Date: 25 June 2019  
Time: 5.30pm  
Meeting Room: Reception Lounge  
Venue: Auckland Town Hall  
301-305 Queen Street  
Auckland

Ngā Hui a te Rōpū Kaitohutohu Taonga Tuku Iho / Heritage Advisory Panel

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
The Dockline Tramway

And adding Heritage Value

AUCKLAND ELECTRIC TRAMWAYS TRUST
Dockline Tramway

- Operates around Wynyard Quarter and was intended to be stage two of a larger project with a connection to Britomart.
- Operation has been patchy due primarily to road works.
- The Tramway was impeded last year through mismanagement by Panuku Development Auckland.
- Realising their error in a development boundary relocation, Panuku escalated the number of reasons why the tramway should be removed from one to 14.
- One extra reason they added was that the tramway has no heritage value.
Challenges

- The current barn location is temporary, but the tramway is not. The barn must be relocated when future development on the site commences post Americas Cup.
- There are no operational Auckland Heritage tramcars available.
- The cost of restoring a heritage Auckland tram is comparable to the cost of a modern electric bus. (approx. $855,000)
- Obtaining operable Auckland heritage tramway rolling stock from a Museum Collection is not possible, however it would create a unique public transport and heritage feature in downtown.
Tramcars – We’ve known a few.

• The Auckland Electric Tramways Trust are the caretakers of the late Ian Stewart's collection of plans, drawings and microfilms.

• The Trust and its Trustees are also instrumental in the preservation of several of the last remaining examples of Auckland's rolling stock heritage.

• Once restored, the Auckland Trams in the Trust's collection will be available for use on any tramway in New Zealand.
Dinghies – Auckland’s First Trams

- The Trust has access to three examples of Auckland’s first type A tramcars, affectionately nicknamed ‘dinghies’ by Aucklanders, because they rode like a small boat in a swell.
- Significant research has already been undertaken by the Trustees on how to restore and reconstruct these vehicles so to ensure that they can be operated sustainably on a heritage tramway.
- Operating a small heritage fleet of Auckland tramcars delivers tangible heritage value to the Dockline tramway.
Summary

- The AET Trust proposes to restore and reconstruct several authentic Auckland Trams for the Dockline Tramway.
- To do this the Trust will raise the necessary funding through multiple funders including the Lotteries Significant Projects Fund.
- Once project funding is obtained, to maximise economies of scale, the Trust would look to restore/reconstruct multiple trams of the same type concurrently.
- This approach could see the Trust partnering with MOTAT, with obvious benefits for both organisations.
Tram Route to Britomart
AMETI Eastern Busway Update
Agenda

1. Introduction: Tipa Compain, AT Maori Engagement and Policy
2. Project update: Duncan Humphrey, AMETI Eastern Busway Programme Director
3. Archaeological update: Matt Felgate, Archaeologist
Attachment A

General Update

- EB1
  - Work areas opened in all zones

- T2 lane
- Park & Ride
- On Programme
- Traffic Performance

- EB2/3
  - Value Engineering
  - Procurement Strategy

- EB4
Integrated Design Process (IDP) through a Matauranga Maori Lens
Item 5

AMETI Stage 2 (Parnmure To Pakuranga Busway)

Archaeology
Mokola, Auckland

Matt Felgate, Maata Taonga Ltd (Heritage and Archaeology Consultancy)
Studying change through time: adding detail to the archaeology of the formative period of Maori society in Tamaki

- Sequence information
  - Seriation (circa 25 years for pottery, which we don’t have)
  - Whakapapa (circa 25 yrs),

- Absolute dates for events
  - Radiocarbon single date (200 years @ 95% confidence limits)
  - How can we make radiocarbon chronologies relevant to those with knowledge of whakapapa and tribal histories?
RESULTS TO DATE

AMETI stage 1 proposal: reduced interaction sphere (economizing lithics)

- Earliest inland activities 1400/1450AD,
- Argillite adze deposited 1411-1560AD Early site (RSS) rich in dog cranium + mandible + fishing gear
- Principle occupation phase Maunga 1550/1630AD
- Remnant stands of puriri in this phase
- Van Dammes Lagoon settlement very brief, terminates 1660/1705AD, treeless bracken (Hebe/Tutu/Coprosma proxies)
- Low-intensity reoccupation shortly after, recovery of shellfish, regeneration of Manuka, rare, small-scale cooking events
ill charcoal is lebe
Coprosma
mutu
kuriri

Very small tuangi (cockle)

118 Mt Well. Hwy
Midden infill pre-AD1660

But how old is the pit??
Archaeological signature of the development of kaitiakitanga?

Formative period processes?

Tuangi size distribution,
118 Mt Wellington Highway
1846 professional survey plan

- Headland pa defences clear
- Peppercorne survey of other extents not clear
Attachment A

Heritage Advisory Panel
25-Jun-19

Minute Attachments
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Modified by infrastructure and housing
Testing February 2017
Lower Terrace Headland Pa Deep, complex stratigraphy

R11/98, BH 15/11, 21 Bridge Street, Panmure
NE Face Stratigraphic Profile
1x1 metre test
Lower terrace test

R1/198, BH 15/1, 21 Bridge Street, Panmure
Plan of Base of Excavation
1x1 metre test

Mokoia Pa

C 011
C 014
C 015
Step
Rock
Natural base of excavation
Mokoia Pā

$^{14}$C sequence

Cliff edge test, so some prior knowledge before starting
2018-2019 investigations
Extensive deep stratified
archaeological deposits,
close to a year of fieldwork
Attachment A

Item 5

Basal features only a small fraction of the 3D spatial information recovered on the way down.
Research questions:

- Professor Atholl Anderson (Ngai Tahu) “Maori middle ages” a key period for archaeological studies in NZ (formative aspects)
- Tamaki catchment a distinct expression of this period, poorly-understood,
- geographic factors that favoured a large concentration of population in Auckland’s Māori past
- important archaeological landscape, negatively impacted by the development of Auckland
- take advantage of advances in practice relative to previous work pre-2013 (e.g. Bayesian radiocarbon sequencing, non destructive artefact sourcing)
The data in relation to Research objectives

- Test environmental change propositions from AMETI 1 using stratified sequence (bracken fern burning layers in pit bases beneath terrace deposits a great find)
- Better obsidian samples for testing changing interaction spheres
- Change through time in style and scale of structures
- Change through time in other resource availability (kaimoana)
Summary of samples/finds and context records

<table>
<thead>
<tr>
<th>Archaeological contexts</th>
<th>Finds</th>
<th>Obsidian finds</th>
<th>Charcoal samples</th>
<th>Shell samples</th>
</tr>
</thead>
<tbody>
<tr>
<td>6000</td>
<td>6000 total</td>
<td>1500</td>
<td>500</td>
<td>400</td>
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</table>
Area 1
summer
Winter, finding bracken fern burn-off in pit bases
Area 1 basal features
Area 6, Taonga on the cliff edge, late context (1700s?), Duff type 2B
rea 16 (cliff edge) progress hot
11 intercutting its with drains
eneath terrace ll and cooking reas)
Item 5

Area 9

- tunnelled drains
- masonry capstones
The inner fortification
Conservation objectives

- Retention of residual where feasible, as per NoR and HNZPT Authorities
- Commemoration
- Interpretation
Wrapping up:

- Construction-stage recording still in progress
- Analysis (shell, charcoal, obsidian primarily)
- Radiocarbon dating the sequence of changes
- Visualisations/interpretation
- Reporting (final report August 2020?)
- 3d visualizations and Virtual Reality? Can an archaeological landscape survive and be revealed in time sequence online?
- Yes. Let’s lose as little as possible and gain as much as possible....
EB1 Archaeology

Star and Garter Hotel cnr, Queens & Lagoon
– pre 1931 Papakura relocation

Kettle dated pre 1900’s at DNA motors
Hugo’s Boat

Figures: Staging drawing of the bridge launch and photo of fabricated pile cap formwork.
Item 5

Attachment A

Thank you