Imperial iconography and adoption of the obelisk form.

Although missing some of its 1915 elements and re-erected in 2000, the most commemorative parts of the original structure survive.

#### *Social Significance or Value*

The place has social significance as a public monument. It commemorates an event that retains strong public interest. Dedicated to local men, its re-erection in 2000 demonstrates on-going interest in remembering those who served and suffered in overseas conflict.

#### *(a) The extent to which the place reflects important or representative aspects of New Zealand history*

The First World War Memorial Beacon has significance for reflecting the first occasion that the First World War was commemorated by a built monument in New Zealand. Commemoration of the conflict through construction of built memorials became an important and widespread practice throughout the country. The monument directly reflects other important aspects of the national experience of the Great War, including the high proportion of deaths for men of military age. The number of servicemen commemorated on the memorial who did not return is broadly comparable with the national proportion. A greater percentage of New Zealand men of eligible age died in the conflict than from any other British Dominion.

The place demonstrates the strength of connections that bound New Zealand to the British Empire in the early twentieth century, including through a shared ideology and extensive commercial ties.

#### *(b) The association of the place with events, persons, or ideas of importance in New Zealand history*

The place has significance for its strong associations with the First World War, and particularly the Gallipoli campaign - a major event in the development of New Zealand's national identity. The monument is the only built war memorial currently believed to have been conceived and erected during the course of warfare at Gallipoli, and was first used in the same week that New Zealand troops were evacuated from the battlefield. The place also has associations with the commemoration of peace, including the Treaty of Versailles.

The First World War Memorial Beacon is important as a rare example of an occupational monument erected to the conflict. It is significant for the strength of its connections with the Auckland Harbour Board, an important local institution. Both the land that the structure was originally built on, and that on which it is currently situated, was reclaimed and used by the AHB. The monument is also significant for its close associations with W.H. Hamer, a notable engineer who created the scheme for developing the Auckland waterfront in 1904 - a remodelling that still substantially survives.

The place has some significance for its connections with John Bouskill, who had previously erected a memorial to the New Zealand Wars at Pokeno which has been regarded as 'a foretaste of a new era in monument-building'.

*(f) The potential of the place for public education*

Located in a popular public place beside the Voyager New Zealand Maritime Museum and connected to events that retain strong public interest, the place has strong potential for public education about the First World War; imperial ties; the Auckland Harbour Board; and the development of Auckland's waterfront.

*(g) The technical accomplishment or value, or design of the place*

The place is significant for demonstrating an early stage in First World War memorial design. Some features, notably its use of the obelisk form and incorporation of wreaths, were to become typical of many First World War monuments, in spite of being infrequently used for war commemoration earlier in the twentieth century.. Other aspects, such as its functional use and its reference to all men who served, were not commonly retained in subsequent memorials to the Great War. Use of the monument as a beacon, in particular, is believed to be unique amongst war memorials in New Zealand, and also appears to have been rare internationally.

*(h) The symbolic or commemorative value of the place*

The First World War Memorial Beacon has commemorative value as the first built monument to remember the service and sacrifice of many ordinary New Zealanders in the Great War. Many of these people did not return. The monument was first lit as a beacon while New Zealand troops were being evacuated from Gallipoli. It also commemorates other battles in the First World War, and the Treaty of Versailles.

*(k) The extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape*

The place is significant for its contribution to an important wider landscape that demonstrates the development of the Auckland waterfront in the late nineteenth and early twentieth centuries. Although not located on its original site, the memorial remains closely connected to the historical landscape that it initially formed part of. Elements of a similar age - and with which it was closely associated - such as two wharf pavilions, remain in existence a short distance away.

## 6.0 ASSESSMENT OF EFFECTS ON BUILT HERITAGE

This assessment of effects on built heritage reviews the information provided by the applicant and describes the actual and potential changes to built heritage places that will occur as a result of the proposal. The proposed works have the potential to affect several historic heritage places scheduled in the AUP(OP); however this assessment also identifies effects to other built heritage places regardless of their status in statutory planning documents.

The assessment identifies the nature of these changes as being either adverse or beneficial, temporary or permanent, and directly arising from the proposal (such as a physical intervention) or indirectly occurring as a consequence (for example, a change of use). There may also be cumulative effects arising where there are several concurrent or planned future projects to consider.

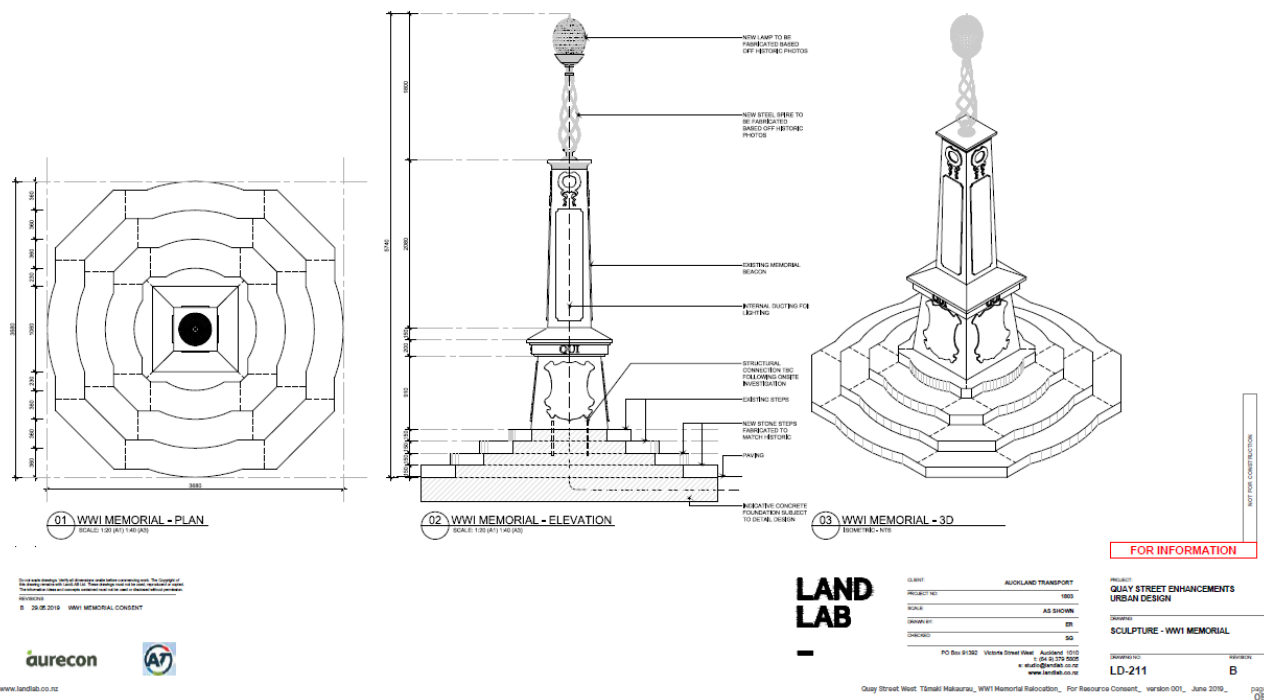
### 6.1 Physical modifications to historic heritage places

The proposal is shown in Appendix 1 and Figure 41. In summary the proposal seeks to relocate The Beacon closer to the harbour edge, and to reconstruct missing features. The planned works will result in the following physical modifications to the Category B scheduled WWI Memorial Beacon:

- the permanent removal of the non-original bronze ball at the top of the obelisk;
- temporary deconstruction of the granite obelisk, plinth and steps;
- temporary relocation and storage outside of the historic heritage extent of place;
- drilling out of any bonding material employed to retain the bronze ball in place;
- Construction of new foundations and stone steps at proposed new location;
- reconstruction of missing decorative elements; and,
- installation of new electrical circuits and a new lamp.

WWI MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
WWI BEACON DETAIL

LAND  
LAB



**Figure 41. Proposal for restored Auckland Harbour Board Memorial Beacon (Landlab 2019)**

The physical modifications will need to be appropriately managed to avoid degrading the historic heritage values associated with the proposal. However, on the basis of the proposed approach, it is considered that the proposal will result in a highly beneficial and permanent enhancement of The Beacon, reinstating key features missing from its original design. The reinstatement of a working lamp will significantly enhance the physical attributes, historical values and aesthetic values of The Beacon. It will be understood once more as a memorial with a utilitarian function.

The proposed changes will not result in physical impacts to any of the other built heritage features identified above.

## 6.2 Relocation works

It is proposed to relocate The Beacon to a new location on Quay Street opposite Albert Street. Due to the timing of construction works for Quay Street Seismic Strengthening Project, it is anticipated that The Beacon may need to be temporarily stored at a secure location, for approximately 6-8

months. During this time there will be temporary adverse effects of a moderate-to-high nature as entire primary feature will be removed from its context. The Beacon may not be readily appreciated. This adverse effect will be mitigated through temporary signage and interpretation. These short term effects will also be offset by the long-term benefits through the relocation of the Beacon closer to its historical context and reconstruction of missing elements, such as the beacon lamp itself.

### **6.3 Accidental damage during enabling works and construction works**

During enabling works and construction works there is a potential risk for accidental damage to occur to The Beacon. It is not anticipated that any other built heritage places within the vicinity of the Project Area would be affected by accidental damage. The risk of accidental damage is moderate given the nature of the proposal, but this risk can be largely avoided through an appropriate Construction Management Plan or methodology which provides a detailed process for removal, storage and reinstatement of The Beacon. An appropriate condition of consent is set out in the recommendations of this report.

### **6.4 Remediation works**

In the event of any accidental damage arising from the proposed works, remediation to built heritage places will be undertaken as 'like-for-like' repair and in accordance with good practice conservation principles (e.g. New Zealand ICOMOS Charter 2010). Maintenance and repair in this manner is a permitted activity under the AUP(OP) provisions (Section D17) and would result in no adverse effects to built heritage features. A specific protocol for remediation could be included within a condition of consent as set out in the recommendations of this report.

### **6.5 Effects on the setting and views of built heritage places**

The proposed relocation of The Beacon will result in both temporary (during construction), and permanent changes to the setting and visitor experience of the following built heritage places which are scheduled in the AUP(OP):

*Scheduled built heritage places within the Project Area:*

- Views to and from the WWI Memorial Beacon at the junction of Lower Hobson Street, Princes Wharf and Quay Street.

Scheduled built heritage places adjacent or visually connected to the Project Area:

- Views to and from the Former AHB Workshops at the junction of Lower Hobson Street, Princes Wharf and Quay Street.
- Ferry Building – looking west from Quay Street, north from the junction with Queen Street; travelling south-north along Queen Street and travelling east-west along Quay Street;
- Ferry Shelters – Looking north from Albert Street; travelling east to west along Quay Street;
- AHB Fence, looking north and east from junction with Lower Hobson Street, looking west from Commerce street and further east; travelling east-west along Quay Street;

The proposed relocation of The Beacon will result in both temporary (during construction), and permanent changes to the setting and visitor experience of the following built heritage places which are not scheduled:

Non-scheduled built heritage places within the Project Area:

- Historic harbour area looking north from junctions with Lower Hobson, Lower Albert, Lower Queen Street; looking west from Quay Street and east from Quay Street at junction with Lower Hobson Street; travelling south or north on the harbour; travelling east-west along Quay Street.

Non-scheduled built heritage places adjacent or visually connected to the Project Area:

- Princes Wharf– looking east from Princes Wharf along Quay Street; looking south towards Lower Hobson Street and the Viaduct;
- Harbour edge seawall looking north and east towards Quay Street and the Ferry Basin/harbour edge;
- Seawall ferry launch steps looking south towards the Ferry Basin and Ferry Building;
- Quay Street historic harbour area looking west from the Ferry Building and east from Princes Wharf; travelling east and west along Quay Street;

On completion of the works The Beacon will be permanently reinstated in its new location. This will re-establish the historical and contextual association of The Beacon with the harbour edge, and with the Ferry Basin Ferry Shelters. As a result, the historical values and context values of the Memorial Beacon will be permanently and significantly enhanced. This change to the setting of The Beacon will also result in permanent and beneficial effects to the aesthetic and context values associated with the AHB Fence and the Ferry Building.

Once relocated, The Beacon will sit below City Centre Sightline 16 (Albert Street) and will not affect City Centre Sightline 7 and 20 (Queen Street). The Beacon will sit within Sightline 03 which is taken from Quay Street (adjacent Britomart Place), looking west (Appendix 3). However, this will not generate any adverse effects to the setting of historic heritage places or to the sightline itself, in fact the relocation of the Beacon will reinstate a historical landmark to this part of the waterfront

### **6.6 Use effects on built heritage**

Once works are completed, the use of the road reserve will continue as before, but with a greater emphasis on low-speed transportation and pedestrian activities within the Project Area. There will be no continuing physical effects on built heritage places within the Project Area.

### **6.7 Indirect effects on built heritage**

The proposal is not likely to result in any indirect effects to built heritage places. As a structure, the Beacon does not support any occupational use that might benefit from the proposal to relocate and reconstruct.

### **6.8 Cumulative effects**

The Memorial Beacon Relocation Project is one of several associated projects being undertaken in the downtown area which collectively form part of the Downtown Programme of Works. Relevant to this proposal are Resource Consent applications for:

- Seawall – Quay Street Strengthening
- Quay Street streetscape upgrades – End-to-end Utilities relocation
- Queens Wharf Cruise Terminal upgrade: Dolphin Extension
- Ferry Terminal Relocation Stage 1
- Downtown Public Space Project
- Quay Street Enhancements Project

The potential effects on built heritage for each of these projects have been considered, and heritage impact assessments prepared by Plan.Heritage Ltd. formed part of the documents prepared for each

resource consent application. Citations for these documents are provided in section 10.0 of this report.

### *Quay Street Seawall Strengthening Project*

The overall effects of seismic enhancement of the Quay Street Seawall were considered to be critically beneficial to a significant number of historic heritage places in the vicinity of the works, including the scheduled AHB Fence, the Ferry Building, Ferry Basin Ferry Shelters and Queens Wharf itself. Potential adverse effects were identified in relation to the AHB Fence, and the Ferry Basin Ferry Shelters, due to the potential need for temporary relocation of these structures. Management of this risk was addressed through proposed conditions and through the preparation of a draft BHCMP. However, these potential adverse effects are limited to the specific consents for the Quay Street Seawall Strengthening project and this proposal introduces no cumulative risk of more than minor adverse effects to these places.

### *Queens Wharf Dolphins*

The proposed adaptation of the Queens Wharf to accommodate new cruise ships will result in limited physical impacts to the Queens Wharf superstructure. The construction of the Dolphins will also result in a minor loss of fidelity with regard to setting of Queens Wharf in terms of its historic heritage values. Overall these changes were considered to be permanent and minor adverse in their effects. The proposal was assessed as having critically beneficial effects of the ongoing use and long-term viability of the Queens Wharf as a working wharf for embarkation and disembarkation of goods and passengers. The use-opportunity for visitors to Quay Street and the surrounding built heritage places identified in this report is considered to be highly beneficial to the ongoing viability of these places. The decision of the Independent Hearing Commissioners concluded that adverse effects on historic heritage values arising from this project are minor. Consent for this work has been granted (CST60323353), but is currently under appeal.

### *End-to-end utilities*

The end-to-end utilities relocation has been granted consent and is largely completed. The arrangement of site hoarding installed for this project is currently retained ahead of further construction works and generates temporary adverse effects of a less than minor nature to the setting of built heritage places referred to in this assessment. On completion this work will enable



the Quay Street Enhancements and Quay Street Seawall Strengthening Projects, which will provide beneficial enhancements to the general amenity of many built heritage places in the wider Downtown area.

#### *Ferry Terminal Stage 1 relocation*

The relocation of Piers 3 and 4 and reorganisation of the Ferry Terminal at Queens Wharf has been granted consent. Relocation of Ferry berths to the western edge of Queens Wharf will result in new ferry berthing structures along part of the length of the wharf. Elsewhere, structures along the wharf around the Ferry Terminal will be removed or modified to create greater public accessibility to the Wharf. The independent heritage assessment for this Project by Plan.Heritage Ltd. concluded that overall adverse effects on historic heritage values were minor in nature, and that there were beneficial effects arising from the removal of unsympathetic structures from Queens Wharf and adjacent to the Ferry Building. Conversely there will be significant beneficial effects on the long-term use of the Queens Wharf as a Ferry terminal, reflecting and continuing its historical use.

#### *Queen Street Enhancements Project*

The Quay Street Enhancements Project seeks to reduce vehicle traffic along Quay Street and improve the pedestrian environment of the street between Hobson Street and Britomart Place. This resource consent application has been granted (BUN60335783). An assessment of effects on Built heritage was undertaken by Plan.Heritage Ltd. (Plan.Heritage Ltd. 2019), which concluded that any adverse effects on built heritage places would be less than minor. The consent decision noted that the positive effects of the proposal include improving the amenity of Quay Street with new street furniture, attractive hard landscaping (e.g. paving), the integration of heritage features and planting. In addition, Quay Street will be a more pedestrian and cyclist friendly environment, meaning the local amenity will be markedly enhanced.

#### *Downtown Public Space*

A resource consent application has been lodged for the Downtown Public Space Project (DPS). The DPS Project will create a new public space fronting the harbour, and will provide more space for these activities, within an upgraded landscaped environment that reflects elements of the natural coastline at this location.

This is a clear and substantive change to the physical arrangement of the Ferry Basin which has been modified over the last 100 years, but which is still recognisable as part of the Hamer masterplan. As a result of this change there will be some obscuring or overlaying of this early historical context but no significant loss of this context. Where loss occurs it is largely the result of cumulative changes to several individual built heritage places, rather than a significant impact on any particular built heritage place. In discrete locations this loss is minimised or avoided by design of the built form and in other locations this historical context may be enhanced through reversal of later changes. Many of the other historic heritage values attached to surrounding built heritage places are essentially unaffected, and no scheduled built heritage place within or surrounding the Project Area would be adversely affected to the degree that they would no longer meet the criteria for scheduling set out in the AUP(OP).

Conversely, there are cumulative beneficial effects arising from the Project which will enable the long-term viability of built heritage places, while maintaining uses historically or currently associated with these places. The attractive landscaping enhancements to the area are likely to provide indirect benefit through increase in visitor numbers. This will result in increased opportunity for patronage of services provided by surrounding business or activities operating from built heritage places.

### *Summary of Cumulative Effects*

Overall there are cumulative adverse effects identified to historic heritage places as a result of these proposals and consented works that will result in negligible or low adverse effects to the historic heritage values of The Auckland Harbour Board Memorial Beacon, Queens Wharf, the Ferry Building, the AHB Fence, the Ferry Shelters, or any other built heritage places in the vicinity of the works (including scheduled and non-scheduled places). These cumulative adverse effects are associated with a general obscuring of earlier historical features through redevelopment along Quay Street and the harbour edge. However, none of these effects are so significant that the proposed development is considered inappropriate with regard to historic heritage values.

There will be cumulative and highly beneficial effects from all proposals with regard to the ongoing use and long-term viability of historic heritage places on the waterfront. Generally there will be an enhancement of the experience of these historic heritage places, through improved pedestrian environments, and a reduction in traffic movement, which will also improve connections to the city beyond the harbour edge.

Following the completion of works there will be cumulative and highly beneficial effects from all proposals with regard to the ongoing use and long-term viability of these places, and in particular

for Queens Wharf, which will retain its historical importance as the primary harbour entry and egress to Auckland and the city centre.

## **6.9 Conclusions on cumulative effects**

This project will introduce temporary adverse effects due to the period of time that The Beacon may be required to be held in storage. These effects will be mitigated by temporary signage and interpretation, as well as the significant positive effects of the relocation and enhancement of the Beacon, which could not otherwise be achieved. There will be no permanent cumulative adverse effects arising from the proposal. Instead the Project will provide a permanent and highly beneficial enhancement of the context, aesthetic and social values of built heritage places within, immediately adjacent to, or visually connected to, the Project Area.

## 7.0 AUCKLAND UNITARY PLAN

The following section considers the relevant objectives, policies and assessment criteria for activities affecting those built heritage places identified in Section 5 which are scheduled historic heritage places in the Auckland Council Auckland Unitary Plan Operative in Part AUP(OP).

### 7.1 AUP(OP) B5.2.1 Regional Policy Statement: Built Heritage and Character – Objectives

- (1) Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.
- (2) Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.

#### *Comment*

The proposed relocation and reconstruction will enhance the historical, aesthetic, social and context values of built heritage places within and adjacent to the Project area, including The Beacon itself.

There is a moderate risk of damage occurring to the beacon during temporary removal, relocation and remediation, which can however be appropriately mitigated or avoided. The Project strongly supports the conservation and long-term maintenance of the Memorial Beacon. Provided appropriate mitigation and avoidance measures are adopted (see recommendations below), the proposal meets these regional objectives.

### 7.2 AUP(OP) B5.2.2. Regional Policy Statement – Policies

#### *Protection of scheduled significant historic heritage places*

(6) Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including:

- (a) the total or substantial demolition or destruction of any of the primary features of such places;

(b) the relocation or removal of any of the primary features of such places away from their original site and context.

*Comment*

No significant adverse effects have been identified. The proposal does not require substantial demolition or relocation of any primary features associated with scheduled historic heritage places which have outstanding significance well beyond their immediate environs.

(7) Avoid where practicable significant adverse effects on significant historic heritage places. Where significant adverse effects cannot be avoided, they should be remedied or mitigated so that they no longer constitute a significant adverse effect.

*Comment*

No permanent adverse effects are identified as a result of this proposal. There is an opportunity to mitigate any adverse effects associated with temporary changes to the setting of scheduled historic heritage places within or adjacent to the Project area through provision of interpretation material and information boards explaining the nature of the project. On completion the proposal overall will enhance the setting of The Beacon itself, and several other scheduled historic heritage places within or adjacent to the Project area.

### **7.3 AUP(OP) Section D17.2 – Historic Heritage Overlay Objectives**

(1) The protection, maintenance, restoration and conservation of scheduled historic heritage places is supported and enabled.

(2) Scheduled historic heritage places are protected from inappropriate subdivision, use and development, including inappropriate modification, relocation, demolition or destruction.

(3) Appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled.

*Comment*

The proposal adopts a conservation-led approach to reconstruction and restoration of The Beacon, so that its original form and purpose can be more readily appreciated and understood. Any temporary risk associated with storage, restoration and relocation will be appropriately managed, and the Project is considered highly appropriate as a proposal to develop a historic heritage place. It therefore may be enabled through the objectives of the AUP(OP).

**7.4 AUP(OP) Section D17.3. Policies [rcp/dp]**

Use and development, including adaptation

(3) Enable the use, development and adaptation of scheduled historic heritage places where:

- (a) it will not result in adverse effects on the significance of the place;
- (b) it will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place;
- (c) it is in accordance with good practice conservation principles and methods;
- (d) it will not result in cumulative adverse effects on the historic heritage values of the place;
- (e) it will support the long-term viability, retention or ongoing use of the place; and
- (f) it will not lead to significant adverse effects on the surrounding area.

*Comment*

The above assessment of effects has demonstrated that the proposal is both in keeping with conservation principles and that it will not result in cumulative adverse effects when considered against other relevant consented projects or projects for which consent has been applied. The Proposal will result in highly beneficial effects on The Beacon and to neighbouring places.

(7) Require the assessment of the effects for proposed works to scheduled historic heritage places, including where one or more places are affected, to address all the effects on:

- (g) the heritage values of the place/s;
- (h) the significance of the place; and,

- (i) the setting and the relationship between places.

*Comment*

This built heritage impact assessment meets the requirements of this policy. The drawings provided by Landlab in Appendix 1 include impressions of how the restored Beacon might appear in its new location, and a series of key views illustrating the setting of The Beacon and neighbouring historic heritage places is included in Appendix 4.

*Modifications, restoration and new buildings within historic heritage places*

- (8) Maintain or enhance historic heritage values by ensuring that modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places:
- (a) minimise the loss of fabric that contributes to the heritage values and level of significance of the place;
  - (b) do not compromise the ability to interpret the place and the relationship to other heritage places;
  - (c) complement the form, fabric and setting which contributes to, or is associated with, the heritage values of the place;
  - (d) retain and integrate with the heritage values of the place;
  - (e) avoid significant adverse effects, including from loss, destruction or subdivision that would reduce or destroy the heritage values of the place; and
  - (f) avoid, remedy or mitigate adverse effects on the heritage values of the place.

*Comment*

The proposal will result in the removal of non-original fabric which does not reflect the original form of The Beacon. On completion the ability to interpret The Beacon will be considerably enhanced, including its historical relationship with the harbour edge and with the Ferry Shelters. Furthermore, the setting and context values of other historic heritage places such as the Ferry Building will be enhanced.

(9) Enable modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places where the proposal:

- (a) will not result in adverse effects on the significance of the place;
- (b) will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place;
- (c) is in accordance with good practice conservation principles and methods;
- (d) will not result in cumulative adverse effects on the historic heritage values of the place; and
- (e) will contribute to the long-term viability, retention or ongoing functional use of the place.

#### *Comment*

This assessment has determined that the relocation and restoration of The Beacon will contribute to the ongoing maintenance and enhancement of the historic heritage place. The proposal is compatible with the above polices, avoiding cumulative adverse effects and following a conservation-based design.

(10) Support modifications to, or restoration of, scheduled historic heritage places that will do any of the following:

- (a) recover or reveal heritage values of the place;
- (b) remove features or additions that compromise the heritage values of the place; or
- (c) secure the long-term viability and retention of the place

#### *Comment*

The proposal will result in significant recovery of historical association and social values, physical attributes, aesthetic and context values. This is because the structure will be restored to a close resemblance of the original design by W Hamer, the engineer responsible for the overall design of the harbour in the early 20<sup>th</sup> century. It will be moved much closer to its original location, and its visual relationship with the harbour edge will be restored. The placement of The Beacon between the two Ferry Shelters also re-establishes this historical arrangement. Non-original features will be



removed, and the dual purpose of the monument will be clearly appreciated with the reconstruction of the lamp.

(13) Avoid the total or substantial demolition or destruction of features (including buildings, structures or archaeological sites) within scheduled historic heritage places where it will result in adverse effects (including cumulative adverse effects) on the overall significance of the scheduled historic heritage place to the extent that the place would no longer meet the significance thresholds for the category it has been scheduled.

*Comment*

There will be no demolition of the features that contribute to the significance of the place. In this instance, relocation will not reduce the heritage values associated with the place because it is not in its original location.

(14) Avoid the total or substantial demolition or destruction of:

- (a) the primary features of Category A\* and Category B scheduled historic heritage places;
- (b) the non-primary features of Category A and A\* scheduled historic heritage places; and contributing features within Historic Heritage Areas; unless:
  - (i) the demolition or destruction is required to allow for significant public benefit that could not otherwise be achieved; and
  - (ii) the significant public benefit outweighs the retention of the feature, or parts of the feature, or the place; or
  - (iii) the demolition or destruction is necessary to remove a significant amount of damaged heritage fabric to ensure the conservation of the scheduled historic heritage place.

*Comment*

No Primary features associated with Category A or B places will be destroyed or demolished.

*Relocation*

- (19) Avoid the permanent relocation of features of scheduled historic heritage places unless:
- (a) it is necessary to allow for significant public benefit that could not otherwise be achieved; and
  - (b) the significant public benefit outweighs the value of retaining the feature in its present location.

*Comment*

This policy does not acknowledge the possibility that the scheduled historic heritage place to be relocated may not, as in this case, be situated in its original location or context. The significant public benefit to be achieved is the relocation of The Beacon to a location more redolent of its historic context and association with the harbour edge. The value of this proposal is considered to substantially outweigh the benefit of retaining The Beacon in its current location. There will be far greater opportunity to understand and appreciate the original purpose of the feature once it has been relocated.

*Temporary activities*

- (21) Provide for signs associated with temporary activities within scheduled historic heritage places where any adverse effects on the heritage values of the place are avoided, remedied or mitigated.

*Comment*

Temporary signage within the EOP will be that required for purposes of construction Health and Safety, roading operation (in accordance with a Traffic Management Plan), and possibly interim interpretation. This will most likely be fixed to temporary hoarding or free-standing fencing. Where necessary temporary protection measures or construction signage could be indirectly fixed to gate and fence posts, for example with cable ties. This would generate no adverse effects.

## Infrastructure

- (24) Enable the operation, maintenance, repair and upgrading of network utilities and small-scale electricity generation facilities, and connections to buildings for network utilities within scheduled

historic heritage places in a manner that avoids, remedies or mitigates new adverse effects on the heritage values.

*Comment*

The proposed electrical connection will allow the Beacon to be lit again and is entirely appropriate to its original function.

## **7.5 Conclusions to Assessment of AUPOP objectives and policies**

Overall it is considered that that the proposal is strongly aligned to the Historic Heritage objectives and policies of the AUP(OP). There are no significant adverse effects arising to the significance of scheduled historic heritage places as a result of the proposal. The historic heritage values of the Auckland Harbour Board WWI Memorial Beacon will be significantly enhanced. The setting of this structure and other nearby historic heritage places will also be positively enhanced by the proposal.

## 8.0 NON-STATUTORY CONSIDERATIONS

### 8.1 Harbour Edge Conservation Plan

In addition to those scheduled sites which are discussed above, this assessment also considers the broader effects that may occur to other recognised historic heritage sites, including a number of sites and heritage areas which are included on the HNZPTA National Heritage List (see Table 1). A conservation plan for the Auckland Harbour edge was prepared for Auckland Council's City Transformations Unit by Salmond Reed Architects (Salmond Reed 2013). This plan identified several places of 'exceptional' and 'high' heritage interest, and included the following policies which are relevant to this built heritage impact assessment:

#### Policies

- Ensure that items of exceptional significance are retained in situ along with any other elements which contribute to this significance and their setting.
- These items may be adaptively reused, but their heritage values must be retained and any change should involve minimal intervention and loss of fabric and reversibility and any change or new work should be discretely identifiable
- Any change(s) contemplated should be undertaken in full consultation with Auckland Council Heritage and NZHPT and should be assessed in terms of this document, the ICOMOS Charter, any Conservation Plan or heritage assessment and the appropriate District Plan criteria
- Maintain the very high amenity levels of the harbour edge, the openness, views, sea breezes, water and activity connections of the harbour edge interface.
- Ensure that all proposed designs and interventions are developed to compliment, enhance and reflect the historic and evolved character of the Harbour Edge Area.
- Items of high significance should be retained in situ along with any other elements which contribute to their setting.
- These items may be adaptively reused and subject to a greater level of change [than 'exceptional places']
- Any change(s) contemplated should, where appropriate, be undertaken in full consultation with Auckland Council Heritage and NZHPT

The proposal meets the key policies regarding the retention of features of exceptional significance, and conservation principles concerning 'minimum' intervention. The open nature of the waterfront is maintained without affecting views towards the harbour.

Importantly the historic context of The Beacon, including its setting and the setting of related structures, is substantially enhanced by the proposal. Its operation and function may be more clearly understood, and the proposed reconstruction is strongly aligned to conservation principles such as those set out in the ICOMOS Charter.

The pre-application and design process that has been undertaken as part of the project design work addresses many of these policies, including ongoing consultation with both Auckland Council and HNZ.

The proposal is clearly aligned with this the overall aim of the conservation plan, reflecting the stated desire to maintain activity and amenity levels, and to enhance the historical character of the harbour edge.

## 9.0 CONCLUSIONS AND RECOMMENDATIONS

### 9.1 Conclusions

Where any actual or potential adverse effects on historic heritage values are identified, it is considered that they can be either avoided, remedied or mitigated, so that during construction this may be of a temporary and minor adverse nature, primarily relating to temporary changes to setting.

On completion of works there will be permanent and highly beneficial effects overall for the Auckland Harbour Board WWI Memorial Beacon. The proposed design has already considered a conservation-based approach and has responded to the historic heritage values associated with The Beacon.

There will also be permanent and highly beneficial effects to the recognised heritage values of built heritage places within, adjacent to, or visually connected to, the Project Area. This is because the overall experience and visitor environment will be significantly enhanced from the existing environment. This in turn will enhance social, context and aesthetic values of built heritage places in and adjacent to the Project area.

The objectives and policies of the AUP(OP) Historic Heritage Overlay, and other relevant objectives and policies (including non-statutory considerations), are also given appropriate regard to. It is therefore concluded that the proposal will be strongly aligned to these objectives and policies with regard to maintaining and enhancing historic heritage places.

### 9.2 Built Heritage Recommendations

It is recommended that works within the vicinity of built heritage places will need to be appropriately controlled to avoid accidental damage during construction. The following matters for built heritage places are recommended to be included as conditions of consent:

1. A Built Heritage Construction Management Plan (BHCMP), consistent with the draft Construction Methodology submitted with the application, shall be prepared for certification prior to relocation of the World War I Memorial Beacon occurring, which details as a minimum:
  - a. Pre-start meeting requirements with contractors;
  - b. Detailed photographic condition survey and structural inspection prior to deconstruction or lifting;
  - c. The methodology for removal of the existing pavement surface surrounding the World War I Memorial Beacon;
  - d. protocols for on-site compliance visits and communications paths;

- e. The proposed relocation methodology, including the proposed relocation method, details of secure temporary storage, and protective works for removal, transportation and relocation of the World War I Memorial Beacon;
  - f. Details of the proposed conservation methodology to be adopted at the detailed design and construction stages; and,
  - g. The final general works sequence.
2. If accidental damage or reduced condition occurs to the World War I Memorial Beacon as a result of the proposed works, the Consent Holder or their appointed agent shall be responsible for undertaking remediation. Remediation will be to a standard at least equivalent to the condition noted in the pre-works condition survey. The process for remediation of accidental damage will be set out in the BHCMP. This is likely to include any of the following: physical investigation; further research; specifications for any required conservation work; and, further consultation with Auckland Council and Heritage New Zealand.
  3. If accidental damage or reduced condition occurs and remediation is required in accordance with condition 3, a built heritage monitoring report shall be prepared to document any substantive changes or conservation works to the World War I Memorial Beacon. Substantive changes or conservation works will include:
    - a. Any remedial works that may arise from accidental damage during construction

This will be primarily a photographic record, with supporting drawings and notes sufficient to provide context. This report will be provided to Auckland Council and Heritage New Zealand Pouhere Taonga within 12 months of completion of onsite works, for the purpose of updating of the Auckland Council Cultural Heritage Inventory and Heritage New Zealand list entry information.

4. Following the relocation of the World War I Memorial Beacon, a report shall be submitted to Auckland Council documenting the conservation work undertaken.



John Brown

Plan.Heritage Ltd.

[info@plan.heritage.co.nz](mailto:info@plan.heritage.co.nz)

02102973641



## 10.0 REFERENCES

- Auckland Council Cultural Heritage Inventory, accessed at <http://maps.aucklandcouncil.govt.nz> and <https://chi.org.nz>.
- Brown J, and A Brown, 2019a. Quay Street Enhancements Project, Auckland. Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd. for Auckland Transport.
- Brown J, and A Brown, 2019b. Quay Street Seawall Strengthening Project: Ferry Building Section, Auckland. Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd. for Auckland Transport.
- Brown J, and A Brown, 2019c. Downtown Public Space, Ferry Basin, Quay Street, Auckland: Built Heritage Impact Assessment. Plan.Heritage report prepared for Auckland Transport.
- Brown J. 2019d. Downtown Integrated Development Programme, Built Heritage Construction Management Plan Revision 3. Plan.Heritage Ltd. report prepared for Downtown JV
- Brown J, and A Brown, 2018a. Quay Street Utilities Investigation – Sea Wall Upgrade Project Quay Street, Auckland, Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd. For Auckland Transport April 2018.
- Brown J, and A Brown, 2018b. Quay Street Seawall Upgrade Project: Princes Wharf Section, Auckland, Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd for Auckland Transport Ltd. April 2018
- Brown J, and A Brown, 2018c. Quay Street Seawall Upgrade Project: Ferry Basin Section, Auckland, Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd for Auckland Transport Ltd. April 2018
- Brown J, and A Brown, 2018d. Quay Street Seawall Upgrade Project: Queens Wharf to Marsden Wharf Section, Auckland, Built Heritage Impact Assessment. Prepared by Plan.Heritage Ltd for Auckland Transport Ltd. April 2018
- Brown J, and A Brown, 2018e. Quay Street Seawall Upgrade Project: Built Heritage Construction Management Plan. Prepared for Auckland Transport Ltd. April 2018.
- Brown. J, 2018. Queens Wharf, 85-89 Quay Street, Auckland: Proposed Modifications for Cruise Ships. Heritage Impact Assessment prepared for Panuku August 2018
- New Zealand Archaeological Association ArchSite Database, accessed at <http://www.archsite.org.nz>.
- New Zealand Heritage List, accessed at <http://www.historic.org.nz>
- Salmond Reed Architects 2013. Harbour Edge Area, Auckland Conservation Management Plan. Prepared by Salmond Reed Architects for Auckland Council – City Transformation Unit Ref 2013-004 / August 2013

APPENDIX 1: ARCHITECTS PLANS

WW1 MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
HERITAGE AND CHARACTER ELEMENTS - SUMMARY

LAND  
LAB

This diagram identifies the proposal for specific Heritage elements with the project works.



WW1 Memorial Beacon



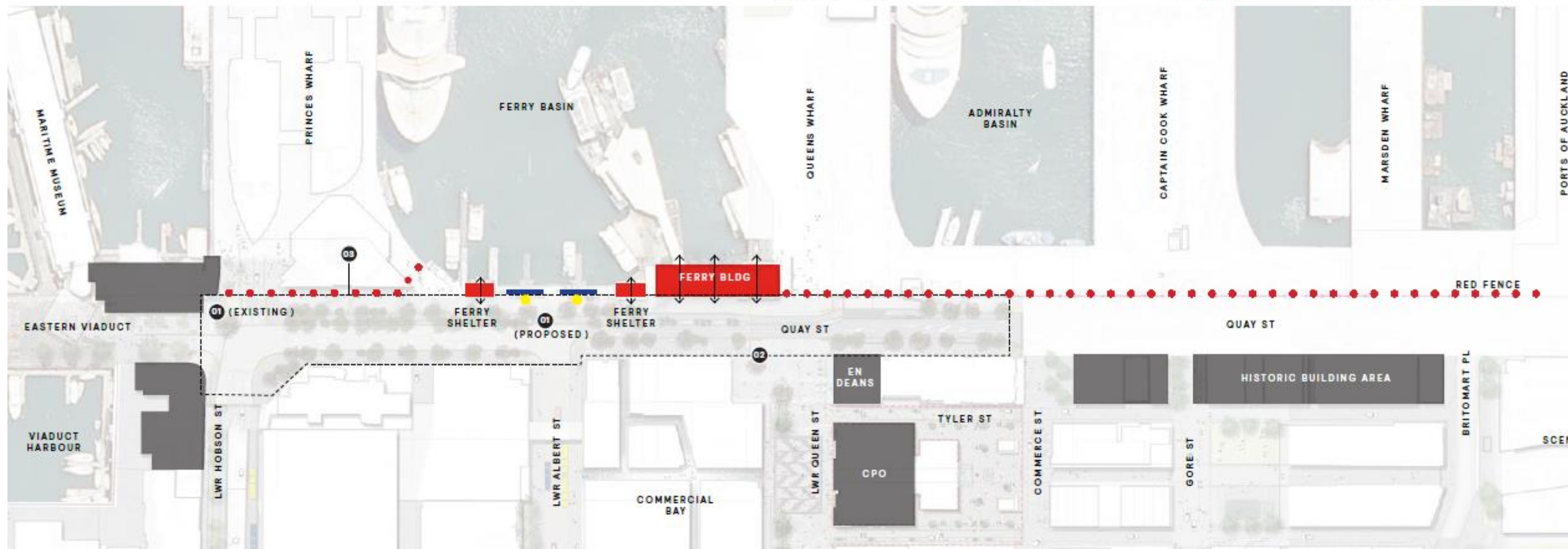
Red Fence



Mooring Bollard



Molly Macalister Sculpture



Key\_

- Red Fence retained
- Blue Fence retained (outside of project)
- ⓪1 Memorial: WW1 Memorial Beacon relocated
- ⓪2 Molly Macalister Sculpture: *A Māori Figure in a Kaitiaki Cloak*, 1967 retained
- ⓪3 New Red Fence paving inlays
- Mooring bollards retained
- Ground floor re-purposing
- Extent of Quay Street West Works

Proposed Heritage Elements\_

The Quay Street design proposal seeks to engage with the history of Quay Street, employing a sensitive approach to heritage elements and historic buildings.

A number of heritage listed buildings form 'edges' to the project, while they are not situated within the extent of works, they are to be retained and protected throughout any adjacent works. Sight lines to these significant buildings have been considered in the design arrangement. In particular, clear views between the CPO and Ferry Building facade.

The Red Fence is designated a Category A heritage object to be retained and protected.

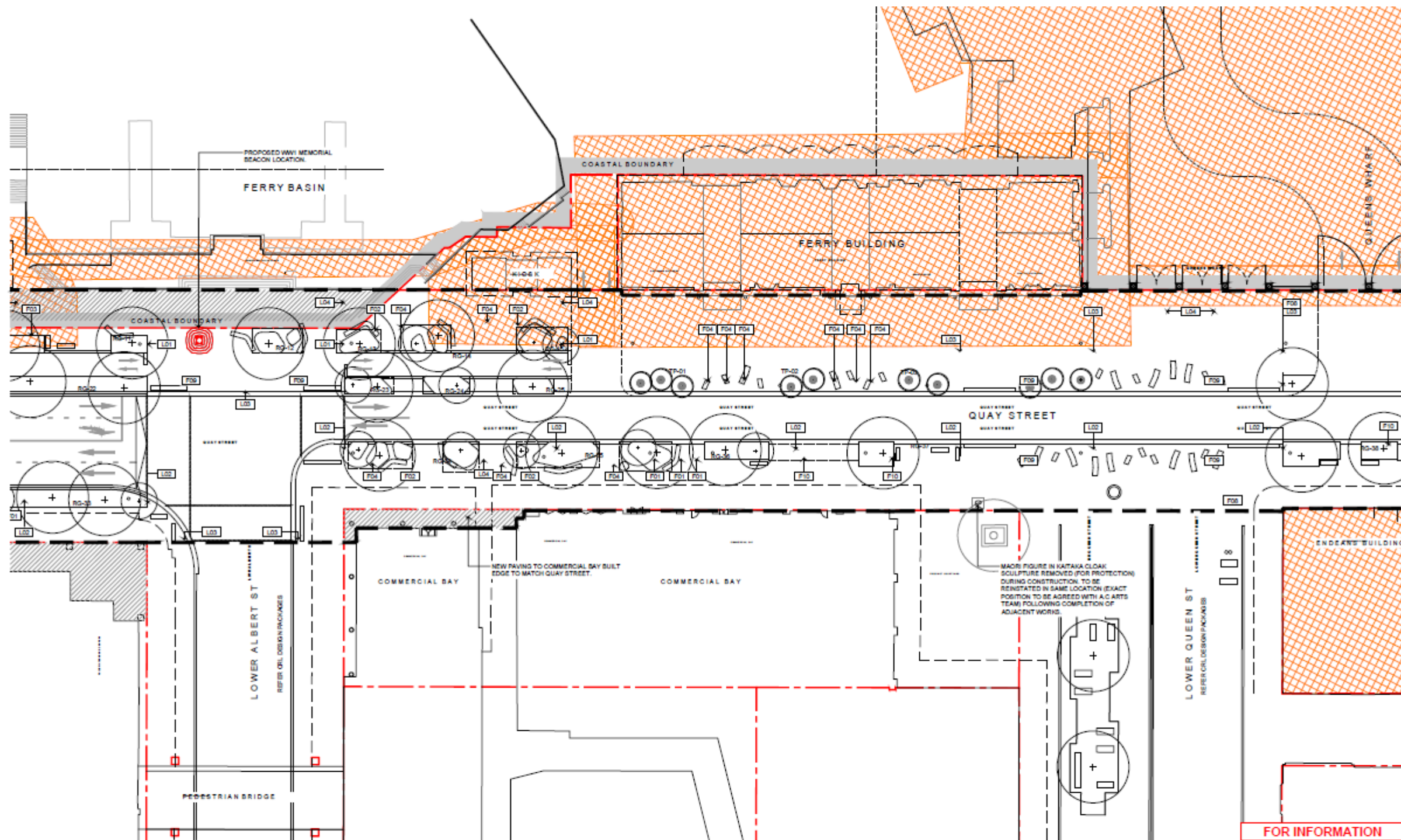
Heritage buildings retained - potential to adopt public uses within ground floor of shelters and re-open ground floor access through the three Ferry Building arches to support a diverse and publicly accessible waterfront.

01 The WW1 Memorial Beacon is proposed to be relocated centrally between the historic shelters on the edge of the northern footpath of Quay Street, to a more prominent and accessible location relating the beacon back to the original alignment of guiding boats into the Ferry Basin.

02 The Molly Macalister *Māori Figure in a Kaitiaki Cloak* sculpture is within Quay Street on the boundary of Lower Queen Street.

03 New Red Fence paving inlays to reinforce the prominence and linear nature of the historic Red Fence.

Refer to landscape plans for a more detailed locations and positioning of elements.



Do not scale drawings. Verify all dimensions on site before commencing work. The Copyright of this drawing remains with Landlab Ltd. These drawings may not be used, reproduced or copied. The information does not constitute a contract and is not to be used as a contract without permission.

REVISIONS  
A 29.05.2019 WW1 MEMORIAL CONSENT



**LEGEND**

INDICATIVE EXTENT OF WORKS  
PROPERTY BOUNDARY  
COASTAL BOUNDARY  
HERITAGE EXTENT OF PLACE OVERLAY  
EXTENT OF THE INS AND INTERFACES.

NOTE: LINE MARKINGS ARE INDICATIVE ONLY

- LO1 11M (NORTH SIDE) MULTI FUNCTION POLE
- LO2 12M (SOUTH SIDE) MULTI FUNCTION POLE
- LO3 9M TRAFFIC SIGNAL POLE
- LO4 INGROUND MARKER LUMINAIRES
- P01 WATERFRONT BENCH
- P02 BASALT SEATING TYPES
- P04 BICYCLE RACK
- F06 RUBBISH / RECYCLING BIN
- F07 DRINKING FOUNTAIN
- F08 WAYFINDING SIGN
- F09 REMOVABLE BOLLARD
- F10 WHEEL STOP
- F11 CYCLE COUNTER
- + PROPOSED TREE LOCATION



CLIENT: AUCKLAND TRANSPORT  
PROJECT NO: 1903  
SCALE: 1:250 (A1) 1:500 (A2)  
DRAWN BY: ER  
CHECKED: SG  
PO Box 91392, Victoria Street West, Auckland 1010  
t: (04 37) 379 5800  
e: studio@landlab.co.nz  
www.landlab.co.nz

PROJECT: QUAY STREET ENHANCEMENTS URBAN DESIGN  
DRAWING: WW1 MEMORIAL CONSENT  
DRAWING NO: LA-202  
REVISION: A

**WW1 MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
WW1 BEACON - PROPOSED**

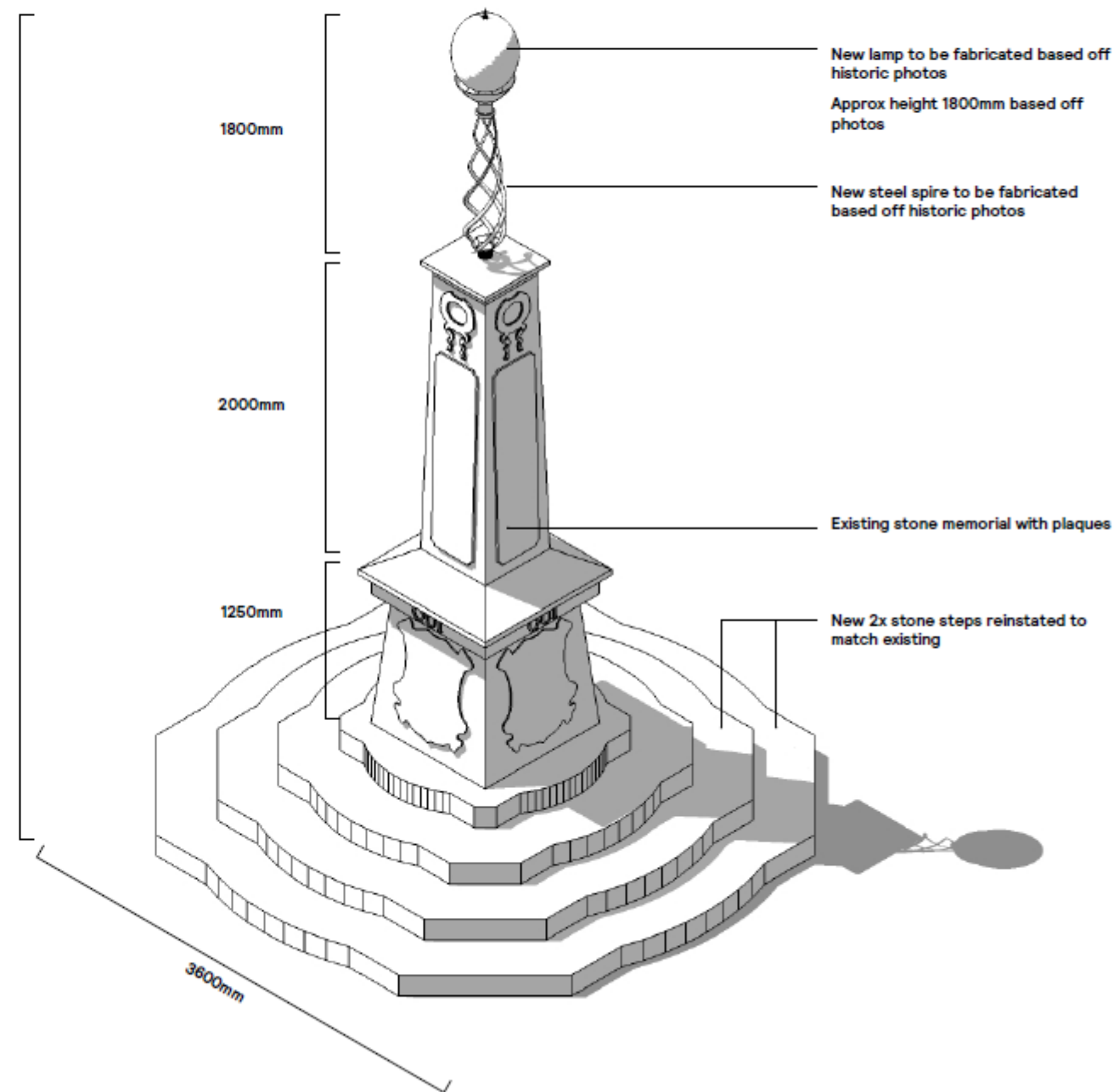
**LAND  
LAB**

Council and Heritage preference is for the Memorial to be relocated to a position more reminiscent of its original shoreline location. Part of this relocation includes refurbishment of the step and lighting spire in keeping with the original design.



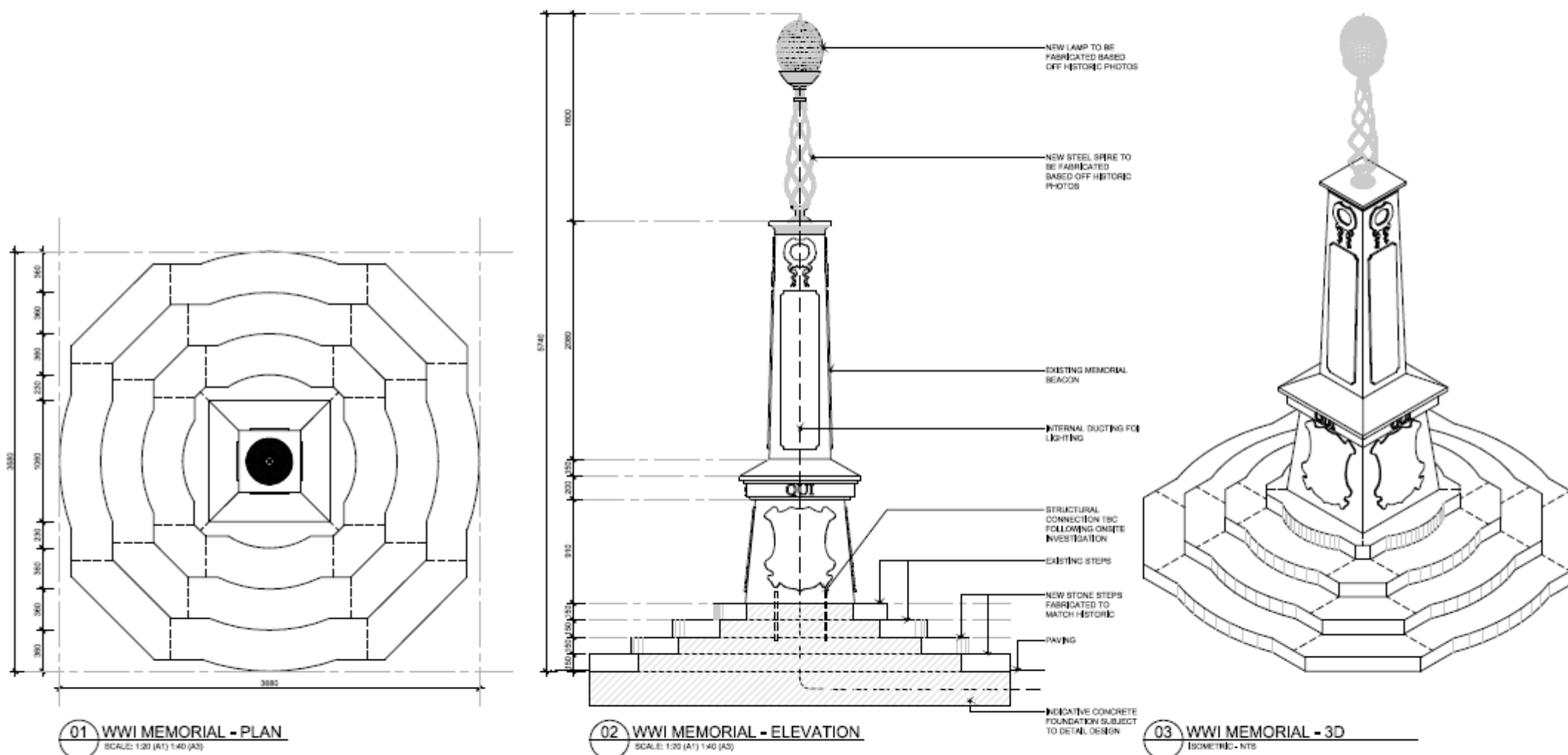
Original Memorial

5740 mm +/-



WWI MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
WWI BEACON DETAIL

LAND  
LAB  
-



FOR INFORMATION

NOT FOR CONSTRUCTION

Drawn under license. All dimensions are in millimeters unless otherwise stated. The copyright of this drawing remains with Landlab Ltd. These drawings are not to be used, reproduced, or copied without the written consent of Landlab Ltd. The information does not constitute an offer of any service without the written consent of Landlab Ltd.

REVISIONS  
B 29.06.2019 WWI MEMORIAL CONSENT



www.landlab.co.nz

LAND  
LAB  
-

CLIENT: AUCKLAND TRANSPORT  
PROJECT NO: 1903  
SCALE: AS SHOWN  
DRAWN BY: CR  
CHECKED: SG  
PO Box 91392, Victoria Street West, Auckland 1010  
t: (04 3) 379 5005  
e: studio@landlab.co.nz  
www.landlab.co.nz

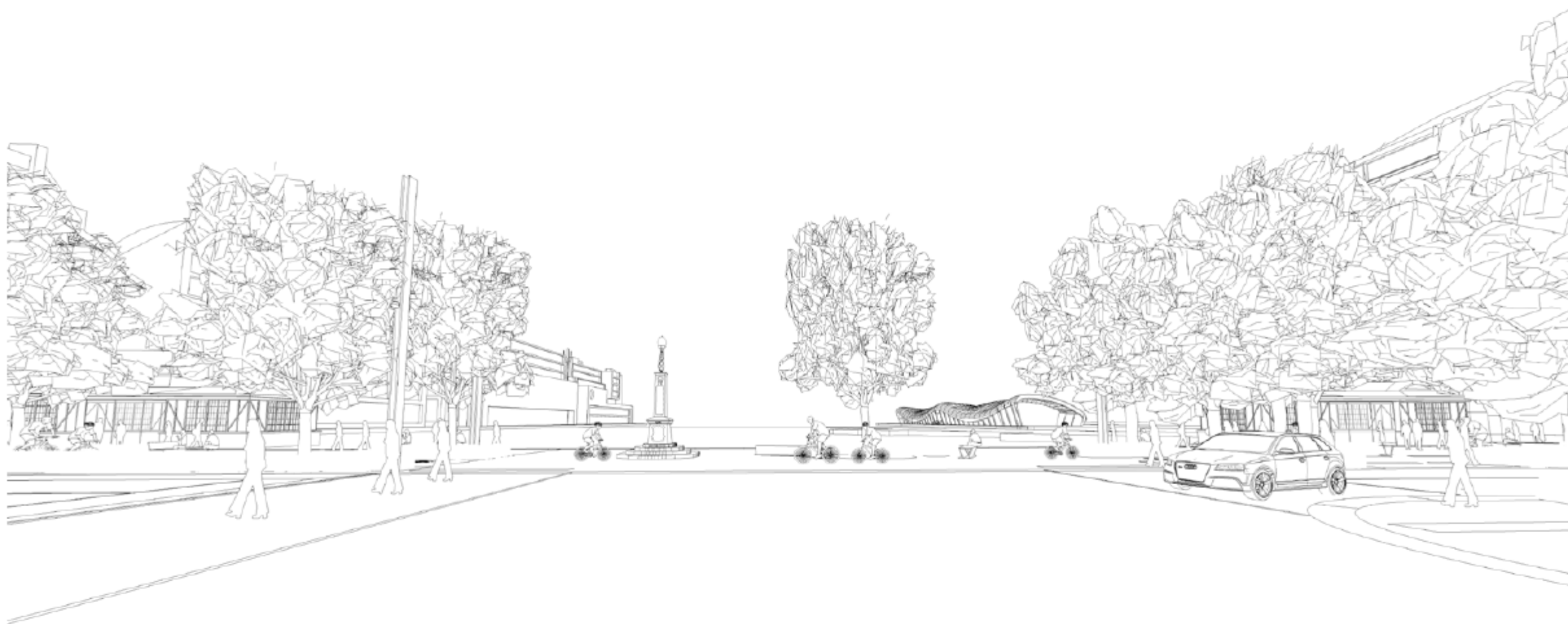
PROJECT: QUAY STREET ENHANCEMENTS URBAN DESIGN  
DRAWING: SCULPTURE - WWI MEMORIAL  
DRAWING NO: LD-211  
REVISION: B

Quay Street West Tāmaki Makaurau, WWI Memorial Relocation, For Resource Consent, version 001, June 2019, page 05

WW1 MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
WW1 BEACON LOCATION VIEW 001  
ARTIST IMPRESSION

LAND  
LAB

-




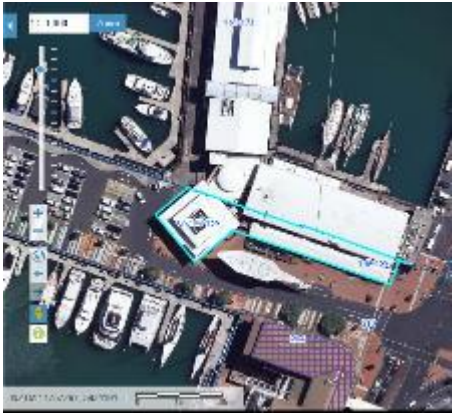

WW1 MEMORIAL RELOCATION  
FOR RESOURCE CONSENT  
WW1 BEACON LOCATION VIEW 002  
ARTIST IMPRESSION

LAND  
LAB  
-







## APPENDIX 2: BUILT HERITAGE PLACES WITHIN OR ADJACENT TO THE PROJECT

A total of 17 historic sites are recorded on the Auckland Council Cultural Heritage Inventory within or near to the overall Project Area. Following research and site visits, additional places of interest have been identified. For the purposes of identification these are included in the following table, and those places which lie either wholly or partially within the project area are highlighted in blue.

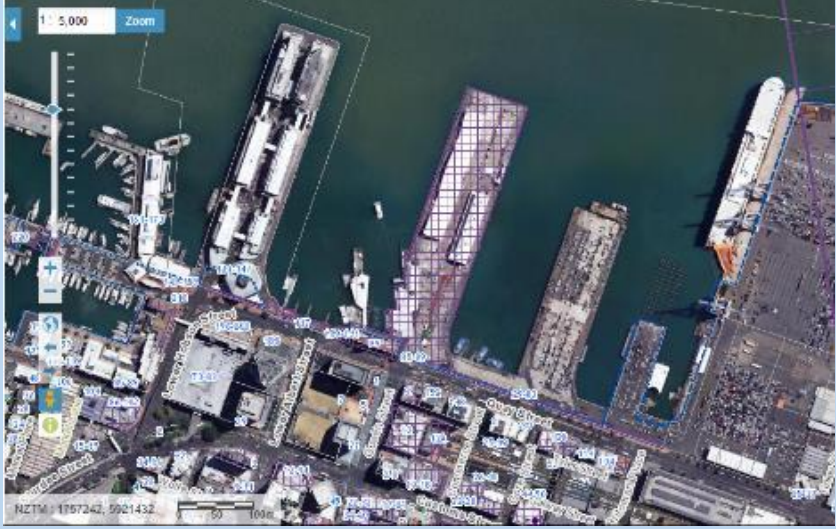
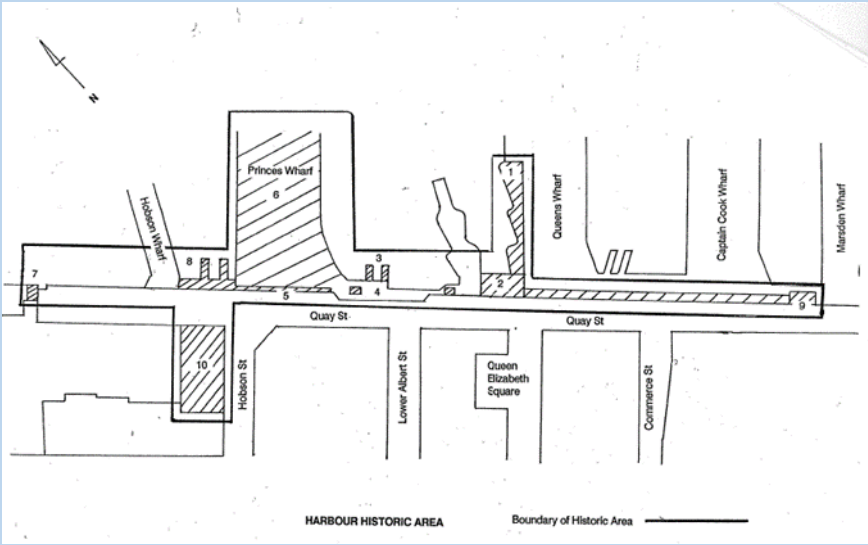


Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
First World War Memorial Beacon			2727 (Cat A; Values A, B, D, F)	none defined	none	Cat 2; 9652; Historic Area; 7158	20107	1757287.7	5921165.4
Launch Offices/Maritime Museum			none	none defined	none	Historic Area; 7158	990	1757260.44	5921179.2





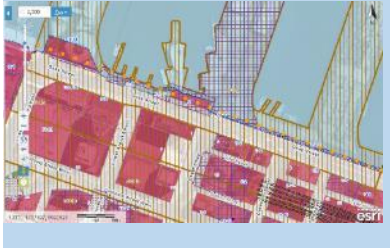




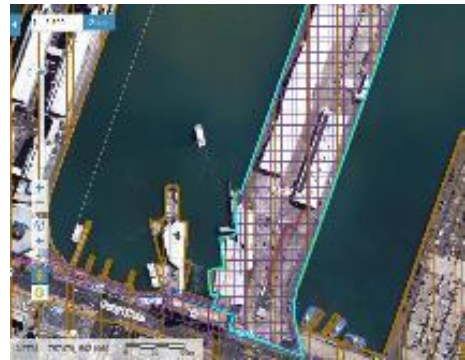

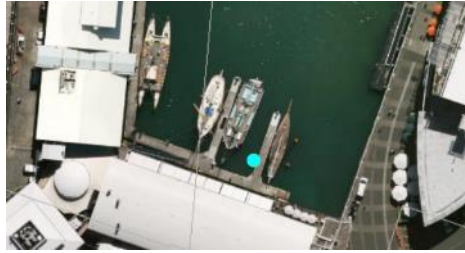
Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
Auckland Harbour Board Workshops (former)			1969 (Cat B; A,F,G)	none defined	none	Cat 2; 2649; Historic Area; 7158	2551	1757261.24	5921131.27
Auckland Harbour Board Fence (west)			1915 (Cat A; A,F,G,H)	Entire fence including panels, pylons, handrails, and gates	none	Historic Area; 7158	304	1757448.04	5921114.86
Public shelters (former) - West			2018 (Cat B; A,F,G,H)	none defined	none	Cat 2; 670; Historic Area; 7158	17516; 18882	1757421.71	5921124.12

Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
Public shelters (former) - East			2018 (Cat B; A,F,G,H)	none defined	none	Cat 2; 670; Historic Area; 7158	2544; 18882	1757495.93	5921097.13
Ferry Building			2016 (Cat A; A,B,F,G,H)	Ferry Building	none	Cat 1; 102; Historic Area; 7158	332	1757542	5921084.48
Queens Wharf			2735 (Cat B; A, B, D, E, F, H)	Substructure and deck including shed platforms; Shed G (also known as Shed10); ferry shelter; electricity substation building; railway tracks; crane rails; weighbridge	1. Fendering 2. Cast iron bollards 3. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement of <u>corroded reinforcement, coating of reinforcement and reinstatement with new concrete either by spraying or casting with concrete or mortar</u>	Cat 1; 9500; Historic Area; 7158	517	1757645.72	5921244.95

Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
Auckland Harbour Board Fence (east)			1915 (Cat A; A,F,G,H)	Entire fence including panels, pylons, handrails, and gates	none	Queens Wharf Gates Cat 2; 632; Historic Area; 7158	304	1757735.88	5921010.99
Endeans Building			2769 (Cat B; A, E, F, G,)	none defined	Interior of building(s)	Cat 2; 4597	2550	1757593	5921014.3
131-147 Quay Street			n/a	none defined	none	none	n/a	1757361.51	5921169.35

Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
Harbour Historic Area			n/a	none defined	none	Historic Area; 7158. includes Auckland Harbour Board Workshops (Former) Eastern Ferry Tee - Queens Wharf Ferry Building Launch Offices Port Building [Demolished] Princes Wharf Quay St Landings Western Viaduct Wharf Gates & Fences Wharf Pavilions (Two Buildings)	n/a	1757645.72	5921244.95
Admiralty Steps			n/a	none defined	none	Historic Area; 7158	1025	1757650.76	5921059.18

Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
Launchmans Building   Launch Offices     Shed 110			n/a	none defined	none	Cat 2, 608; Historic Area, 7158	308	1757261.36	5921170.41
Ferry Basin Launch Stairs			Partially within extent of place for AHB Fence 1915 (Cat A) and West Ferry Launch Shelter 2018 (Cat B)	Technically that part within the EOP for the Ferry Launch Shelter as the primary feature for this site is not currently defined.	n/a	Historic Area; 7158	n/a	1757416.99	5921134.49
Existing Basalt sea wall			n/a	none defined	n/a	Historic Area; 7158	n/a	1757610.87	5921059.41
Princes Wharf			n/a	none defined	n/a	Historic Area; 7158	n/a	1757371.5	5921290

Place	Identifier (Aerial)	Image identifier	AUP(OP) Schedule 14.1 id	AUP(OP) Primary Feature	AUP(OP) Exclusions	HNZ List ref	AC CHI ref	NZTM Easting (centre)	NZTM Northing (centre)
West Ferry Tee (Pier 2)									
Eastern Ferry Tee, Queens Wharf			2735 (Cat B; A, B, D, E, F, H)	Substructure and deck including shed platforms; Shed G (also known as Shed 10); ferry shelter; electricity substation building; railway tracks; crane rails; weighbridge	1. Fendering 2. Cast iron bollards 3. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement	Cat 1; 9700; Historic Area; 7158	n/a	1757645.72	5921244.95
Hobson Street Wharf (Former)		n/a (demolished)	n/a	n/a	n/a	n/a	533	1757271.27	5921201.83

### APPENDIX 3: CITY CENTRE ZONE SIGHTLINES HISTORIC HERITAGE ASSESSMENT

The purpose of the AUP(OP) City Centre Zone Sightlines is to retain views from key locations in the city centre to significant landmarks and the harbour. Many of these landmarks are also historic heritage places, and the sightlines help to control changes to the setting of these places by default. Sightlines were considered to determine whether the proposed location of the WWI Memorial Beacon would adversely affect the viewing elements these sightlines were designed to protect, and consequently whether this might adversely affect the setting of historic heritage places in the vicinity. Section D17.1 of the AUP(OP) defines the setting of a historic heritage place as follows:

*"Setting of a historic heritage place*

The setting of a historic heritage place includes elements of the surrounding context beyond the identified extent of place within which a historic heritage place is experienced. The setting of a historic heritage place includes the sea, sky, land, structures, features, backdrop, skyline and views to and from the place. It can also include landscapes, townscapes, streetscapes and relationships with other historic heritage places which contribute to the value of the place."

Changes of the setting of built heritage places are frequently expressed in terms of views. This is also reflected in the AUP(OP) assessment criteria for infrastructure and historic heritage, which consider the effects of any given proposal on views to and from historic heritage places.

The (relocated) Beacon will sit directly in the line of Sight line 16 (Albert Street). However this sightline line sits 5.8m above Quay Street (refer to the memo prepared by Isthmus). The relocated (and modified) Beacon will have a height of 5.74m, which will therefore sit below this sightline. It is also noted, as detailed at item 5 of Isthmus' memo, that there is an additional margin of safety provided by the existing pedestrian sky bridge across Lower Albert Street, which intersects the theoretical sightline but which has not been considered when determining the height of 5.8m above Quay Street.

A specific assessment of sight line 03 was undertaken to understand how the proposal might affect historic heritage values within that specific view. Sightline 3 looks west toward the Ferry Building and Quay Street, and the relocated Beacon will theoretically fall within this sightline. However, it will not interrupt any views of the Ferry Building, the AHB Fence or the historical buildings located on the south side of Quay Street. Protecting the visible relationship of these historical street elements is the main purpose of the sightline from the location of origin. Furthermore, The Beacon will be largely obscured by existing and proposed (in other consented works) street trees and street furniture. Where visible looking west from the south side of Quay Street closer to the Ferry Basin, the Beacon will complement views of the Ferry Building and Ferry shelters from this direction.

The conclusion of the assessment is that The Beacon will sit below City Centre Sightline 16 (Albert Street) and will not affect City Centre Sightline 7 and 20 (Queen Street). The Beacon will sit within Sightline 03 which is taken from Quay Street (adjacent Britomart Place), looking west. However, it will not generate any adverse effects, and will enhance the setting of nearby historic heritage places such as the Ferry Building, the AHB Fence and the Ferry Shelters.

Figure 3: Sight line 03

Figure 3a

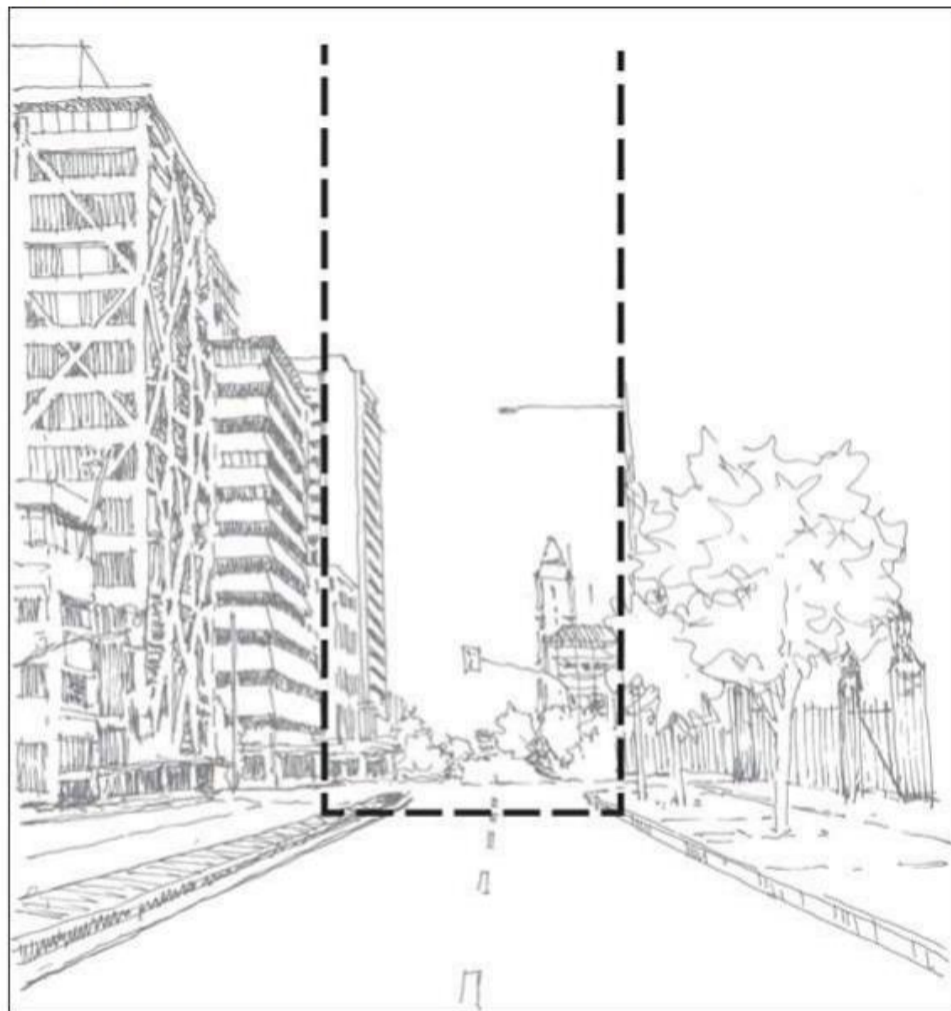


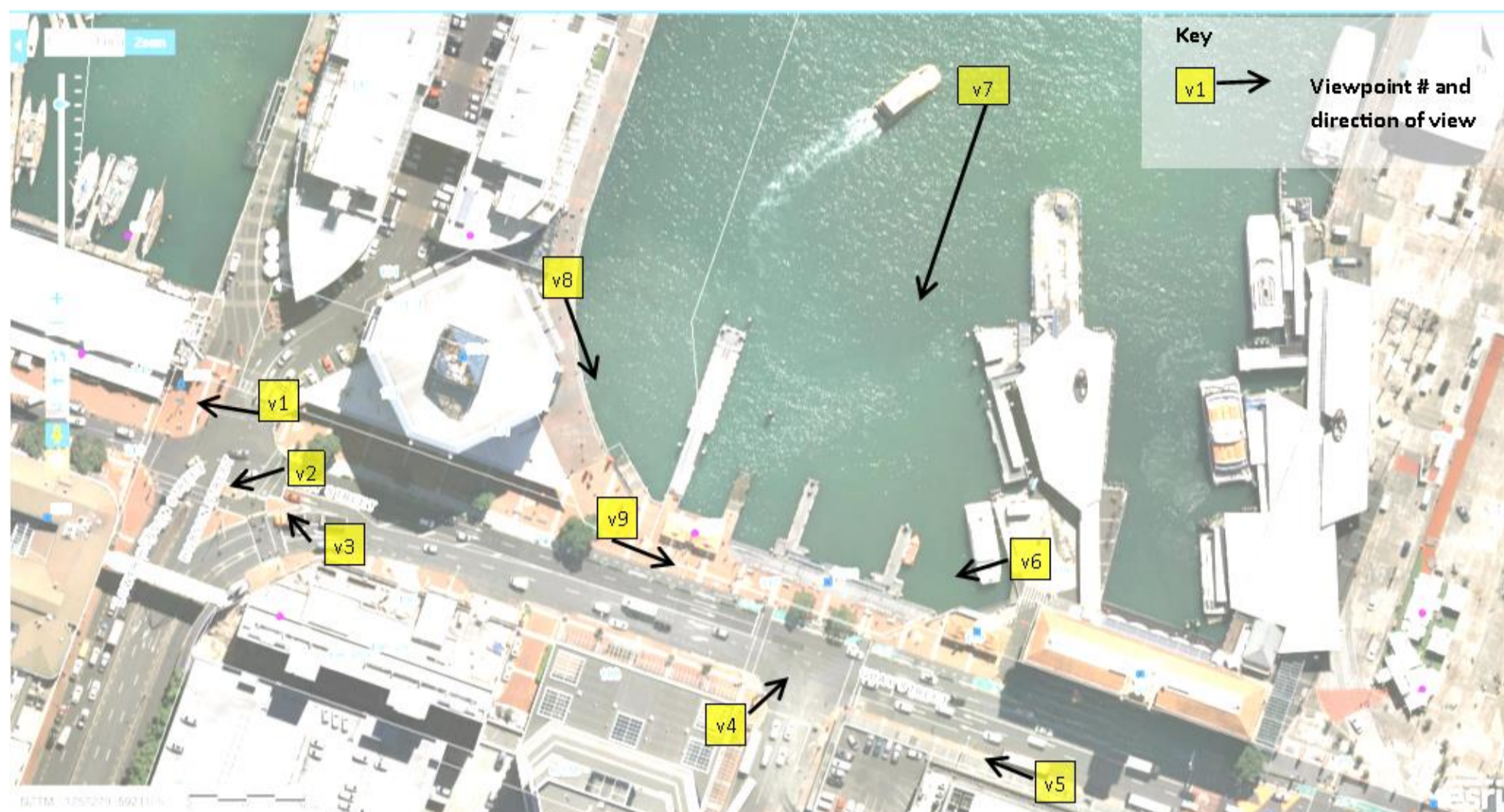
Figure 3b



Figure 42. City Centre Sightline 03



APPENDIX 4. KEY VIEWS



View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8



View 9