

*Capital Heritage Limited*  
*Archaeology and Heritage Consultancy*



Michael Fowler Centre Carpark  
110 Jervois Quay, Wellington  
(Part R27/456)

Building Development

Archaeological Assessment Report

Prepared For MFC Development LP

Prepared by  
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December 2021



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# 1 Introduction

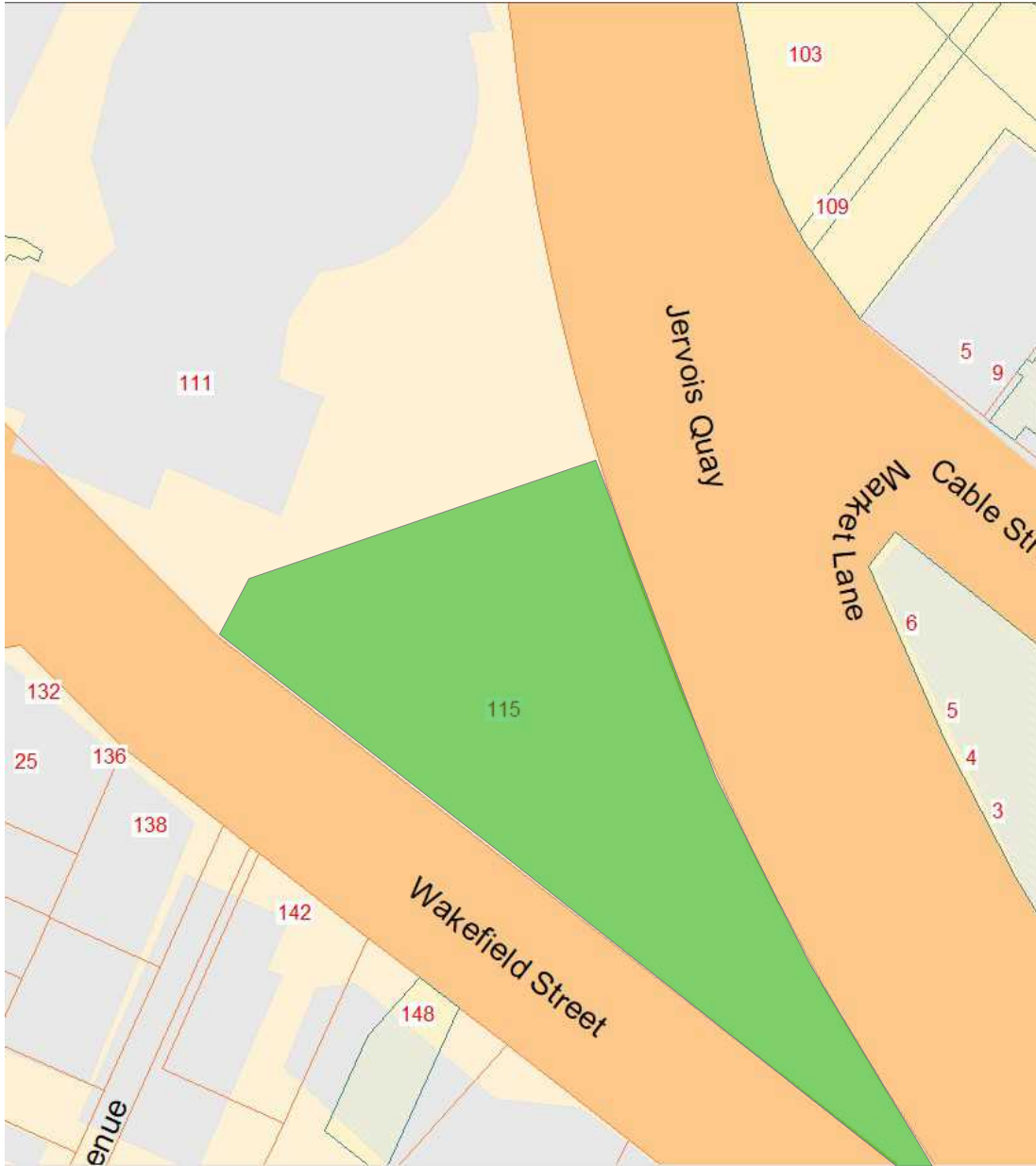
## 1.1 Background to Project

This report has been prepared on behalf of MFC Development LP as part of the planning process for a proposed building development to be carried out in the Michael Fowler Centre Carpark, Wakefield Street, Te Aro, Wellington. Because the site is situated on land that constitutes an archaeological site under the terms of the *Heritage New Zealand Pouhere Taonga Act*, MFC Development LP wishes to apply to HNZPT for an authority to modify an archaeological site, prior to the start of work.

The regional location of Wakefield Street can be seen in Illustration 1 and the specific location of the Michael Fowler Centre Carpark can be seen in Illustration 2 and Illustration 3. The legal description of the site is part of Lot 1 DP 494594 and it is located at 110 Jervois Quay. It is part of a larger, civic area owned by the Wellington city Council (see Illustration 2).

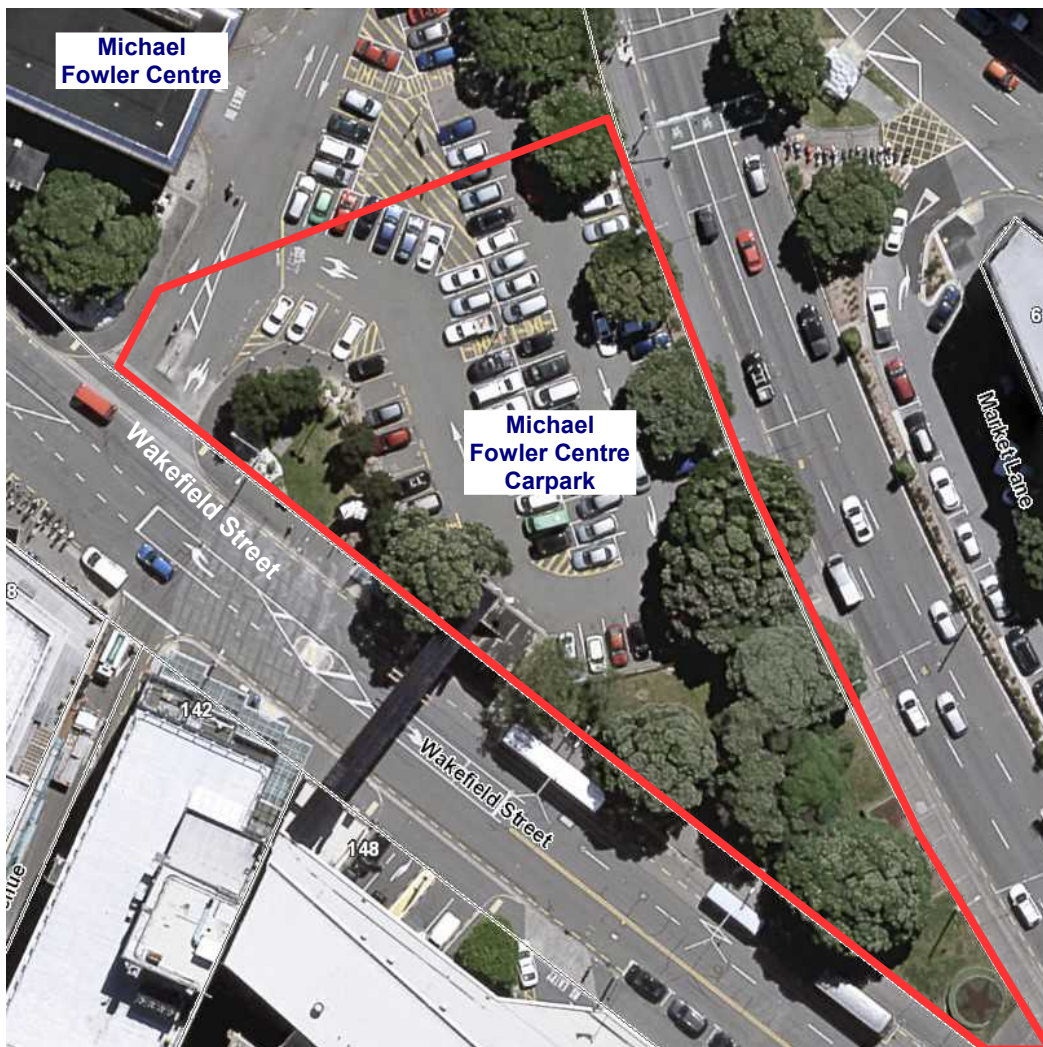


*Illustration 1: Regional location of Jervois Quay (from Quickmap)*



**Illustration 2: 110 Jervis Quay. Location of Michael Fowler Centre Carpark development site shown in green.**





**Illustration 3: Michael Fowler Centre Carpark -site area outlined in red (Base Image from WCC online maps).**

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## 1.2 Limitations

It should be noted that this report is an assessment of potential archaeological values in relation to the provisions of the *Heritage New Zealand Pouhere Taonga Act*. It is not an assessment of impacts on Māori cultural values, or built heritage values.

## 1.3 Statutory Requirements in Relation to NZ Heritage

In conjunction with district plans, there are several pieces of national legislation that assist with the protection and management of heritage sites. These must be considered in regard to any development or land use proposal that may affect heritage or archaeological sites within an area. The provisions of the *Heritage New Zealand Pouhere Taonga Act* and the *Resource Management Act* that relate specifically to archaeological material are set out in Appendix 1 at the end of this document for reference purposes. If it becomes apparent that the proposed work may have impacts on archaeological values, then application to HNZPT for authority to modify an archaeological site would be a minimum statutory requirement.

## 1.4 Study Methodology

The methodology used for this report consists primarily of consulting information sources required of a desk-top assessment, as well as a site visit. The following sources were used in the desk-top research<sup>1</sup>:

- Electronic archival sources
- Archival sources (WC Archives, Archives New Zealand, National Library)
- Historic survey plans and maps
- Other historic sources (published and unpublished)
- Archaeological sources (NZAA site record file)
- Statutory sources (Wellington City District Plan)

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1 Abbreviations used in text include: NZAA-New Zealand Archaeological Association; ATL-Alexander Turnbull Library, HNZPTA-Heritage New Zealand Pouhere Taonga Act, HNZPT- Heritage New Zealand Pouhere Taonga, WC Archives-Wellington City Archives.

## 2 History of the Site and Surrounding Area

The Michael Fowler Centre Carpark is situated in a wider geographical area that has been occupied for centuries. The first inhabitants were Māori, including Ngai-Tara and later Te Ati Awa. From 1840 onwards, the central Wellington area was surveyed and subdivided up by William Mein Smith into a number of town acre sections at the instigation of the New Zealand Company (Mein Smith, 22<sup>nd</sup> June 2007). The Michael Fowler Centre Carpark itself is situated on land reclaimed from Wellington Harbour during the Te Aro Reclamations of the late 1880s.

### 2.1 Māori Occupation of the Central Wellington Area

Adkin and Best (Adkin, 1959:5) identify the explorer Kupe as traditionally the earliest voyager to reach this country. Kupe's visit was followed some time later by the arrival of Ngai-Tara, who occupied the area on a more permanent basis (Adkin, 1959:6). Best also identifies Ngati-Mamoe and Ngati Ira as early inhabitants of the area, with Ngati Mutunga and Te Ati Awa coming to the region from Taranaki during the early part of the 19<sup>th</sup> century (Adkin, 1959:8-9).

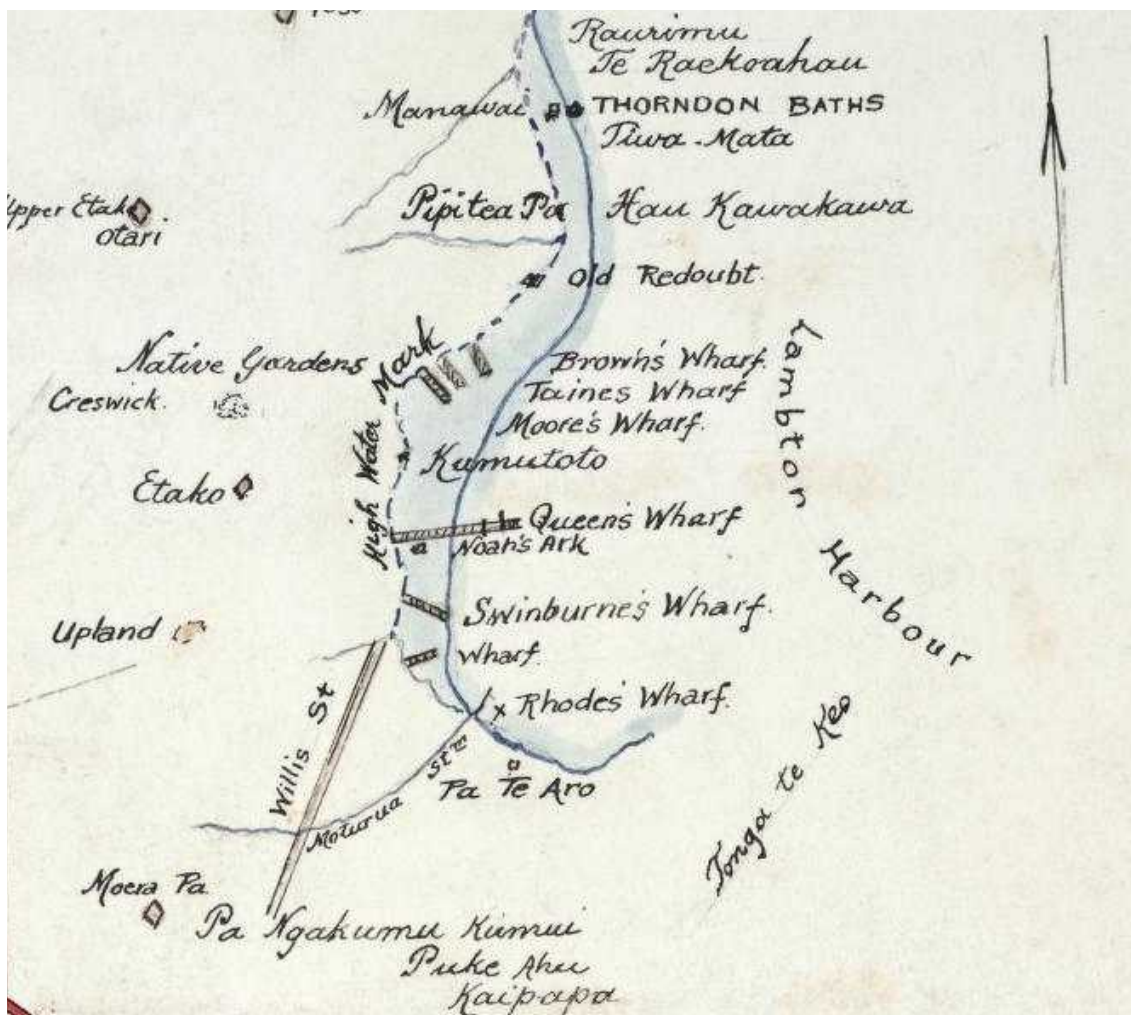


**Illustration 4: Annotated detail of Map III, part 3 (Adkin, 1959:119). Location of Michael Fowler Centre Carpark site shown in green, original shoreline shown in red.**

At the time that central Wellington was subdivided up by the New Zealand Company, there were several Māori settlements in occupation. These included Te Aro Pa, Pipitea Pa and Kumutoto Kainga. The locations of some of these settlements are shown by Adkin (1959:119-see Illustration 4).

The closest settlement to the study area would have been Te Aro Pa, near the intersection of Taranaki Street and Manners Street, a little to the south-east of Lower Cuba Street. Te Aro Pa was one of the largest Wellington settlements and it included cultivation lands outside of the central living area, probably reaching up to very close to the original harbour edge. However, this would not have been as far as the Michael Fowler Centre Carpark site which would have been located some 50m out from the original shoreline in the harbour waters.

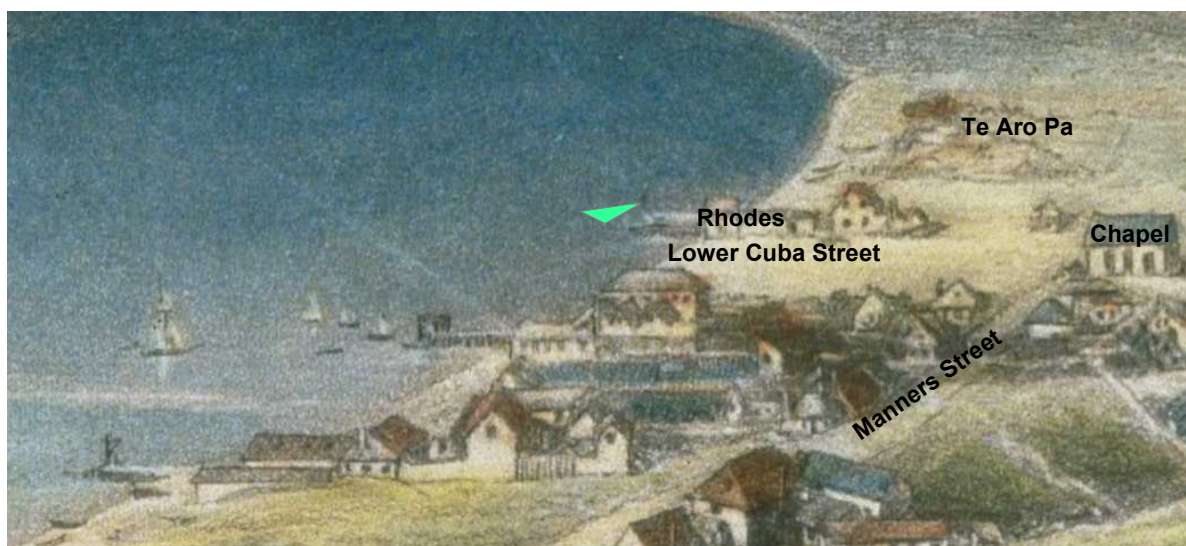
Ward's sketch of the harbour sections as at the early 1840s includes a small drawing of the waterfront area as it would have been occupied at that time (see Illustration 5). This includes a number of wharves and settlements. The Michael Fowler Centre Carpark site would have been part of the harbour bed immediately to the north-east of Rhodes' Wharf.



**Illustration 5: Detail of plan of Wellington sections sold in 1839, by Ward (c.1925) (ATL MapColl-822.4799gbbd/1840-1916/Acc.16123). Pre-1855 earthquake shoreline shown as dotted line, post 1855 earthquake shoreline shown as solid blue line.**

## 2.2 Settlement of Te Aro after 1840

Following the 1840s subdivision and colonisation of Wellington, various areas became relatively well settled, including the Te Aro flats and waterfront. Along with the Thorndon area, Te Aro provided access to sea transport and contained the biggest area of flat land in the central city. The waterfront was a locus for early settlement, both by Māori and European immigrants. A detail from an illustration by S. Brees dating to 1847 (see Illustration 6) shows the early development of the foreshore, with Te Aro Pa situated on the edge of the European developments, immediately above Captain Rhodes' house, store and wharf. A number of other buildings situated along what became Manners Street, can be seen in the foreground, while the area that eventually became Lower Cuba Street was at that stage bare land. A number of additional businesses, dwellings and wharves were constructed along the Wellington waterfront during the next decades. The changing waterfront can be seen in Illustration 7 dating to 1869.



**Illustration 6: Annotated detail of Te Aro, Wellington, S. Brees, 1847 (ATL PUBL-0020-22). Approximate location of Michael Fowler Centre Carpark within the harbour indicated in green.**

## 2.3 Te Aro Wharves- Rhodes' Wharf

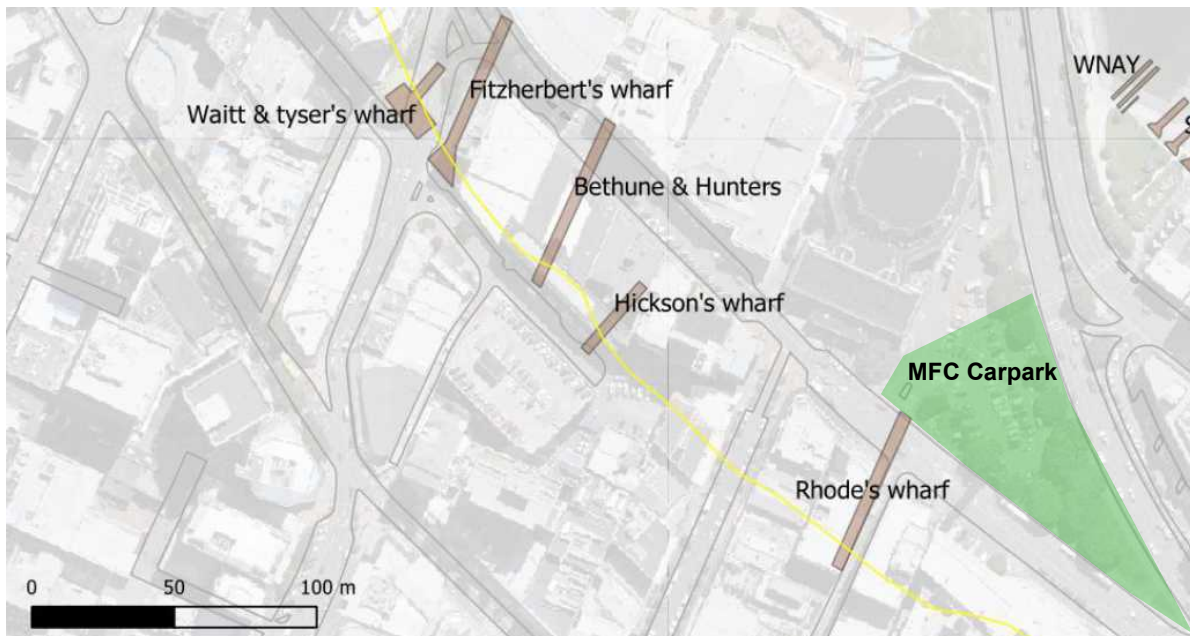
As well as the businesses and dwellings developed along the Te Aro Flat waterfront, a number of wharves were constructed by the different residents. These included that built by Captain Rhodes in 1841, to facilitate access to and from his goods store and iron store (located in Town Acre 212 and Town Acre 211 in what is now Lower Cuba Street -see Illustration 6 and Illustration 7).

There were a number of other wharves also built along the water front and these were all affected by the earthquake uplift of 1855 which required them to be lengthened. Rhodes' wharf was the closest to the Michael Fowler Centre carpark site, located immediately to the south-west, to the southern edge of Wakefield Street (see Illustration 8). Piles from Rhodes' Wharf were still standing at the time that construction of the 1886 Te Aro reclamation began, and one was also found during excavations carried out at 138 Wakefield Street

in 1965 (Dodd, R27/765, 2021). It is unlikely that the wharf extended as far as the carpark site, but it would certainly have been very close to it.



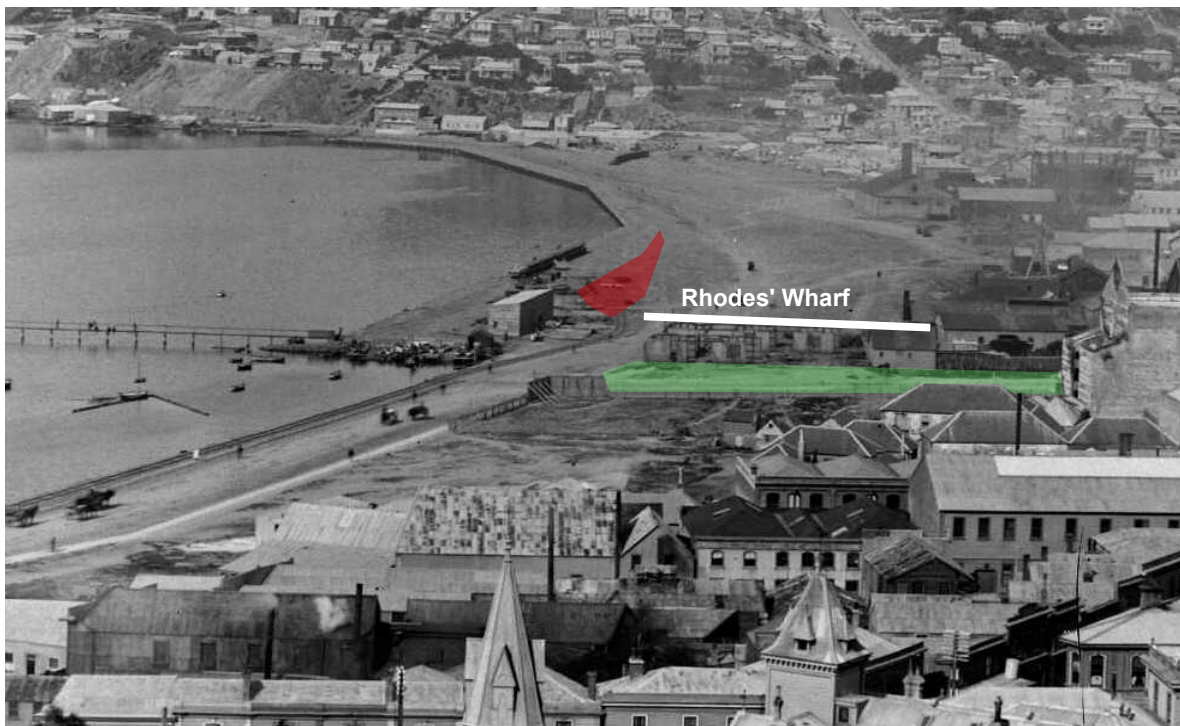
**Illustration 7: Detail of Te Aro, 1869 (ATL 1/4-019551-F). Approximate location of Michael Fowler centre carpark shown in red.**



**Illustration 8: Detail of 2017 aerial with early wharves and 1840 shoreline (Andy Dodd, 2021-NZAA Record R27/765). Approximate carpark site indicated in green with proximity to Rhodes' Wharf indicated.**

## 2.4 1875-86 Te Aro Harbour Reclamations

Following the 1855 Wellington earthquake, various plans were instigated to reclaim the exposed shoreline and create more flat land within the central city. The Te Aro foreshore (Wakefield Street/Victoria Street area) was among the areas reclaimed during that time with works mooted during the 1870s and completed in 1886, by the Wellington City Corporation (Ward, 192u:455). This area can be seen in Illustration 9 which shows Wakefield Street (then Victoria Street) partially formed, with empty sections to the south, between the street and the original waterline. A plan of Wellington Harbour reclamations published in the evening Post (see Illustration 11) shows the full extent of the Wakefield-Victoria Street reclamations, indicated as area “O”. This stretched from Willis street on the western side, east to Oriental Parade. The Michael Fowler Centre carpark site would have been slightly to the north of this, to the east of the new Cuba Street Extension and adjacent wharf.



**Illustration 9: Annotated detail of View of Wellington including reclaimed land at Te Aro Flat 1888 (ATL 1/2-004074-G). Approximate Michael Fowler centre carpark in red.**

## 2.5 1886-1889 Te Aro Harbour Reclamations

Further reclamations were carried out along the Te Aro Waterfront in the following years, including the area where the Michael Fowler Centre Carpark now stands. This section was completed in 1889, again by the Wellington City Corporation. This was a triangular area bounded by Wakefield street, Victoria Street and Jervois Quay designated Block V Reclamation reserve "K" and it is shown as "P" on the 1927 *Evening Post* map (see Illustration 11). A number of subdivisions were made of this area, with sections sold or leased by the Wellington City Corporation to private individuals or retained for civic purposes, within a larger area bounded by Wakefield Street [here as Victoria Street] and Jervois Quay (see Illustration 10).

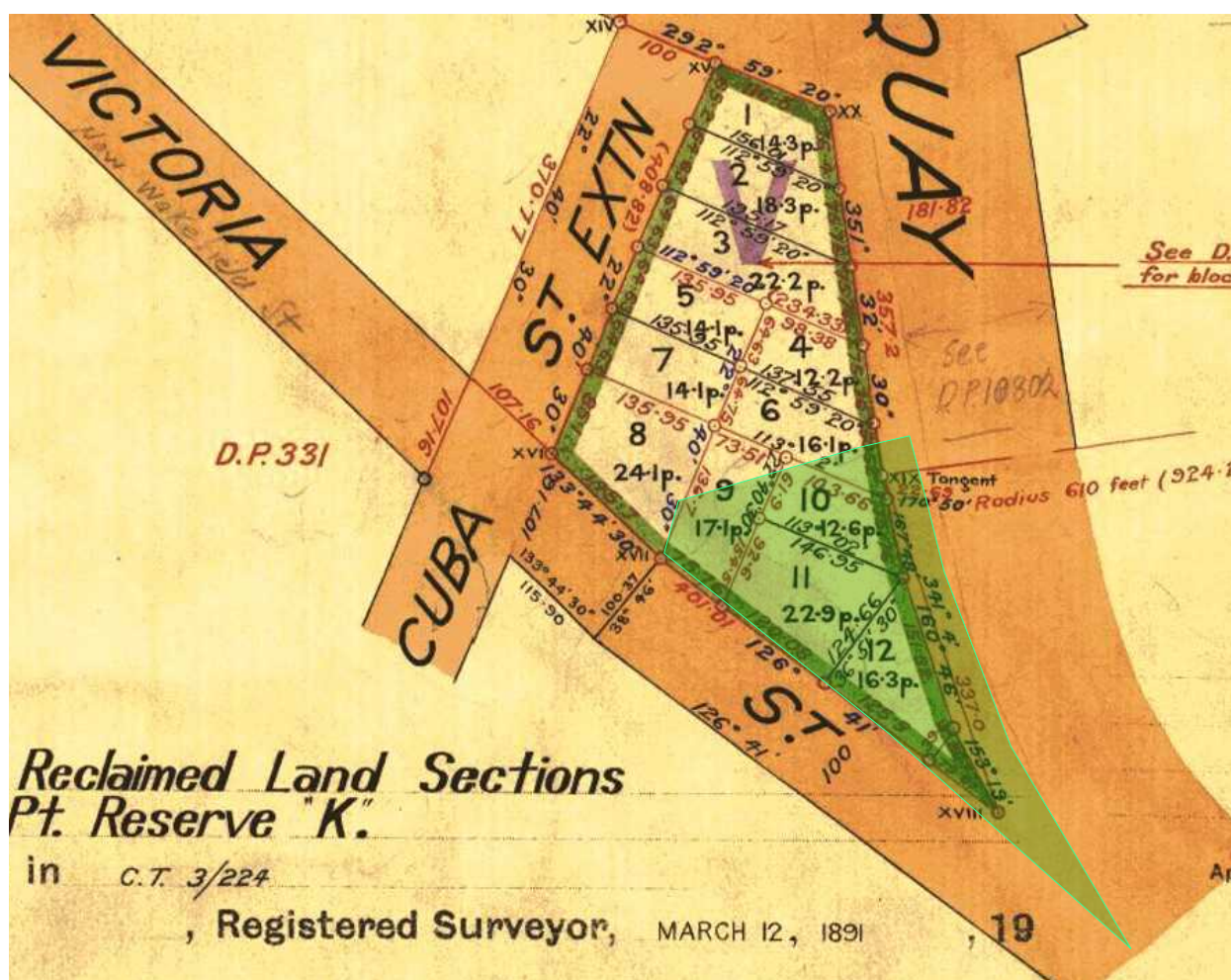
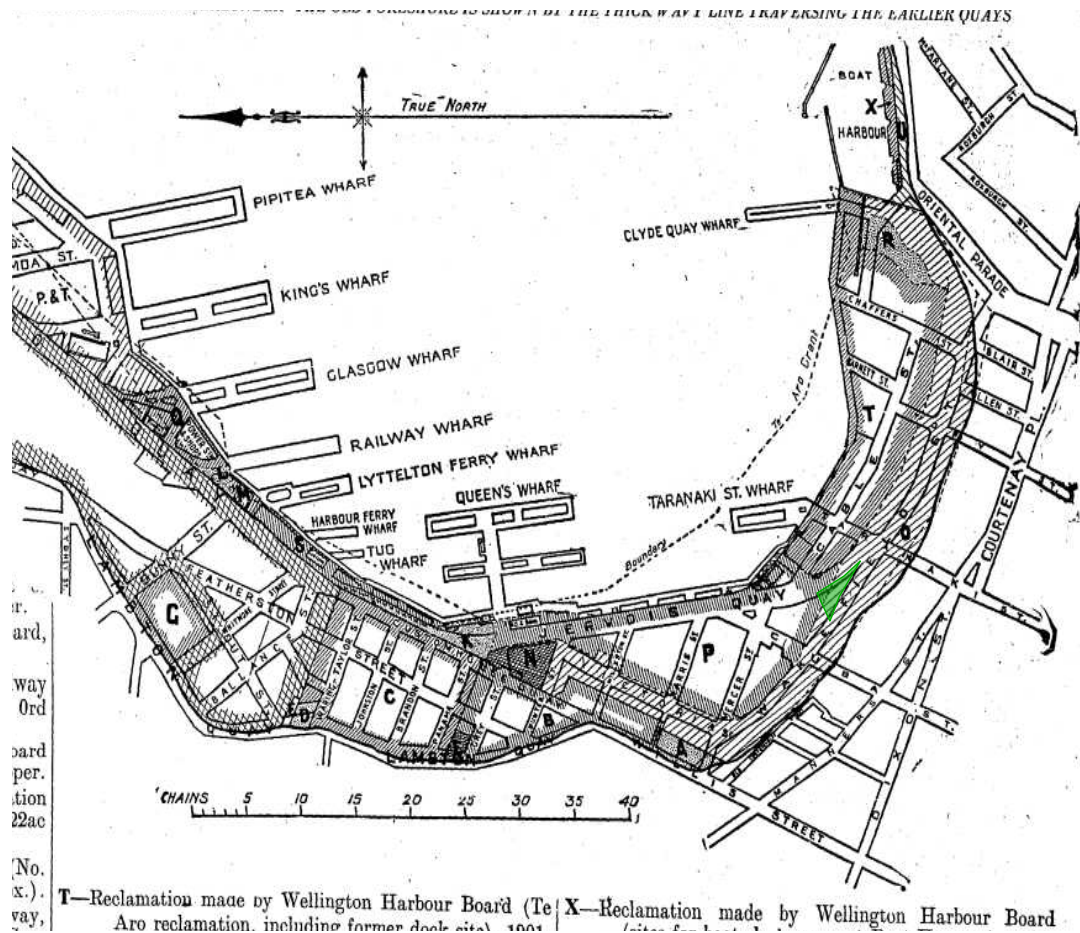


Illustration 10: Detail of DP 540, 1891. Plan of Reclaimed Land Sections Pt Reserve "K" (Quickmap). Approximate Michael Fowler Centre carpark shown in green.





T—Reclamation made by Wellington Harbour Board (Te Aro reclamation, including former dock site) 1891  
 X—Reclamation made by Wellington Harbour Board

The following alphabetical list, in which each initial capital letter corresponds to one of the lettered reclamation blocks above, serves as a key to the map of the reclaimed land, and indicates area, date, and reclaiming authority:—

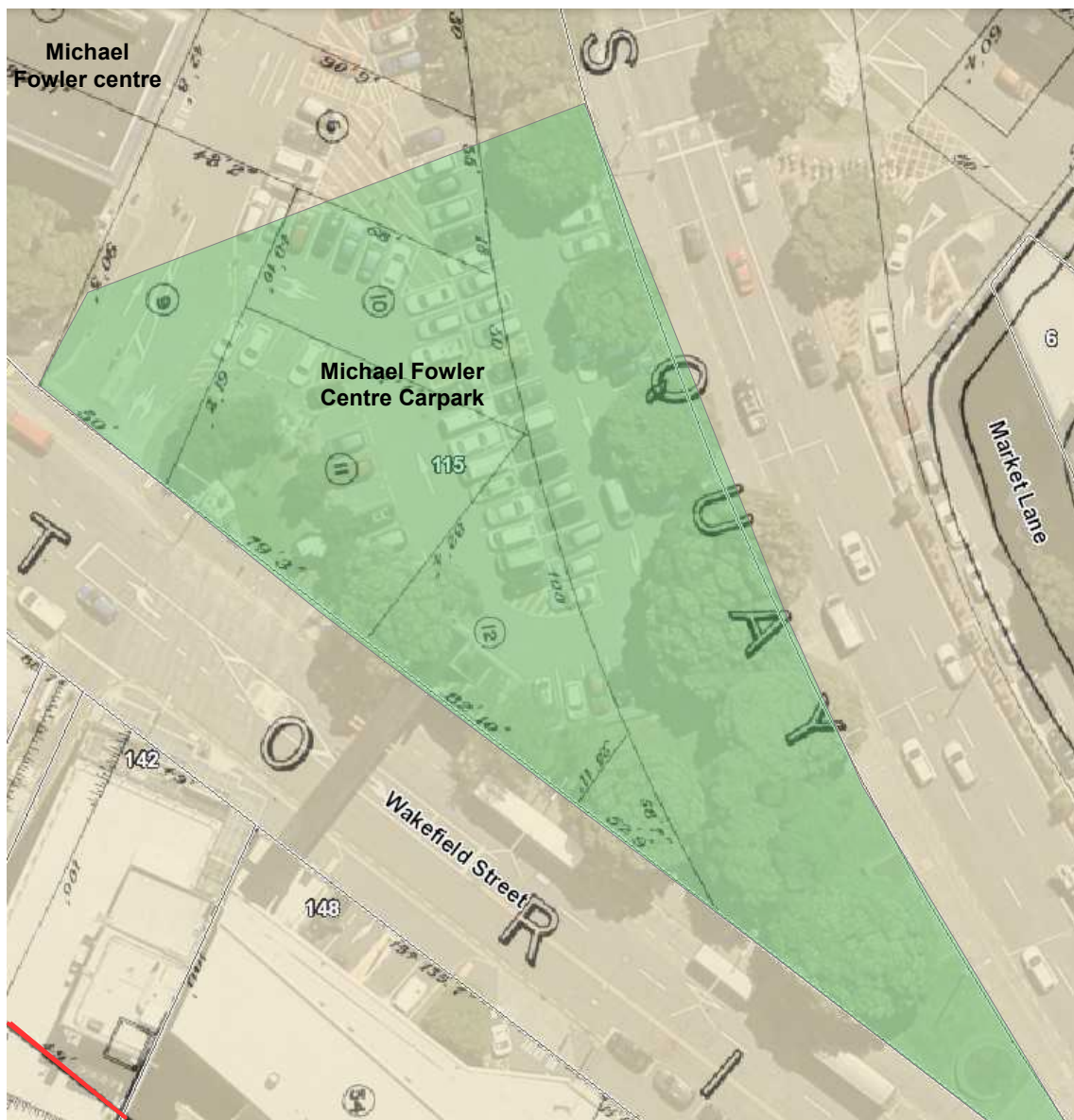
- A—Reclamation made by New Munster Government, in the year 1852, area 0ac 3rd 06.5per.
- B—Reclamation made by Wellington Provincial Government, 1857-63, area 7ac 3rd 34per.
- F—Reclamation made by the Order of Oddfellows about 1859.
- E—Reclamation made by the Order of Foresters in the year 1864.
- D—Reclamation made by Messrs. Joseph and Co. in 1865. The total area of F, E, and D was 2rd 01.2per.
- C—Reclamation made by Wellington Provincial Government, 1866-67, area 12ac 3rd 29per.
- G—Reclamation made by the General Government, for Government Buildings, 1875, area 2ac 2rd 32per.
- I—Reclamation begun by Wellington Provincial Government and completed by the General Government, 1876, area 46ac 2rd 16per.
- J—Reclamation made by Wellington-Manawatu Railway Co., 1882, area 29ac 0rd 24per.

- L—Reclamation made by General Government (part Railway Wharf contract), 1882, area 1rd 30per.
- M—Reclamation made by Wellington Harbour Board, 1882, area 1rd 21per (approx.).
- H—Reclamation made by Wellington-Manawatu Railway Co. for General Government, 1884, area 1ac 0rd 10per.
- N—Reclamation made by Wellington Harbour Board (Hunter street endowment), 1886, area 3rd 26per.
- O—Reclamation made by Wellington City Corporation (Nos. 1 and 2, Te Aro reclamation), 1886, area 22ac 2rd 20per (approx.).
- P—Reclamation made by Wellington City Corporation (No. 3, Te Aro reclamation), 1889, area 17ac (approx.).
- K—Reclamation made by Government for Te Aro Railway, including area for site of Store No. 7 made by Government for Wellington Harbour Board, 1893, area 1ac 1rd 21per.
- Q—Reclamation made by Wellington Harbour Board, 1893-1901, area 3ac 0rd 30per.
- R—Reclamation made by Wellington City Corporation (Corporation yard site), 1895, area 1ac 2rd 0per (approx.).
- S—Reclamation made by Wellington Harbour Board, including area for Custom House site, reclaimed by Wellington Harbour Board for Government, 1901-1903, area 2ac 2rd 17per.

**Illustration 11: Detail of 80 Years of Reclamations, Evening Post 27th August 1927 p17. Michael Fowler Centre Carpark site shown in green.**

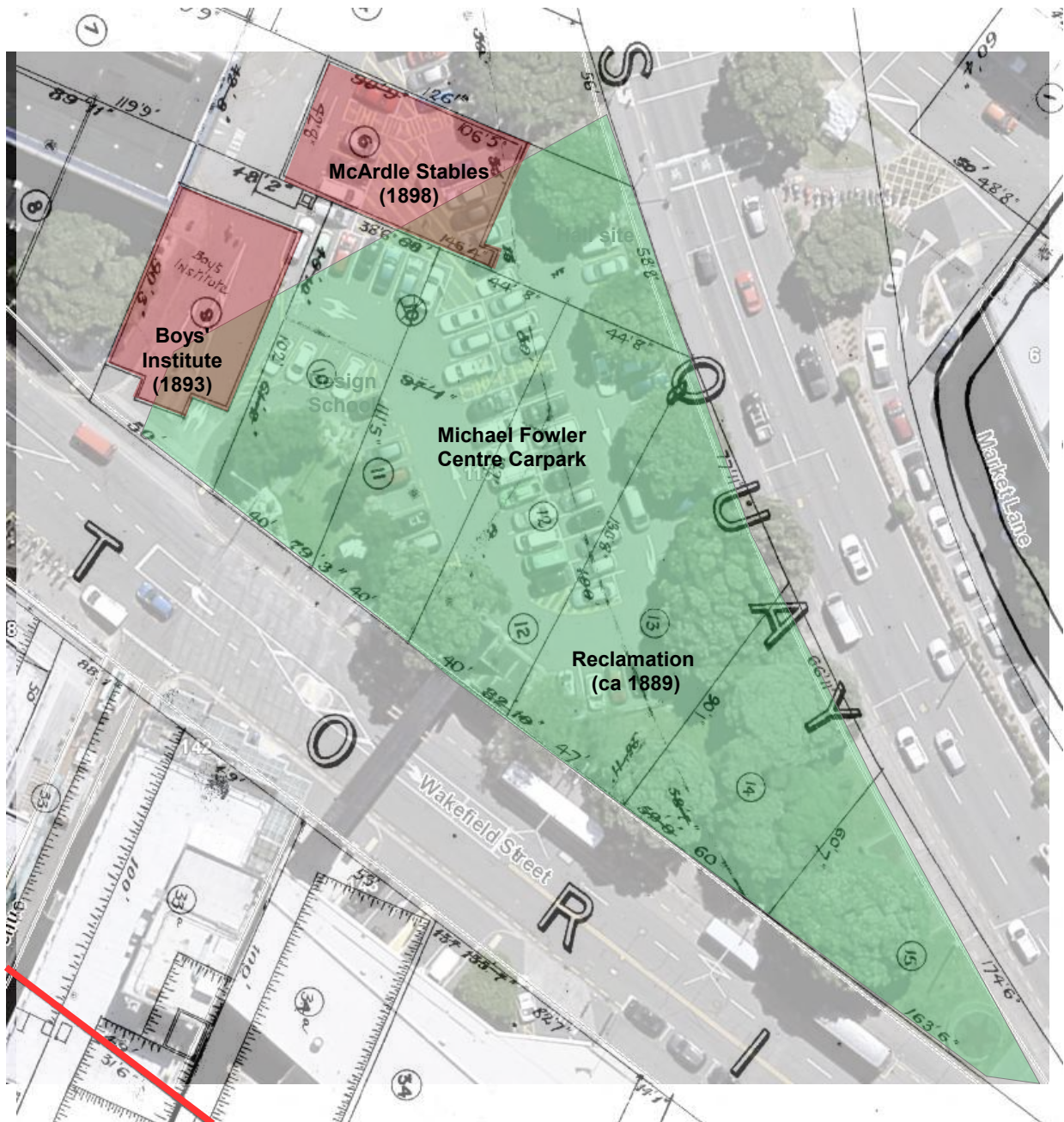
## 2.6 Development of Reclamation Reserve “K”

Following the reclamation and partial subdivision of the area bounded by Jervois Quay, Wakefield Street and Victoria Street, construction of a number of buildings began. The first two were the School of Design and the Public Library where the Wellington City Council buildings now stand on Wakefield Street. No buildings had yet been constructed within the Michael Fowler Centre Car park by that time (see Illustration 12).



**Illustration 12: Annotated detail of Ward's 1891 Plan of Wellington (accessed from Wellington City Council GIS Viewer). Michael Fowler Centre Carpark site in green, original shoreline in red.**

By 1893, the sections had been somewhat altered, and by 1898, several buildings had been constructed in part of the Michael Fowler Centre Carpark site (see Illustration 13). This included the Boys' Institute and McArdles Stables.



**Illustration 13: Annotated detail of Ward's 1891 Plan of Wellington (WC Archives 00514 -04-05). Michael Fowler Centre Carpark site in green, original shoreline in red.**

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## 2.7 Development of McArdles Stables

Mr. Peter McArdle leased the land in Section 6, Block 5 of Reclamation K in the 1890s. He had a large stable built there in 1898, designed by James O'Dea and built by John Hunter (*New Zealand Mail*, 4th August 1898:38). The building location can be seen in Illustration 13 and Illustration 18. It was described thus:

*An elaborate brick stable of large dimensions has been built on the Jervois Quay extension for Mr Peter McArdle who has undertaken the largest and most complete venture of its kind in the city. Accommodation has been provided for stalls which are well drained and ventilation is gained by tubes connecting from the stalls to ventilating cowls on the roof. The floor of each stall is laid with hardwood blocking in such a manner as to be an improvement on the usual method adopted. The structure is two stories high and covers an area of 70ft by 4 ft; the second floor consists of a spacious loft, with a harness room and grooms' quarters. The whole of the wall space is available for storage of hay and fodder, and is well, lighted with, skylights. The yard in front of the building is already being filled up with vehicles, and every provision has been made for stabling on an approved and up-to-date basis. Electric lights are suitably arranged, so as to give ample light throughout. We learn, that Mr McArdle has expressed himself as being highly pleased with the manner in which the architect, Mr O'Dea, has designed and supervised the erection of the building, and credit is due to Mr John Hunter, builder, for the faithful way in which he has carried out the work.*

## 2.8 Development of Wellington Boys' Institute 1892

Section 9, Block 5 of Te Aro Reclamation in Victoria Street [now Wakefield Street] was leased by the Trustees of the Wellington Boys' Institute from the Wellington City Corporation in 1892 (*Evening Post* 22nd January 1892:4). The term was 42 years with a rent of 5s per annum.

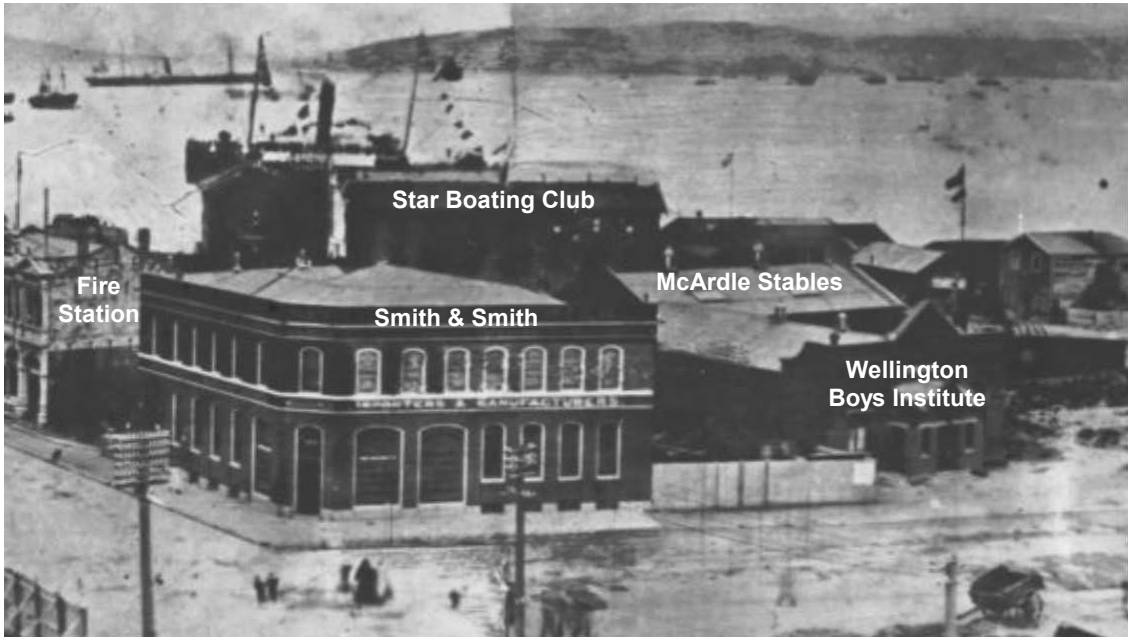
A building was designed by architect Mr. William Crichton and a tender for the construction was accepted from Emery & Hitchin at a proposed cost of £853. This substantial brick building was completed and opened in June 1892 by His Excellency the Earl of Glasgow, Governor of New Zealand (*Evening Post*, 15th June 1892:3). The Boys' Institute building was constructed can be seen in Illustration 13 to Illustration 16.



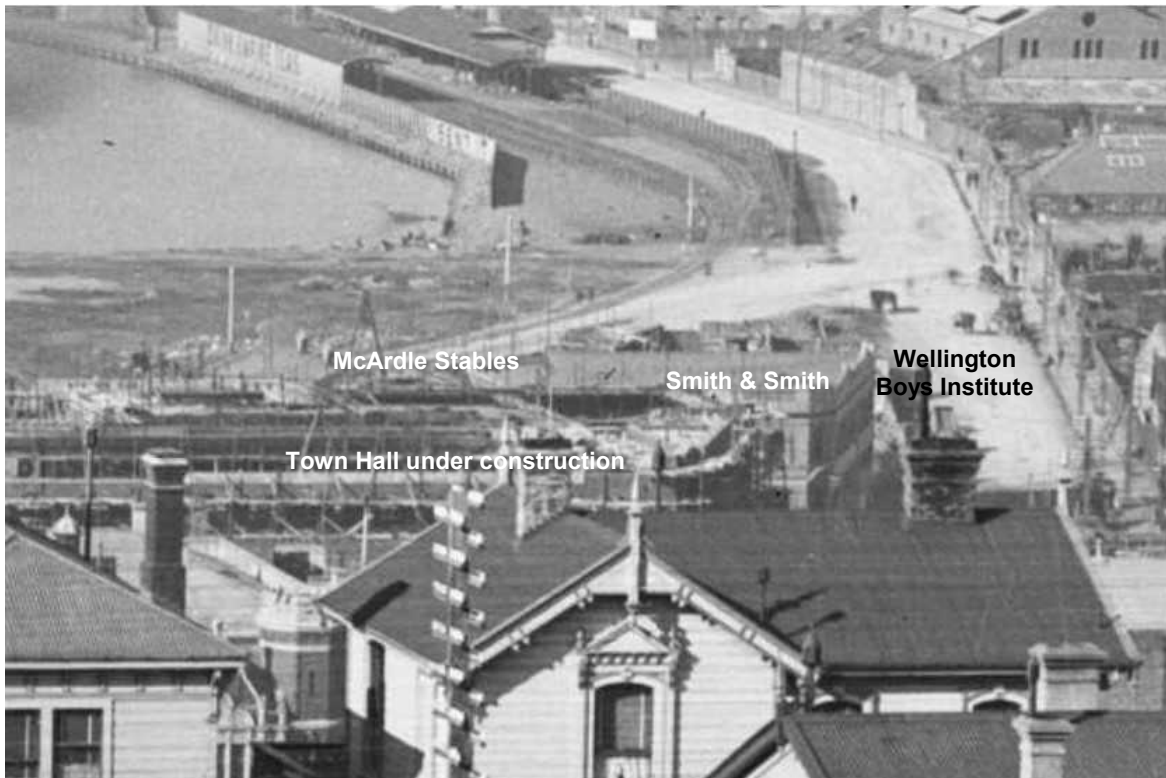
**Illustration 14: Detail Wellington City 1893 (ATL 1/2-019364-F). Wellington Boys Institute building indicated with green arrow.**



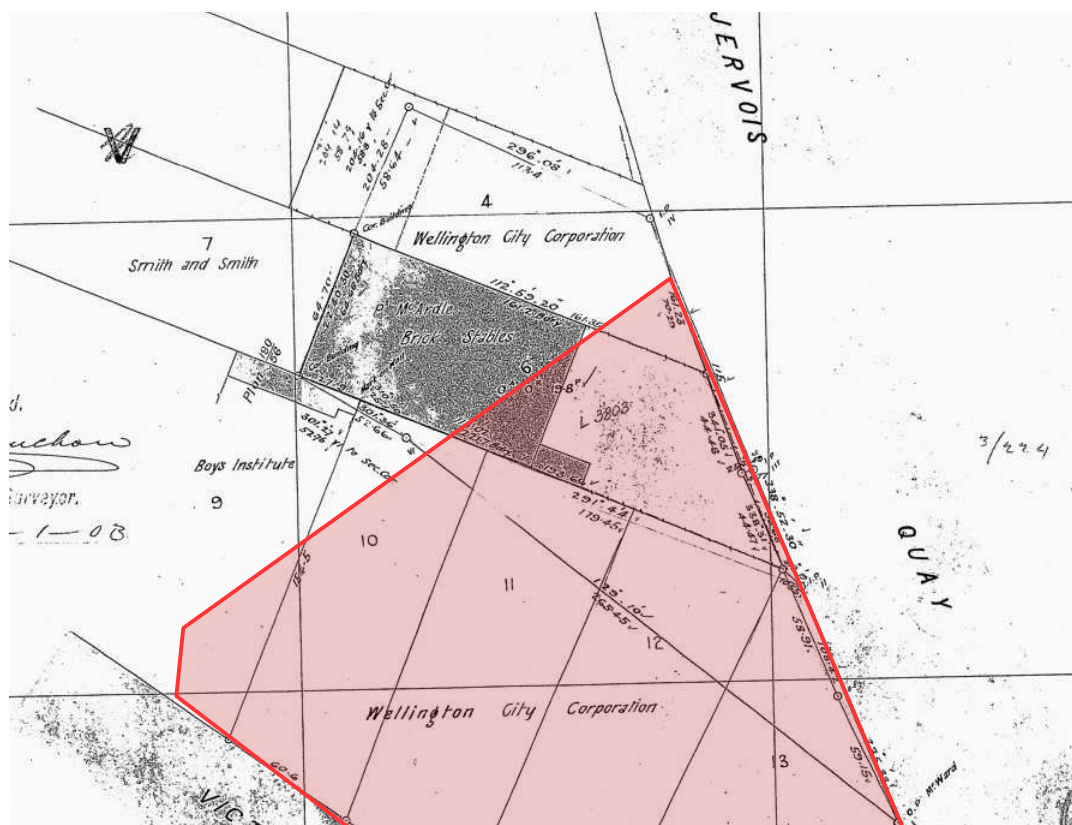
**Illustration 15: Detail of View of Wellington around Mercer and Wakefield Streets after 1892 and prior to 1898 (ATL 10x8-1022-G). Michael Fowler centre carpark site indicated in green.**



***Illustration 16: Cuba Street Extension at Intersection of Wakefield Street, c. 1900 (WC Archives 110-142).***



***Illustration 17: Detail of General View of Wellington from Kelburn c.1903 (ATL 1/2001212-G). Town Hall under construction in centre.***



**Illustration 18: Detail SO 14940, January 1903 (Quickmap). McArdle's Brick Stables noted in centre. Part carpark site in red.**

## 2.9 Development of Tramways Power Station 1903

Tenders for a new power house for the Wellington electric tramways on land in Jervois Quay were advertised from as early January 1903. It was reported in the following way:

*The tender of Mr James Trevor, Wellington (£20,119), has been accepted for the construction of the power-house for the Wellington electrical tramway system. The power-house is to be on Te Aro reclamation on the triangular piece of land at the corner of Victoria street and Jervois quay, adjoining the premises of Mr P. McArdle and the building known as the Boys' Institute. Very little wood is to be used in the building, which is to be practically fireproof. The street frontages will be of red pressed brick, relieved by bands and arches of Suffolk and Staffordshire brick in pleasant contrast. The Victoria street front will be 40ft high, and that on, Jervois Quay 42ft high.*

The Tramways Power Station was well under construction from 1904, with large boilers imported from London (*Evening Post*, 21st March 1904:4).

### 2.9.1 Closure of Boys' Institute 1904

By mid 1904, as an organisation, the Boys' Institute had practically collapsed with the brick building in Victoria Street [Wakefield Street] closed and the cadet corps disbanded. Since October 1903 it had been used by the Tramways Committee as a storehouse during construction of the new power house (*New Zealand Times*, 28th June:6). The official sale of the Boys' Institute building did not occur until it was sold by auction to the Tramways Committee in 1907 but it appears to have been abandoned by the organisation long before that, and leased out to J.G. Aitken and others (see Illustration 19 and WC Archives 00233-1907/167).

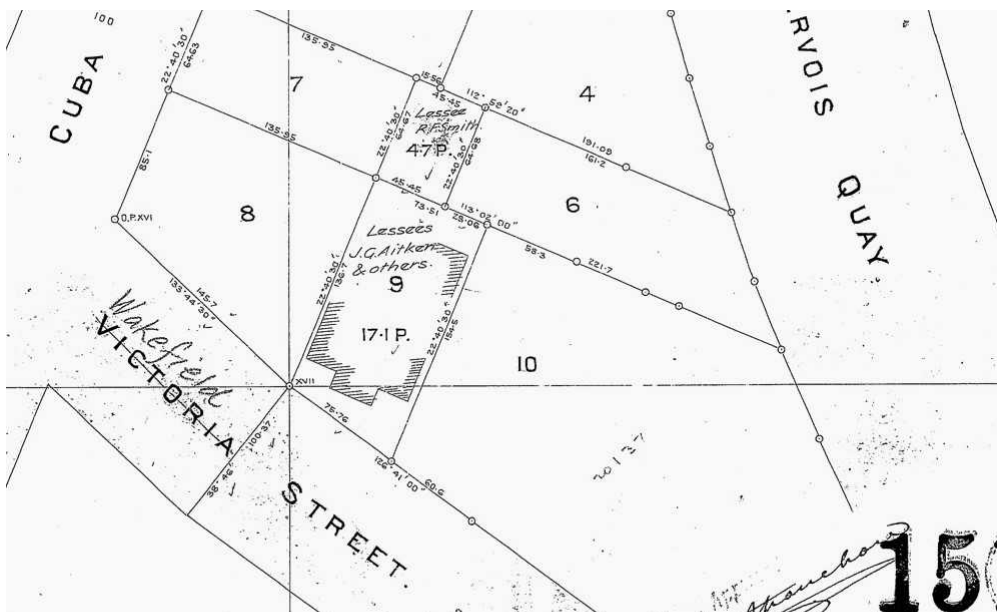


Illustration 19: Detail SO 15109, December 1903 (Quickmap)

### 2.9.2 Closure of McArdle's Stables 1904

Peter McArdle, was engaged as the general carter for the development of the tramway power station building, but he was also to lose his lease on his new stables adjacent. By November 1904 the firm was advertising the sale of "17 first-class draught horses, tip drays, etc" from their stables in Victoria Street (*New Zealand Times*, 23rd November 1904:4). The McArdle land and stable building were officially taken under the Public Works Act in 1905 for an extension to the power station building (*New Zealand Mail*, 26th April 1905:53).

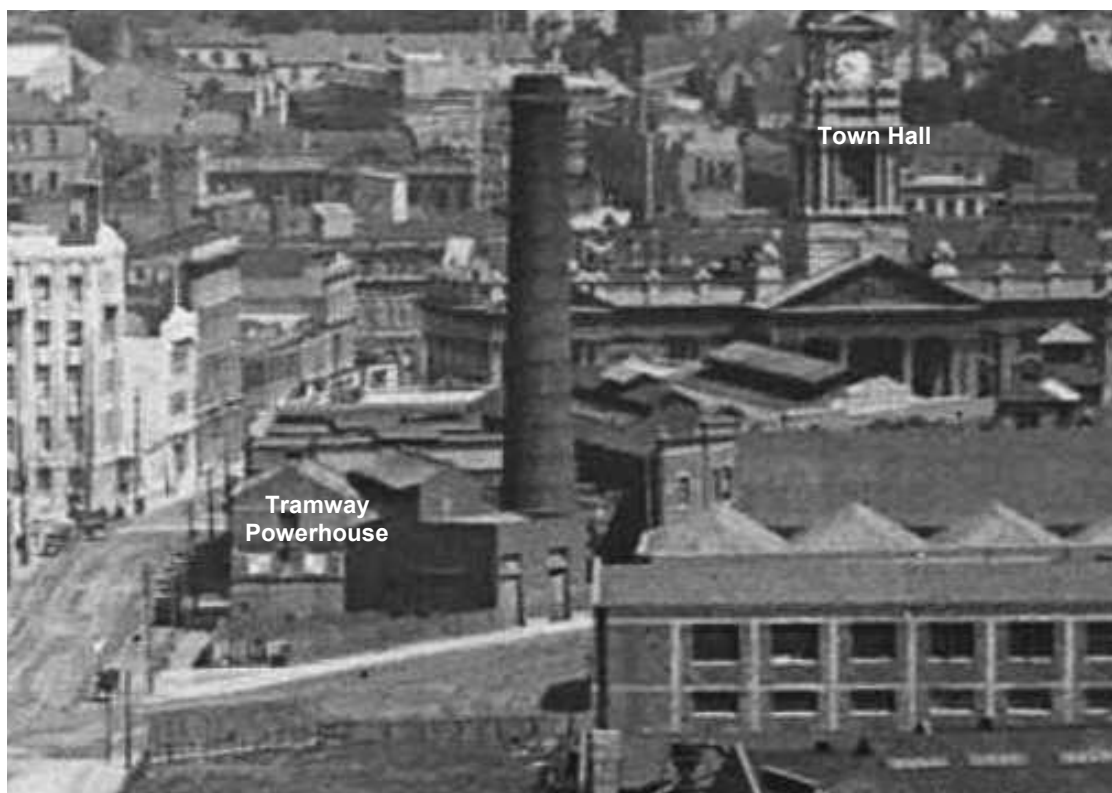
### 2.9.3 Further Development of Tramways Power Station 1907

Redevelopment of the McArdles Stable and Boys Institute sites appears to have occurred around 1907 when further tenders for "extensions to the Tramway Powerhouse" were put out at least by March 1907 (see *Evening Post*, 4th March 1907:8). Presumably the Boys' Institute building and McArdles's Stables buildings were demolished and replaced around that time.





**Illustration 20: Detail of part 2 of a 3 part panorama overlooking Wellington City, Leslie Hinge 1912 (ATL 1/1-022023-G)**



**Illustration 21: Detail of part 4 of a 4 part panorama overlooking Wellington City 1925 (ATL 1/2-046440-G )**

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## 2.9.4 Demolition of Tramways Power House Buildings ca 1928

The Tramways Power House was demolished during the late 1920s and the area was then developed into a small park during the early 1930s (see Illustration 22 to Illustration 25). This included a fountain, concrete walls and pathways (see Illustration 26).



**Illustration 22: Demolition of Old Tramway Power House Wakefield street ca 1926 (Wellington City Libraries 50002-3-75)**



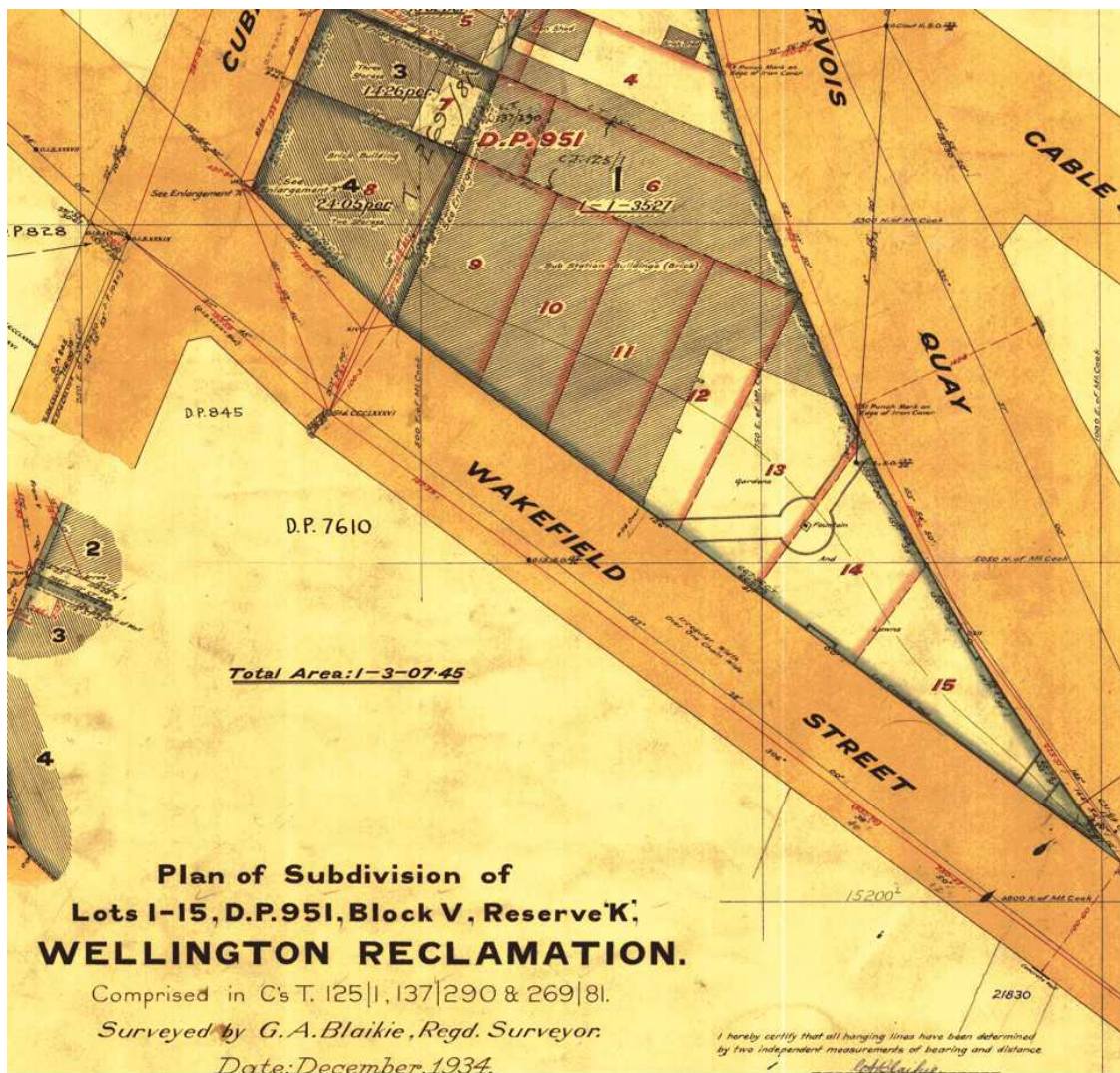
**Illustration 23: Power House site corner of Jervois Quay and Wakefield Street ca 1930 (ATL EP-2496-1/2-G).**



**Illustration 24: Detail of corner of Jervois Quay and Wakefield Street before December 1930. Following demolition of Tramways Power House (Wellington City Libraries 50002-3-55)**



**Illustration 25: Wakefield Street, Wellington ca 1932 (ATL 1/2-09007-G). Note on back reads "Area of lawn centre left was the site of the Municipal Tramways Power House, demolished 1930".**



**Illustration 26: Detail of DP 10802, 1934 (Quickmap) showing new substation building at left and developed garden on former powerhouse site at right.**

### 2.9.5 Carpark Development 1980s

The adjacent Substation was demolished in 1965 (WC Archives 00158-1809-a, sheet 4153a) and the Michael Fowler centre was constructed in its place to a plan commissioned in 1975 and completed in 1983. The garden area developed on the former site of the Tramways Power House was then formed into the carpark that is present there today.

### 3 Recorded Archaeological and Heritage Values

#### 3.1 Archaeological Sites

The Michael Fowler Centre Carpark site is included in general record for part of the “Reclamation K” area, designated R27/456<sup>1</sup>. The distribution of recorded archaeological sites held in the New Zealand Archaeological Association (NZAA) Site Record File (accessed from Archsite) is shown in Illustration 27. This shows Te Aro Pa near the Manners and Wakefield Street intersection (R27/154), Te Aro Redoubt (R27/539), several records for harbour reclamations and historic wharves near the shoreline (R27/266, R27/333, R27/765) as well as commercial buildings (R27/388). NZAA site record details for R27/451 (19th harbour bed midden), Reclamation "K" (R27/456) and Rhodes' Wharf (R27/765) can be seen in Appendix 2.



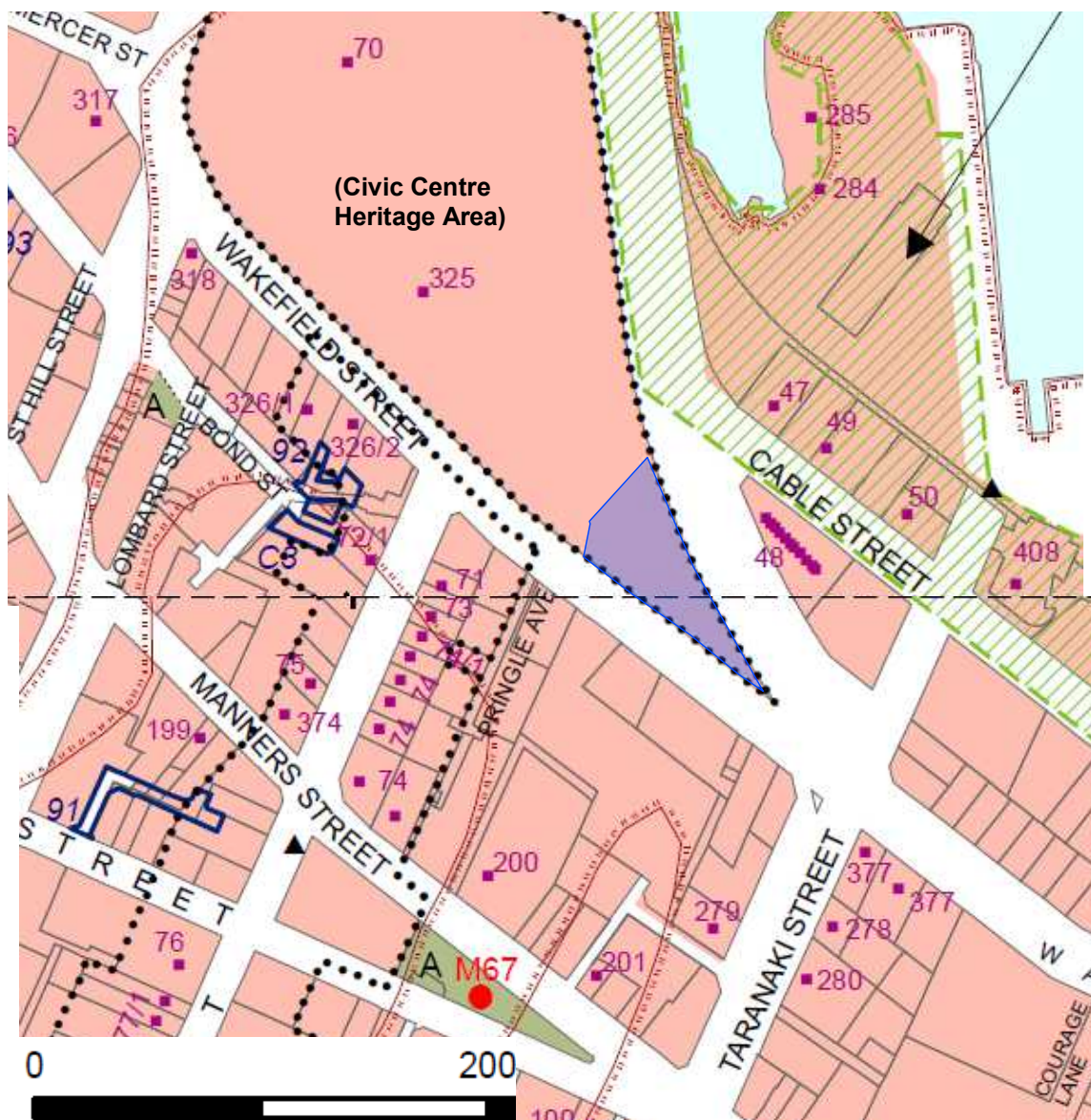
**Illustration 27: Distribution of recorded archaeological sites (from Archsite 15/11/21). Michael Fowler Centre Carpark site indicated in green.**

<sup>1</sup> Information on the location of recorded archaeological sites is taken from the New Zealand Archaeological Association (NZAA) Site Recording Scheme. Location of archaeological sites is generally considered to be accurate to within 20m. The site distribution plan (see Illustration 27) is indicative only and the area may include sites not yet identified.

### 3.2 Wellington City District Plan Heritage Schedule

The Wellington City District Plan lists a number of heritage features and archaeological sites within the Wellington area. Details of Maps 16 and 17, Volume 3 of the plan includes Te Aro Kainga (Pa) (M67) located at the intersection of Dixon and Manners Streets (see Illustration 28).

It also recognises the Civic centre Heritage Area (see black dotted line). The heritage area listing relates to a number of contributing buildings (Wellington City Art Gallery, Wellington Town Hall, Michael Fowler Centre, Wellington City Council Offices) rather than archaeological values (see Illustration 28 and Illustration 29).



**Illustration 28: Detail of Wellington City District Plan Volume 3, Maps 16 and 17. Michael Fowler Centre Carpark site shown in violet.**



**Illustration 29: Civic Centre Heritage Area (Appendix 19 , Chapter 21, Wellington City District Plan, page 47)**

### 3.3 New Zealand Heritage List/Rarangi Korero

The Wellington Town Hall is listed as heritage building No. 3275, The City Art Gallery (former Wellington Central Library) is listed as building no.1451 and the Wellington Central Library is listed as building No. 9761 in the HZNPT Heritage List. These listings are in relation to 20<sup>th</sup> century architectural and heritage building values rather than the archaeologically reclaimed land that they sit on.

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## 4 General Site Significance

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The wider area of Te Aro has historical significance as the locus of pre 19th Century and 19th century Māori occupation and relatively early residential development.

### 4.1 Site Specific Archaeological Significance

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The Michael Fowler Centre Carpark site itself has no extant built heritage values and relatively low archaeological significance. This is due to the fact that it is a small part of a much larger area reclaimed from Wellington Harbour during the 1880s, and the majority of the area was not built on or occupied until post 1900.

### 4.2 Site Condition

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Site condition is unknown as the whole area is covered by the carpark. However, there has been considerable construction and demolition over the site post 1900, including the installation of a large emergency storage tank. There is likely to have been a high degree of disturbance from the construction and demolition of the early 19th century Tramways Power Station and subsequent installation of the emergency tank.

### 4.3 Likely Subsurface Archaeological Potential

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There is low-moderate potential for archaeological material to be found within the reclamation soils and beneath those soils within the old foreshore and harbour bed at water level. This material may include domestic and commercial midden material relating to the occupation of nearby residential and commercial sites south of Wakefield Street.

It should be noted that significant midden deposits were found beneath the John Chambers Building, located on the other side of Jervois Quay in Cable Street (see Grouden, 2011 and R27/451 in Appendix 2). This was in the interface between reclamation soils and original harbour bed at a depth of between 1 and 1.5m. This indicates that there may be archaeological material contained both within and beneath the reclamation soils in the Michael Fowler Centre Carpark site.

There may also be some remnant of the McArdle Stables and Wellington Boys Institute buildings on the western side of the site, although both these structures were placed largely outside of the proposed development area (see Illustration 13). There is more likely to be some remnants of the early 20th century tramways Power Station buildings.

### 4.4 Amenity Values

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There are low amenity values for the Michael Fowler Centre Carpark in terms of archaeology.

### 4.5 Cultural Associations

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The site has cultural associations with Wellington Harbour, 19<sup>th</sup> century colonial land reclamation, late 19th century commercial and public building construction and post 1900



civic building.

#### 4.6 Archaeological Values Summary

Relative potential archaeological values are summarised below in relation to the later 1880s reclamation event and the sea bed underneath.

	<b>Pre-reclamation harbour bed</b>	<b>Reclamation K (1880s)</b>	<b>Late 19th c buildings</b>
<b>Likely condition</b>	Probably natural, unaltered condition with some potential for cultural deposits and marine structures closer to the original shoreline.	Some disturbance likely from construction of various buildings between 1892 and ca 1907.	Some disturbance likely from construction of various Tramways buildings after 1903
<b>Rarity/uniqueness</b>	Part of a large area of harbour floor now covered by reclamation soils	One of a number of later 19 <sup>th</sup> C harbour reclamation areas.	Several of a large number of later 19th century commercial and public buildings constructed on reclamation lands.
<b>Contextual value</b>	Low contextual value as a small part of a large harbour area.	Low contextual value as a small part of a large reclamation area.	Low contextual value as a small part of development carried out in a large reclamation area.
<b>Information potential</b>	Low-moderate potential to add to existing knowledge base regarding pre reclamation harbour midden discard and wharf construction.	Low-moderate potential to add to existing knowledge base around 19 <sup>th</sup> c urban harbour discard and reclamation practices	Low-moderate potential to add to existing knowledge base around late 19 <sup>th</sup> c building and occupation
<b>Amenity Value</b>	Nil	Nil	Nil
<b>Cultural associations</b>	Associations will natural harbour environment and possible marine activities such as wharf building and midden discard.	The area has cultural associations with later 19 <sup>th</sup> C colonial harbour reclamation land development.	The area has cultural associations with later 19 <sup>th</sup> C colonial land development.
<b>General significance</b>	Low local significance	Low local significance	Low local significance

**Table 1: Archaeological Values and Condition Summary**

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## 5 Site Visit

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### 5.1 Site Description

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A site visit was carried out on 19th November 2021. The Michael Fowler Centre Carpark is situated to the east of the Michael Fowler Centre and Civic Square/Te Ngakau in a fully developed inner city area surrounded by paving, asphalted streets, footpaths, and other buildings. The carpark is paved with asphalt over three quarters of the western side with a small area of raised lawn and garden at the eastern end. There is a temporary building taking up much of the site that is currently being used by the Royal New Zealand Ballet corps. There are a number of trees paving and cobbled right to the bases of the trunks. Apart from the small grassed area there is no exposed ground. The site can be seen from various aspects in Illustration 30 to Illustration 34.



***Illustration 30: Michael Fowler Centre Carpark from the Jervois Quay-Wakefield Street intersection looking west towards the Royal NZ ballet building (19th November 2021).***



***Illustration 31: Michael Fowler Centre Carpark looking east towards the Jervois Quay-Wakefield Street intersection (19th November 2021).***



***Illustration 32: Michael Fowler Centre Carpark from the Michael Fowler Centre end looking east towards the Royal NZ ballet building (19th November 2021).***



***Illustration 33: Michael Fowler Centre Carpark showing cobbled garden area along Jervois Quay (19th November 2021).***



***Illustration 34: Michael Fowler Centre Carpark from Wakefield Street looking north towards the Royal NZ ballet building (19th November 2021).***

## 6 Assessment of Effects

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### 6.1 Proposed Work

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MFC Development LP intend to carry out ground preparation required for the construction of a multi story building.

Work will include a general soil strip to a hard surface over the site, removal of an emergency storage tank (see Illustration 35 for location), excavation for general services and excavation for foundations. It is estimated a general excavation of around 1m deep across the site with the option of deeper excavations if required.

It is also likely that a significant portion of the site will contain contaminated soils, given its prior use for the Wellington Tramways power station. There may be restrictions on monitoring excavation in such areas.

Excavation may be required anywhere within the building footprint and its environs as outlined in red in Illustration 35.

### 6.2 Potential Effects of Proposed Work

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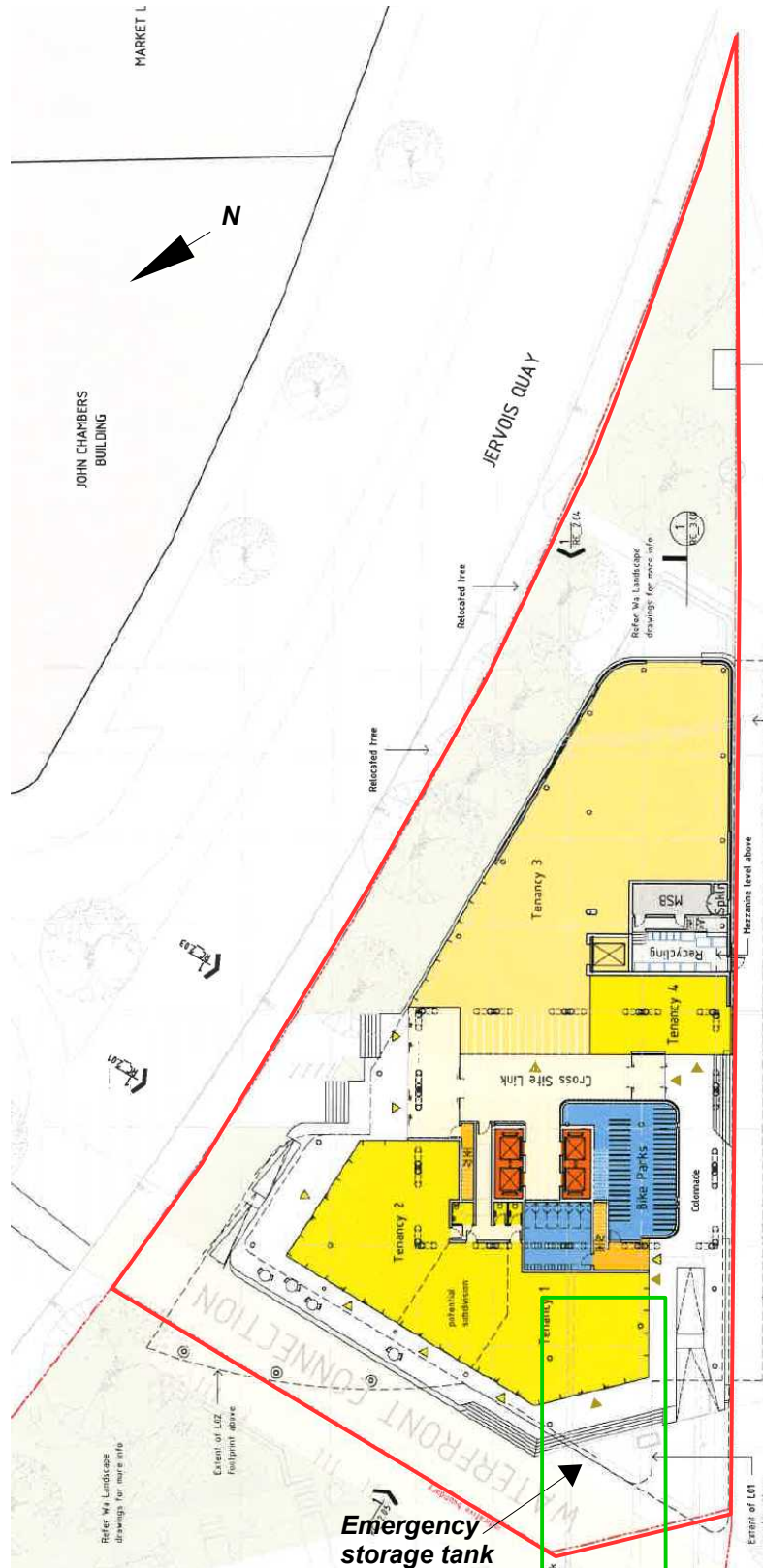
The excavations may extend down into the 1880s reclamation soils, and also possibly into the interface between the original harbour floor and the reclamation. Reclamation soils will be present directly beneath the current ground surface, extending down to the original harbour bed at a depth of approximately between 1.5m and 4m depending on location. There may be cultural material present within the reclamation soils, although this is more likely to be the case at the base, on the old harbour bed. This is most likely to be the case closer to the original shoreline on the Wakefield Street side of the site. There is low-moderate potential for disturbing pre-1900 cultural material over the new building footprint. Any excavation carried out in the area has some potential to disturb archaeological remains.

### 6.3 Mitigation of Effects of Proposed Work

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It would not be possible to carry out the site preparation work without some level of excavation. The most practical form of mitigation in this case, would be to monitor the planned earthworks.

Once initial excavations are underway, in different parts of the site, this will inform the likelihood of cultural and archaeological material being present. Monitoring will be reviewed in response to what is found (or not found) in different areas with a focus on the Boys' Institute and McArdle Stables sites. As noted, there are likely to be restrictions on monitoring due the probable presence of contaminated soils.



**Illustration 35: Proposed ground floor plan, Michael Fowler Centre Carpark (Athfield Architects). Site boundary in red, underground storage tank location indicated in green.**

## 7 Summary

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The Michael Fowler Centre Carpark site is located on land reclaimed from the Wellington Harbour 1886-1889. It is part of Te Aro Reclamation Reserve "K", owned by the Wellington City Corporation (Wellington City Council). It is close to the site of Rhodes' 1841 wharf which was located in the area of Wakefield Street. It is located some 50m out from the original shoreline, within former harbour bed, and subsequently the location of the wider Te Aro Pa cultivations.

The site was not developed in terms of archaeological building construction until 1893-1898 when the Wellington Boys' Institute and McArdle's Stables buildings were constructed over part of the site in newly subdivided and leased Reclamation Reserve "K" Sections 9 and 6, Block V.

Archaeological monitoring work carried out on a site located a similar distance from the original waterline (John Chambers Building, Cable Street- see Grouden, 2011) indicates that there may be archaeological material contained both within and beneath the reclamation soils. However, the high level of post 1900 activity on the site including the construction and demolition of the Tramways Powerhouse and the installation of an emergency storage tank are likely to have significantly compromised archaeological deposits and structures.

### 7.1 General Recommendations

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There are a number of general recommendations and comments to be made regarding the site. Recommendations are outlined below.

- Application should be made to Heritage New Zealand Pouhere Taonga for a General Archaeological Authority (under Section 44a of the *Heritage New Zealand Pouhere Taonga Act 2014*) prior to any earthworks being carried out there. ***This is a statutory requirement.***
- All contractors involved with earthmoving should be briefed prior to the start of work about the nature of the site and what the archaeological potential might be.
- Monitoring should be carried out for initial excavation work. Although historic evidence indicates that there were no wharves built underneath the reclamation soils in this specific site, it is possible that less documented structures may be present there.
- Monitoring can be reduced to periodic if it appears unlikely that archaeological material is present south-east of the McArdles Stable and Boys' Institute sites.
- Any material identified as likely to be archaeological should be sampled and recorded following general archaeological practice (plans, maps, cross-sections, artifact and structural samples). Some areas may be excavated by hand where deemed advisable by the site archaeologist. There may be short delays while archaeological material is investigated and earthworking contractors should be made aware of this possibility.
- Should any directly Māori cultural material be uncovered by the excavation (such as artifacts) then the appropriate iwi and HNZPT authorities should be informed and the excavation reassessed prior to continuing.
- If human remains are uncovered by the excavation then the appropriate iwi and HNZPT authorities and the New Zealand Police should be contacted. If appropriate

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an archaeological osteologist should be engaged. The excavation will need to be re-assessed prior to continuing.

- Any archaeological material collected on the site should be catalogued and analysed. An archaeological monitoring report will be required as a condition of the HNZPT archaeological authority.



## 8 References

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### 8.1 Published Material

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- Adkin, G.L. 1959 *The Great Harbour of Tara: Traditional Māori place-names and sites of Wellington Harbour and environs*. Whitcombe and Tombes Limited, Wellington.
- Ward, L. 1928 *Early Wellington*. Whitcombe & Tombes, Wellington (Southern Reprints facsimile edition).

### 8.2 Unpublished Material

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- Grouden, V. 2011 John Chambers Building Archaeological Monitoring Report. Unpublished report to Historic Places Trust.

### 8.3 Historic Images

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- Te Aro, Wellington, S. Brees, 1847 (ATL PUBL-0020-22).
- Te Aro, 1869 (ATL 1/4-019551-F).
- View of Wellington including reclaimed land at Te Aro Flat 1888 (ATL 1/2-004074-G).
- Wellington City 1893 (ATL 1/2-019364-F).
- View of Wellington around Mercer and Wakefield Streets after 1892 and prior to 1898 (ATL 10x8-1022-G).
- Cuba Street Extension at Intersection of Wakefield Street, c. 1900 (WC Archives 110-142)
- General View of Wellington from Kelburn c.1903 (ATL 1/2001212-G).
- Part 2 of a 3 part panorama overlooking Wellington City, Leslie Hinge 1912 (ATL 1/1-022023-G)
- Part 4 of a 4 part panorama overlooking Wellington City 1925 (ATL 1/2-046440-G)
- Demolition of Old Tramway Power House Wakefield street ca 1926 (Wellington City Libraries 50002-3-75)
- Power House site corner of Jervois Quay and Wakefield Street ca 1930 (ATL EP-2496-1/2-G).
- Corner of Jervois Quay and Wakefield Street before December 1930. Following demolition of Tramways Power House (Wellington City Libraries 50002-3-55)
- Wakefield Street, Wellington ca 1932 (ATL 1/2-090007-G).

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## 8.4 Electronic Sources

Mein Smith, Philippa. 'Smith, William Mein 1799 – 1869'. *Dictionary of New Zealand Biography*, updated 22 June 2007 ([www.dnzb.govt.nz](http://www.dnzb.govt.nz)).

NZAA Site record database (Archsite) R27/765, R27/456.

Wellington City District Plan Volume 3, Maps 16 & 17, Appendix 19 , Chapter 21, Wellington City District Plan, page 47).

## 8.5 Newspapers

*Evening Post*, 22nd January 1892:4; 15th June 1892:3; 21st March 1904:4; 4th March 1907:8; 27<sup>th</sup> August, 1927:17.

*New Zealand Mail*, 4th August 1898:38; 26th April 1905:53

*New Zealand Times*, 28th June:6; 23rd November 1904:4;

## 8.6 Historic Survey Plans

Plan of Wellington sections sold in 1839, by Ward (c.1925) (ATL MapColl-822.4799gbbd/1840-1916/Acc.16123).

DP 540 (1891)

Ward's ca 1900 Plan of Wellington (WC Archives 00514 -04-05)

SO 14940, January 1903

SO 15109, December 1903

DP 10802 (1934)

## 9 Appendices

### 9.1 Appendix 1 Legislation Relating to Heritage and Archaeology

#### 9.1.1 Purpose and Principles: *Heritage New Zealand Pouhere Taonga Act (2014)*

All persons performing functions and exercising powers under this Act must recognise—

- (a) the principle that historic places have lasting value in their own right and provide evidence of the origins of New Zealand's distinct society; and
- (b) the principle that the identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage should—
  - (i) take account of all relevant cultural values, knowledge, and disciplines; and
  - (ii) take account of material of cultural heritage value and involve the least possible alteration or loss of it; and
  - (iii) safeguard the options of present and future generations; and
  - (iv) be fully researched, documented, and recorded, where culturally appropriate; and
- (c) the principle that there is value in central government agencies, local authorities, corporations, societies, tangata whenua, and individuals working collaboratively in respect of New Zealand's historical and cultural heritage; and
- (d) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tūpuna, wāhi tapu, and other taonga.

#### 9.1.1 Definition of Archaeological Sites: *Heritage New Zealand Pouhere Taonga Act (2014)*

An archaeological site is defined in the *HNZPT Act 2014* as:

a) any place in New Zealand, including any building or structure (or part of a building or structure), that—

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1) of the *HNZPH Act 2014*

Under the *HNZPT Act 2014* all archaeological sites, whether recorded or not, are protected, and it is illegal to destroy, damage or modify an archaeological site without authority to do so from Heritage New Zealand Pouhere Taonga.

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In considering any application for an authority, HNZPT may grant fully, or in part, or decline any application.

### **9.1.2 The Resource Management Act 1991**

The Resource Management Act 1991 (RMA) provides guidelines and regulations for the sustainable management and protection of the natural and cultural environment. In 2003 amendments to the RMA elevated historic heritage to a “Matter of National Importance” under Section 6 (f), which identifies the need for “the protection of historic heritage from inappropriate subdivision, use, and development.”

A definition of Historic Heritage has also been added with the amendments to the RMA. It is:

- a) Those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures deriving from any of the following qualities:

Archaeological, Architectural, Cultural, Historic, Scientific, Technological; *and*

- b) Includes –

i. Historic sites, structures, places, and areas; *and*

ii. Archaeological sites; *and*


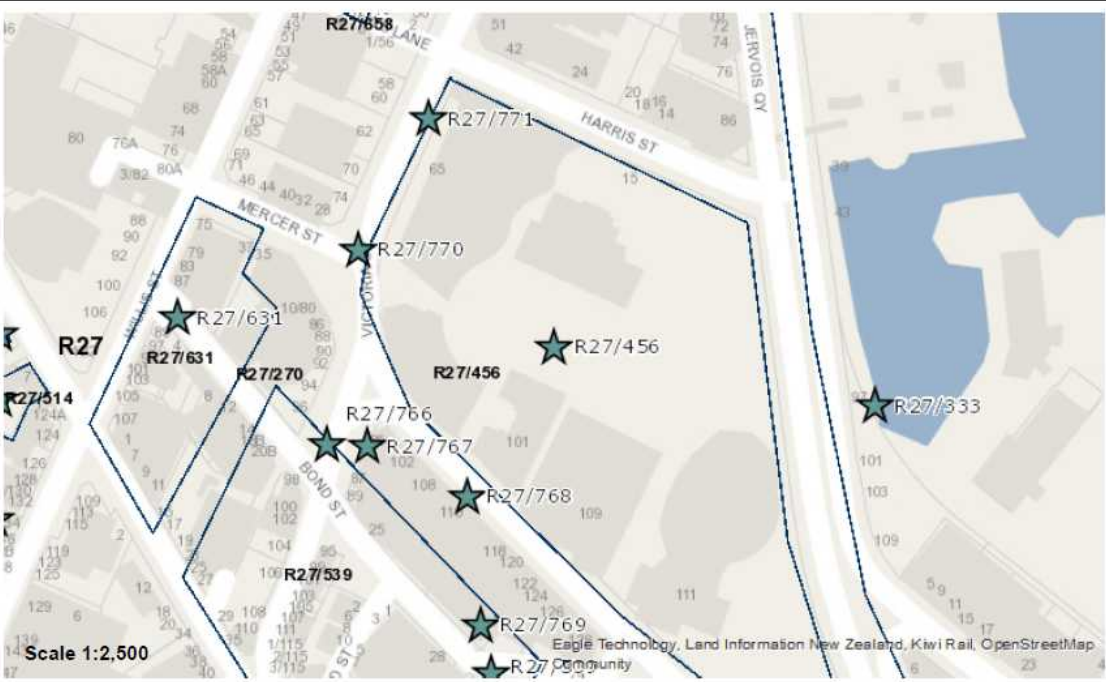
iii. Sites of significance to Māori, including waahi tapu; *and*

iv. Surroundings associated with the natural and physical resources

## 9.2 Appendix 2 NZAA Archaeological Site Records

### 9.2.1 NZAA Archaeological Site R27/456- Part Reclamation Reserve K

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R27/456</p> <p><b>SITE TYPE:</b> Historic - land parcel</p> <p><b>SITE NAME(s):</b> Part Reclamation Reserve K</p> <p><b>DATE RECORDED:</b> 09/07/2012</p>
	<p><b>SITE COORDINATES (NZTM) Easting:</b> 1748812      <b>Northing:</b> 5427657      <b>Source:</b> On Screen</p>
<p><b>IMPERIAL SITE NUMBER:</b></p>	<p><b>METRIC SITE NUMBER:</b></p>
	
<p><b>Finding aids to the location of the site</b>                  Bounded by Jervois Quay, Victoria Street and Wakefield Street, Central Wellington.</p>	
<p><b>Brief description</b>                  Wellington Harbour reclamations (1886-1889)</p>	
<p><b>Recorded features</b>                  Unclassified</p>	
<p><b>Other sites associated with this site</b></p>	

SITE RECORD HISTORY	NZAA SITE NUMBER: R27/456
<p><b>Site description</b></p> <p>Updated 31/10/2018 (Field visit), submitted by victoriagrouden , visited 15/03/2017 by Grouden, Victoria Grid reference (E1748812 / N5427657)</p> <p>NZHPT (HNZPT) Archaeological Authority 2013/784 was issued for proposed seismic strengthening work to be carried out on the Wellington Town Hall building, which occupies part of this site (Reclamation K). This authority has since expired but a small amount of geotesting work was carried out under the authority in March 2017.</p> <p>The geotesting was mainly carried out along the Wakefield Street frontage and between the town hall and the Michael Fowler Centre to the east. The jet-vac and core drill tests indicate that there is a layer of hard fill to at least 2.5m deep and that there is an old, buried beach layer at round 5m deep in some areas. No artifact or clearly cultural material was encountered apart from some 20th C service pipes, conduit and concrete paving. Further and much more extensive excavation work is expected to be carried out under a new authority (2018/636) in 2019.</p> <p>Updated: 09/07/2012 - NZTM E1748815 / N5427657 (On Screen). Part of the Te Aro harbour reclamations, this section dating to 1886-1889 and including a triangular block of land bounded by Victoria Street on the west, Wakefield Street on the southwest side and Jervois Quay on the east side. Carried out by Wellington City Corporation and some still owned by the Wellington City Council. Includes site of library, town hall, WCC offices, Civic Square etc.</p> <p>Report reference: Grouden, V. 2012. Wellington Town Hall. 101 Wakefield Street, Wellington. Seismic Upgrade. Archaeological Assessment Report prepared for the Wellington City Council</p> <p>Updated by: Grouden, Victoria.</p> <p><b>Condition of the site</b></p> <p>Updated 31/10/2018 (Field visit), submitted by victoriagrouden , visited 15/03/2017 by Grouden, Victoria</p> <p>Indications of an natural beach layer at around 5m below current ground level. No cultural material encountered in small test excavations carried out around the Wellington Town Hall site.</p> <p>Updated: 09/07/2012 - Will be disturbance from the construction of various buildings from c.1890 onwards. There is likely to be artifact material within the reclamation soils, as well as approximately 1.8-2m below current ground level within old harbour bed at water level. This pattern has been observed in reclamation soils beneath the ex John Chambers Building (Cable Street) which is a similar distance from the original shoreline.</p> <p><b>Statement of condition</b></p> <p>Updated: 20/07/2020 - Below surface - Surface evidence has been obliterated, however, there is likely to be subsurface material present. Note that this is different from a destroyed site.</p> <p><b>Current land use:</b></p> <p>Updated: 23/09/2013 - Urban residential, Reserve/ recreation, Services</p> <p><b>Threats:</b></p> <p>Updated: 20/07/2020 - Services/ utilities Updated: 23/09/2013 - Property development</p>	

## R27/456- Part reclamation K - Update

VJ Grouden 31 October 2018

### Wellington Town Hall site- Part R27/456 Geotechnical Soil Testing Work carried out under Authority 2013/784

A series of test core drills and some Jet-Vac excavation tests were carried out in March 2017 along the Wakefield Street frontage and in the pedestrian area between the Wellington Town Hall and the Michael Fowler Centre. The locations of these two test series are shown in Illustration 1 and Illustration 2.

#### Core Drill Sample

Results from one of the core samples are shown in Illustration 1. Although it does not show the top 2.5m, it does indicate that a natural beach layer is present at a depth of around 5m below the reclaimed ground level with marine gravels and silts beneath. The reclamation material is clearly quite deep at this point, extending well below the existing 3m hall foundations. This may not be the case over the entire building footprint.



**Illustration 1: Test drill core sample 14th March 2017 (Tonkin and Taylor)**

## Jet-Vac Test Excavations

The Jet-Vac excavations use a method of forcing high pressure water into a hole and extracting the soil material. It is difficult to examine soil during removal but the resulting hole does give some clues to local soil layers and general stratigraphy (see Illustration 2). Holes forced along Wakefield Street indicate that there was a layer of hard fill to a depth of around 2m, probably associated with the reclamation or later preparation of the site for the town hall building. Other areas showed service features and building materials likely associated with the construction of the town hall and associated paving. This was mostly found within the top 1m of material.

## Conclusions

The test core drills and Jet-Vac tests indicate that, at least in the area on the eastern side of the building, the reclamation soils are at least 5m deep, over the natural beach and harbour bed material and that the upper soil layers include material and features associated with the 20<sup>th</sup> C use and construction of the town hall building,

If there is pre 1880s archaeological material underlying the reclamation soils, it will most likely be at a 5m depth over the site (and probably deeper on the northern side, where the harbour bed would have originally dropped away from the shore. There may also be archaeological material present within the reclamation soils themselves, relating to the later 19<sup>th</sup> C. The full seismic strengthening work will allow a much wider area of investigation to determine this.

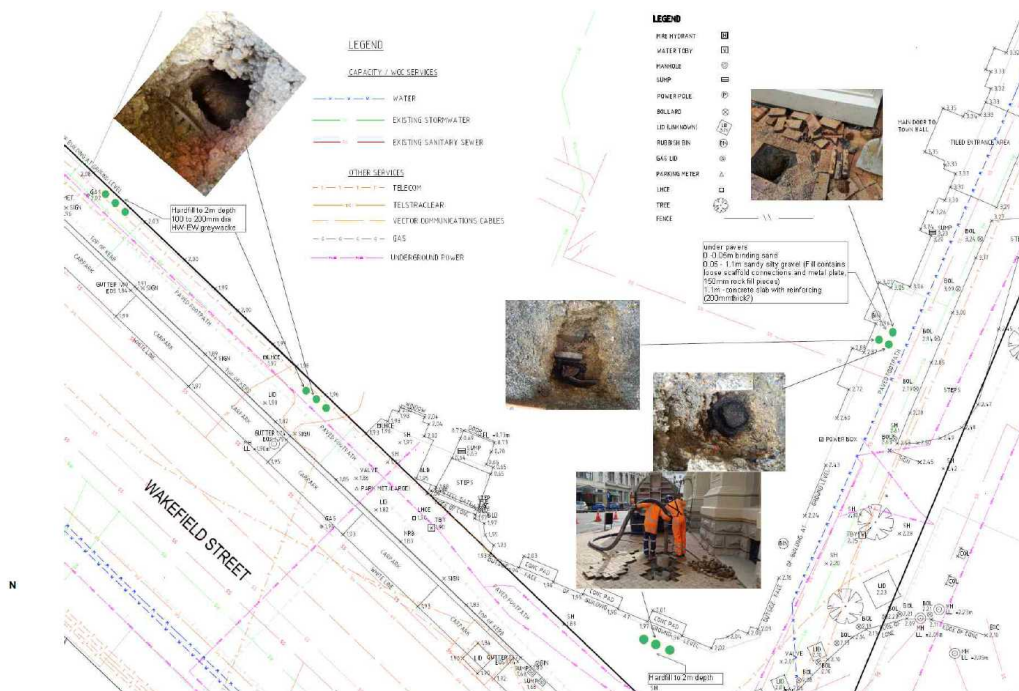

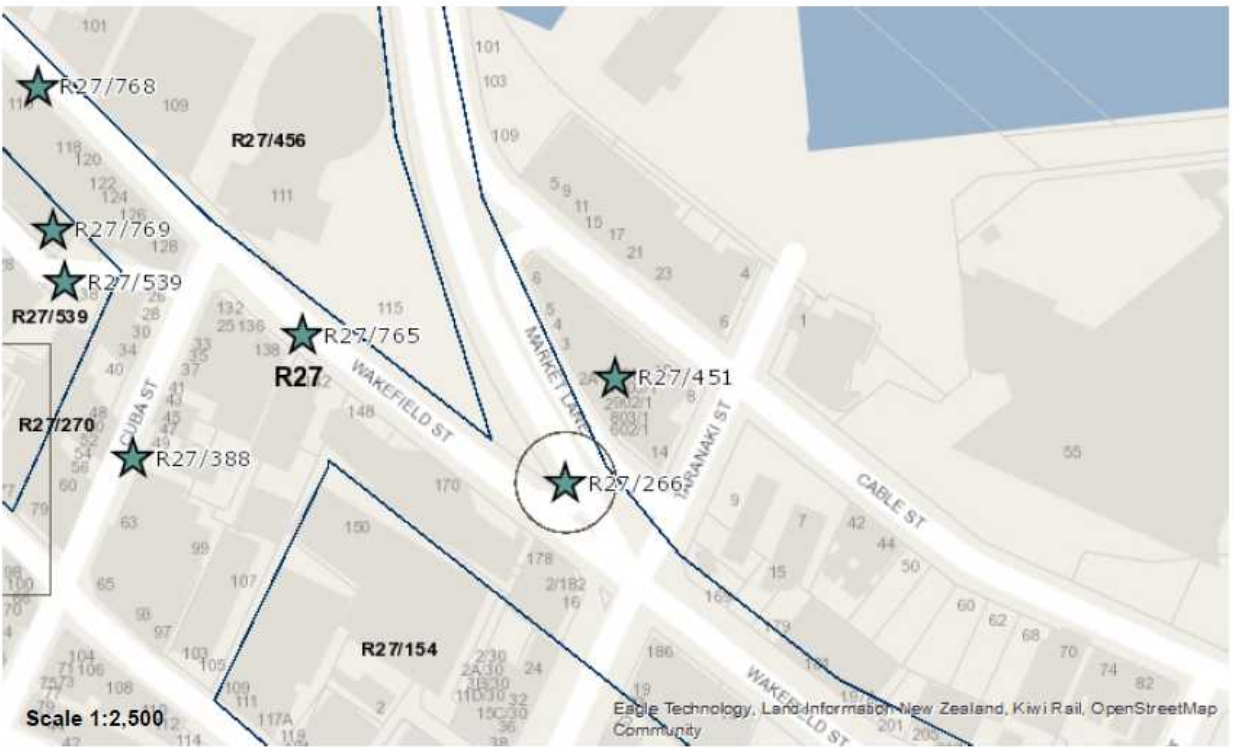


Illustration 2: Jet Vac excavation record March 2017 (image supplied by Cardno)



## 9.2.2 NZAA Archaeological Site R27/451- Midden



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R27/451</p> <p><b>SITE TYPE:</b> Midden/Oven</p> <p><b>SITE NAME(s):</b></p> <p><b>DATE RECORDED:</b> 29/05/2012</p>
<p><b>SITE COORDINATES (NZTM) Easting:</b> 1749003      <b>Northing:</b> 5427475      <b>Source:</b> Site Record Form</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b></p>	
 <p>Scale 1:2,500</p> <p>Eagle Technology, Land Information New Zealand, Kiwi Rail, OpenStreetMap Community</p>	
<p><b>Finding aids to the location of the site</b>                  Intersection of Taranaki Street, Jervis Quay and Cable Street, Wellington Harbour (Lots 1-7 DP 1660).</p>	
<p><b>Brief description</b>                  Historic midden including glass and ceramic items dating from about 1895-1900.</p>	
<p><b>Recorded features</b>                  Midden</p>	
<p><b>Other sites associated with this site</b></p>	

SITE RECORD HISTORY	NZAA SITE NUMBER: R27/451
<p><b>Site description</b></p> <p>Updated 24/09/2013 (other), submitted by victoriagrouden Grid reference (E1749003 / N5427475)</p> <p>Midden material excavated out of old harbour bed at 2.2m below current ground surface (approx.) in Lots 4, 6 &amp; 7 DP 1660 (Inglis Brothers Building site, redeveloped as One Market Lane Development). This included a number of glass and ceramic items dating primarily from c.1895-1900. Also a wool tweed jacket made by William Waddell, Oamaru c. 1890-95. Little archaeological material found in the 2.2m of reclamation soils (some crushed brick, coke etc). See report for full details: V. Grouden 2013 One Market Lane Development, Corner Taranaki and Cable Streets, Wellington, Archaeological Monitoring Report, Prepared for NZ Historic Places Trust as a condition of NZHPT Archaeological Authority 2012/959</p> <p>Updated: 29/05/2012, Visited: 06/07/2011 - NZTM E1749003 / N5427475 (On Screen). Midden material observed in a small part of Reserve "K" which was part of Te Aro harbour reclamations of the later 19th Century. This was seen at 2m below ground surface in an interface between the old harbour bed and the late 19th Century reclamation soils. Midden material was seen both in and at the base of the reclamation soils. This included glass bottles, domestic ceramics, marine shells, cloth, leather, building materials and metal artifacts. This material is documented in: V. Grouden 2011. John Chambers Building, Corners Jervois Quay, Cable and Taranaki Streets, Te Aro Wellington Seismic Upgrade Work: Archaeological Monitoring Report Prepared in Fulfillment of NZHPT Archaeological Authorities 2011/339 and 2011/296 For Land in Reclamation K. Inspected by: Grouden, Victoria.</p> <p><b>Condition of the site</b></p> <p>Updated 24/09/2013 (other), submitted by victoriagrouden</p> <p>There will still be reclamation and pre-reclamation midden material present underneath both the John Chambers Building and the Inglis Brothers building site.</p> <p>Updated: 29/05/2012, Visited: 06/07/2011 - Part of Reserve K observed during excavation. Midden material (glass, ceramics, metals, building materials, animal bone, shell) observed up to a depth of 2m below ground surface, within and at base of reclamation soils. This was within the tidal water table.</p> <p><b>Statement of condition</b></p> <p>Updated: 28/09/2016 - Below surface - Surface evidence has been obliterated, however, there is likely to be subsurface material present. Note that this is different from a destroyed site.</p> <p>Updated: 23/09/2013, Visited: 06/07/2011 - Good – Majority of visible features are intact, but some minor loss of definition and/or damage</p> <p><b>Current land use:</b></p> <p>Updated: 23/09/2013, Visited: 06/07/2011 - Industrial/ commercial</p> <p><b>Threats:</b></p> <p>Updated: 23/09/2013, Visited: 06/07/2011 - Property development</p>	

### 9.2.3 NZAA Archaeological Site R27/765 - Rhodes Wharf

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R27/765</p> <p><b>SITE TYPE:</b> Transport/ communication</p> <p><b>SITE NAME(s):</b> Rhodes wharf [1841-1886]</p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM) Easting:</b> 1748878      <b>Northing:</b> 5427492      <b>Source:</b> On Screen</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R27/765</p>	
 <p>Scale 1:2,500</p> <p>Eagle Technology, Land Information New Zealand, Kiwi Rail, OpenStreetMap Community</p>	
<p><b>Finding aids to the location of the site</b>          Extended from 1840 shoreline, in the vicinity of 138 Wakefield Street.</p>	
<p><b>Brief description</b>          Wharf</p>	
<p><b>Recorded features</b>          Wharf/ jetty</p>	
<p><b>Other sites associated with this site</b></p>	

SITE RECORD HISTORY	NZAA SITE NUMBER: R27/765
<p><b>Site description</b></p> <p>Updated 30/08/2021 (other), submitted by andydodd Grid reference (E1748878 / N5427492)</p> <p>Wharf built for W.B. Rhodes in March 1841 and extended into deeper water following the 1855 earthquake. Sections of the wharf were still standing when works on the 1886 Te Aro reclamation commenced (New Zealand Times 23.02.1883, p.2). This structure is depicted in several photographs of the Te Aro foreshore from the 1860s and 1870s (see attached). Discovery of a pile from this structure was reported in the newspaper after it was exposed in excavations underneath Anvil House (138 Wakefield Street) during basement excavations in May 1965.</p> <p><b>Condition of the site</b></p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p>Updated: 01/09/2021 - Industrial/ commercial</p> <p><b>Threats:</b></p>	



*Detail of photo of Te Aro wharves c.1850s-1860s.<sup>1</sup>*



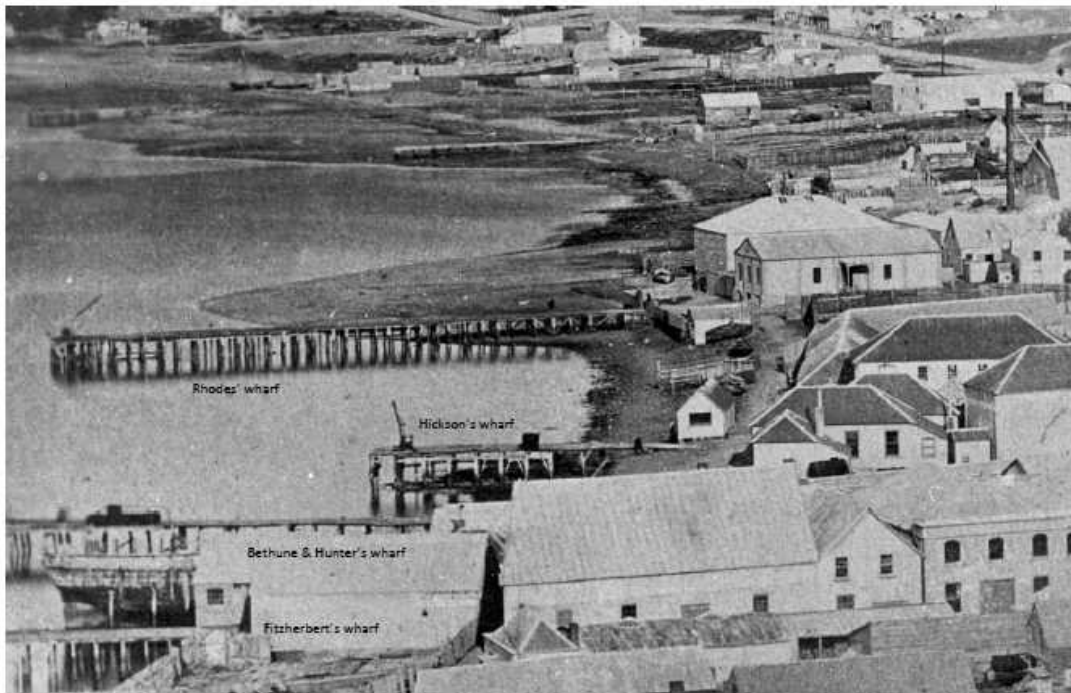
*Detail of Edward Smallwood photo showing Te Aro wharves in c.1860.<sup>2</sup>*

<sup>1</sup> Te Aro foreshore, Wellington. Ref: 1/2-028493-F. Alexander Turnbull Library, Wellington, New Zealand. [www.natlib.govt.nz/records/22789696](http://www.natlib.govt.nz/records/22789696)

<sup>2</sup> Richards, Edward Smallwood, 1834-1917. Richards, Edward Smallwood, 1834-1917: View of Te Aro from Boulcott Street, Wellington. Ref: PA7-51-01. Alexander Turnbull Library, Wellington, New Zealand. [www.natlib.govt.nz/records/23087259](http://www.natlib.govt.nz/records/23087259)



*Detail of c.1866 photo showing Te Aro wharves.<sup>3</sup>*



*Detail of Hayton photograph c.1869.<sup>4</sup>*

<sup>3</sup> Te Aro foreshore, Wellington. Fisher, Alexander, fl 1861-1879: Album of photographs compiled on cruises aboard HMS Endymion with the Flying Squadron and in the Mediterranean. Ref: PA1-f-021-042-3. Alexander Turnbull Library, Wellington, New Zealand. [www.natlib.govt.nz/records/23194913](https://natlib.govt.nz/records/23194913)

<sup>4</sup> Hayton, (Mr), active 1863. Te Aro, Wellington. Ref: 1/2-135964. Alexander Turnbull Library, Wellington, New Zealand. <https://natlib.govt.nz/records/22859425>



*Detail of Daniel Mundy photo c.1870.<sup>5</sup>*



2017 aerial with early wharves and 1840 shoreline