TE TUPU NGĀTAHI
SUPPORTING GROWTH

North West Strategic Assessment of Historic (Built) Heritage / Effects

December 2022

Version 1

WAKA KOTAHI NZ TRANSPORT AGENCY

New Zealand Government

Document Status

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Revision Status

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Abbreviations

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
ASH	Alternative State Highway
AT	Auckland Transport
AUP:OP	Auckland Unitary Plan Operative in Part
BCI	Brigham Creek Interchange
CC2W	City Centre to Westgate
FTN	Frequent Transit Network
FULSS	Future Urban Land Supply Strategy
FUZ	Future Urban Zone
NAL	North Auckland Line
NoR	Notice of Requirement (under the Resource Management Act 1991)
RMA	Resource Management Act 1991
RTC	Rapid Transit Corridor
RAMC	Regional Active Mode Corridor
RUB	Rural Urban Boundary
SG	Te Tupu Ngātahi Supporting Growth
SH16	State Highway 16
The Council	Auckland Council
Waka Kotahi	Waka Kotahi NZ Transport Agency

Glossary of Acronyms / Terms

Acronym/Term	Description
Auckland Council	Means the unitary authority that replaced eight councils in the Auckland Region as of 1 November 2010.
Strategic Assessment Package	Four Notices of Requirement (for ASH, RTC, Station Road and SH16) and one alteration to an existing designation (SH16 Main Road) for the Whenuapai Arterial Transport Network for Auckland Transport.

1 Executive Summary

Assessment undertaken

1. The assessment is based on review of:

    a. the heritage databases at Auckland Council, New Zealand Archaeological Association Site Recording Scheme and Heritage New Zealand Pouhere Taonga;

    b. a review of historic maps
    published and unpublished publications on the history of the study area
    previously undertaken archaeological assessment for the project

2. Assessment criteria used are from:

    - International and National guidance and practice for Environmental Impact Assessment (EIA), calibrated to historic heritage values assessment criteria and values from the Auckland Unitary Plan (AUP:OP)

3. This Historic Built Heritage Assessment focuses on two scheduled Historic (Built) Heritage sites at Huapai and Kumeū. For assessment of archaeological sites and other identified sites of potential heritage interest, please refer to the archaeological assessment.

NoR S2 *State Highway 16* ***NoR S3*** *Rapid Transit Corridor (****RTC****), including the Regional Active Mode Corridor (****RAMC), NoR KS*** *Kumeū RTC Station and* ***NoR HS*** *Huapai RTC Station*

Results of assessment and recommended measures

4. There are two Scheduled Historic heritage buildings and a non-scheduled built heritage feature – railways carriages, previously recorded within the boundary of these NoRs:

    - The Huapai Tavern, is scheduled as a historic place in the Auckland Unitary Plan (AUP:OP Schedule 14.1 #00482). It is currently present within the footprint of several proposed NoR designations;

    - The Kumeū Railway Station Goods Shed (AUP:OP Schedule 14.1 ID #00483). It is currently present within the footprint of several proposed NoR designations;

    - The non-scheduled historical railway carriages (CHI ref #18493) were previously recorded within the footprint of several proposed designations. However, as of August 2022 they are no longer present on the site. The café has apparently permanently closed following flooding in September 2021, although the main building remains. It is not known if the carriages will return to the site; and,

    - A recorded pre-1940 homestead is located at 42 Boord Crescent (CHI ref 16381). This has been identified in the archaeological assessment as being potentially of pre-1900 date. It may also be impacted by NoR S3.

5. There are potentially significant (large) adverse and permanent effects on historic heritage values of the Huapai Tavern during the construction phase only. These effects are certain to occur as a

result of any construction activities associated with NoR S3, NoR KS and NoR HS and cannot be avoided without significant route variation. Some demolition of modern extensions may be essential, but total demolition of the structure needs to be avoided if significant adverse effects are to be reduced. Therefore, I recommend mitigation through the following methods:

a. As a minimum:

i. Historic building recording to document removal of modern extensions which are not the core 19th century component of the Tavern;

ii. Relocation of the core 19th century component of the Tavern, and preferably all structures from the pre 1940 footprint;

b. If practicable – integration of the remaining Tavern structure into the new station complex, to maintain its historical relationship to the site, and any context and community values associated with this historic heritage place.

6. If the minimum proposed measures (ai; aii) are adopted, the level of adverse effect will reduce from critical (permanent) adverse, to moderate (permanent) adverse.

7. If recommendations (ai, aii) and (b) are adopted, the level of adverse effect will reduce from critical (permanent) adverse, to moderate (permanent) adverse, but additionally there may be positive benefits for long-term viability and maintenance and/or enhancement of community and context values associated with the place.

8. There are potentially significant and critically adverse effects on historic heritage values of the Kumeū Railway Station Goods Shed during the construction phase only. These effects are certain to occur as a result of any construction activities associated with NoR S3 and cannot be avoided without significant route variation. However, unlike the Huapai Tavern, the goods shed has a relatively small building footprint and may be easily relocated in its entirety, with no loss of significant physical fabric.

9. Similar to the Huapai Tavern, relocation and integration of the railway goods shed into the future Kumeū train station would be a good option. This would avoid or largely reduce significant any adverse effects on historic heritage context values. Additionally, this integration would ensure long-term viable use, and maintain and enhance heritage values, which will benefit historic heritage values for both sites.

10. Any relocation or modification of existing scheduled sites outside of the heritage overlays is likely to necessitate a future Plan Change, to modify their respective extents of place. This a future piece of work and is not sought as part of the current NoR proposals.

Conclusion

11. There is a potential adverse effect on historic built heritage during the construction phase, arising from future construction activities within the spatial extents of NoR S3 in particular. Without appropriate intervention or mitigation, demolition of two scheduled historic heritage places may occur, which would generate permanent and critically adverse effects on historic heritage values.

12. If the proposed mitigation measures are adopted, critical adverse effects will be reduced to moderate adverse effects for the Huapai Tavern only, and likely little or neutral adverse effects for the Railway Goods Shed.

13. Additionally, during the operational phase, there is potential for positive and permanent effects will occur, if the two structures are effectively integrated into the future Kumeū Station design.

14. In relation to the Huapai Tavern and the Railway Goods Shed, I largely agree with the conclusion presented in the archaeological report:

    'Overall, the most severe impact onto the cultural heritage by the strategic projects is onto the few remaining historic buildings and structures of early Kumeū from the time when it was a service centre for a rural community. These buildings form a strong tie to the past and the local identity. Demolition of these structures would sever this tie. The construction of a Kumeū transport station can be seen as a unique opportunity to bring these buildings together and strengthen the local identity'

15. However, I consider that relocation of buildings to a separate 'heritage precinct', away from the context of the railway line and Huapai village core, is not the best opportunity to mitigate effects on heritage values. Rather, the scheduled structures should be integrated into the operational function and associated commercial activities of the station complex itself.

16. The opportunity to reuse these structures in this manner will maintain and enhance their contextual and community associations, particularly with the history of the railway and with the Tavern remaining at the transport node which is the historical centre of the village.

2 Introduction

This Historic (Built) Heritage assessment has been prepared for the North West Strategic Projects and Kumeū Huapai Local Arterials Notices of Requirement (**NoRs**) for Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Auckland Transport (**AT**) (the "**Strategic Assessment Package**").

The NoRs are to designate land for future strategic and local arterial transport corridors as part of Te Tupu Ngātahi Supporting Growth Programme (**Te Tupu Ngātahi**) to enable the construction, operation and maintenance of transport infrastructure in the North West area of Auckland.

The Strategic Assessment Package will provide route protection for the strategic projects, which include:

- Alternative State Highway (**ASH**), including Brigham Creek Interchange (**BCI**)
- the Rapid Transit Corridor (**RTC**), including the Regional Active Mode Corridor (**RAMC**)
- Kumeū Rapid Transit Station
- Huapai Rapid Transit Station State Highway 16 (**SH16**) Main Road Upgrade

It also includes the upgrade of Access Road, an existing local arterial corridor within Kumeū-Huapai.

This report assesses the transport effects of the North West Strategic Assessment Package identified in Table 2-1 below. Refer to the AEE for a more detailed project description.

Table 2-1: North West Strategic Assessment Package – Notices of Requirement and Projects

Notice	Project
NoR S1	Alternative State Highway (**ASH**), including Brigham Creek Interchange (**BCI**)
NoR S2	SH16 Main Road Upgrade
NoR S3	Rapid Transit Corridor (**RTC**), including the Regional Active Mode Corridor (**RAMC**)
NoR KS	Kumeū Rapid Transit Station
NoR HS	Huapai Rapid Transit Station
NoR S4	Access Road Upgrade

2.1 Purpose and Scope of this Report

This assessment forms part of a suite of technical reports prepared to support the assessment of effects within the Strategic Assessment Package. Its purpose is to inform the AEE that accompanies the Strategic Assessment Package sought by Waka Kotahi and AT.

This report considers the actual and potential effects associated with the construction, operation and maintenance of the Strategic Assessment Package on the existing and likely future environment as it relates to effects onto heritage and archaeology and recommends measures that may be implemented to avoid, remedy and/or mitigate these effects.

The key matters addressed in this report are as follows:

a) Identify and describe the actual and potential effects to historic (built) heritage of each relevant Project corridor within the Strategic Assessment Package;
b) Recommend measures as appropriate to avoid, remedy or mitigate actual and potential effects to historic (built) heritage (including any conditions/management plan required) for each relevant Project corridor within the Strategic Assessment Package; and
c) Present an overall conclusion of the level of actual and potential effects to Historic (Built) Heritage for each relevant Project corridor within the Strategic Assessment Package after recommended measures are implemented.

2.2 Report Structure

The report is structured as follows:

a) Overview of the methodology used to undertake the assessment and identification of the assessment criteria and any relevant standards or guidelines;
b) Description of historic heritage places assessed;
c) Description of the actual and potential positive effects on historic heritage of each Project corridor;
d) Description of the actual and potential adverse effects on heritage and archaeology of construction of each Project corridor;
e) Description of the actual and potential adverse effects on heritage and archaeology of operation of each Project corridor;
f) Recommended measures to avoid or mitigate potential adverse effects on heritage and archaeology; and
g) Overall conclusion of the level of potential adverse effects on heritage and archaeology of each Project corridor after recommended measures are implemented.

This report should be read alongside the AEE, which contains further details on the history and context of the Strategic Assessment Package. The AEE also contains a detailed description of works to be authorised for each NoR, likely staging and the typical construction methodologies that will be used to implement this work. These have been reviewed by the author of this report and have been considered as part of this assessment of effects on historic heritage and archaeology. As such, they are not repeated here, unless a description of an activity is necessary to understand the potential effects, then it has been included in this report for clarity.

3 Assessment Methodology

This assessment of effects of built heritage is based on standard international practices for environmental impact assessment (EIA) such as those described in:

- Waka Kotahi 2014: Guide to assessing historic heritage effects for state highway projects (Draft Version2.4).

3.1 Preparation for this Report

Preparation for this report has included:

- Review of online heritage databases and other readily available sources of information; listed in Section 3.2 below
- Route planning project team discussions for each of the NoRs; and
- Site visits where relevant to specific locations of interest along the NOR routes.

3.2 Methodology

The assessment methods set out in the Waka Kotahi guidance documentation has been aligned to regional values assessment criteria for Auckland set out in the AUP: OP RPS Statement B5.2.2.1. Identification and evaluation of historic heritage places (see below). The methodology for assessment of effects on built heritage is set out in Appendix 1 to this report. The following information sources were reviewed as part of the desk-top assessment:

- Draft Archaeological Assessment
- Auckland Council Cultural Heritage Inventory (CHI);
- The New Zealand Heritage List/Rārangi Kōrero;
- Historical aerial photography from Auckland Council Geomaps and Retrolens;
- Digital Archives New Zealand and other online digital databases;
- Google Streetview and Google Maps, including historical Streetview imagery; and
- Briefing pack and route information provided by Supporting Growth.

The route alignment for the NoRs was initially assessed through review of aerial photography and Google Streetview, to identify places of interest along the route. Sites are experienced from the public realm only.

Defining what is affected

Environmental effects may be adverse, neutral, or beneficial, direct or indirect, and temporary or permanent in nature. Understanding what values are affected is critical to assessment of effects. Because the proposed works lie entirely within the region covered by the AUP: OP, the Built Heritage values against which effects are measured are adopted from AUP:OP Section B5.2.2.1 as follows:

(a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;

(b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;

(c) Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value;

(d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality;

(e) technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;

(f) physical attributes: the place is a notable or representative example of:

(i) a type, design or style;

(ii) a method of construction, craftsmanship or use of materials; or

(iii) the work of a notable architect, designer, engineer or builder;

(g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;

(h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.

Under the AUP: OP Assessment methodology, Historic Heritage values are effectively rated using the following scale:

Value Level Under AUP OP	**Local**	**Regional**	**National**
Exceptional	Merits Scheduling	Merits Scheduling	Merits Scheduling
Considerable	Merits Scheduling	Merits Scheduling	Merits Scheduling
Moderate	Does not merit scheduling in itself, but may support Scheduling under other criteria	Does not merit scheduling in itself, but may support Scheduling under other criteria	Does not merit scheduling in itself, but may support Scheduling under other criteria
Little	Does not merit Scheduling, and only weakly supports scheduling under other criteria	Does not merit Scheduling, and only weakly supports scheduling under other criteria	Does not merit Scheduling, and only weakly supports scheduling under other criteria
None	No heritage values identified	No heritage values identified	No heritage values identified

This scale of Historic Heritage Values is adopted in the Environmental Impact Assessment Method described in Appendix 1.

Two key aspects of scheduled places are their identified primary features, and their extent of place. These are described as follows (AUP:OP D17.1):

Primary Features (Primary features and non-primary features of Category A, A and B places)*

The primary features of Category A, A* and B places form the fundamental basis for scheduling a historic heritage place. The primary features of historic heritage places are identified in Schedule 14.1 Schedule of Historic Heritage, and for some places in Schedule 14.3 Historic Heritage Place maps.

Not all primary features of Category B places have been identified. Until such time as the primary features of Category B places are identified, all features within the extent of place of a Category B place will be considered a primary feature for the purposes of implementing the rules in chapter D17 of the AUP:OP.

Extent of place of scheduled historic heritage places

Most scheduled historic heritage places include an identified area around a heritage feature; referred to as the ‘extent of place’. The extent of place comprises the area that is integral to the function, meaning and relationships of the place and illustrates the historic heritage values identified for the place. The provisions relating to a historic heritage place apply within the area mapped as the extent of place on the Plan maps, including the airspace.

Primary features are generally more sensitive to changes than other features of an historic heritage place. 'Exclusions' are specifically identified features which can detract from a historic place, and their removal is generally considered as a positive aspect of change. An exception to this is that many interiors are defined as 'exclusions' due to legacy planning structures.

A third aspect to consider in assessment is the setting of a historic heritage place. This is defined in the AUP:OP as follows (AUP:OP D17.1).

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 to the setting of an historic heritage place do not directly affect physical attributes, but they may potentially detract from landscape-related values, in particular, where a historic heritage place is recognised for its 'Aesthetic values' (such as a designed park or garden, or a serendipitous relationship between a ruined structure and a natural landscape). Context values may also be affected by changes to setting, especially where the historic heritage place has a group relationship with other, nearby places (for example a grouping of contemporary places where the intervisibility between them is affected by changes to setting).

3.3 Limitations

- This assessment focuses on those NoR's where there are potential effects to recorded built heritage places. NoR's without identified built heritage places are not assessed.
- This assessment is based on readily available information and is not an exhaustive study of each location along the NOR routes; and
- Sites are experienced from the public realm only.

This assessment relates to Historic (Built) Heritage only. A separate assessment of archaeological values also is provided in the AEE.

4 Background

Please refer to the Archaeological assessment for a discussion of the physical environment and wider historical background. This assessment focuses on effects to the scheduled built heritage sites within Huapai and Kumeū.

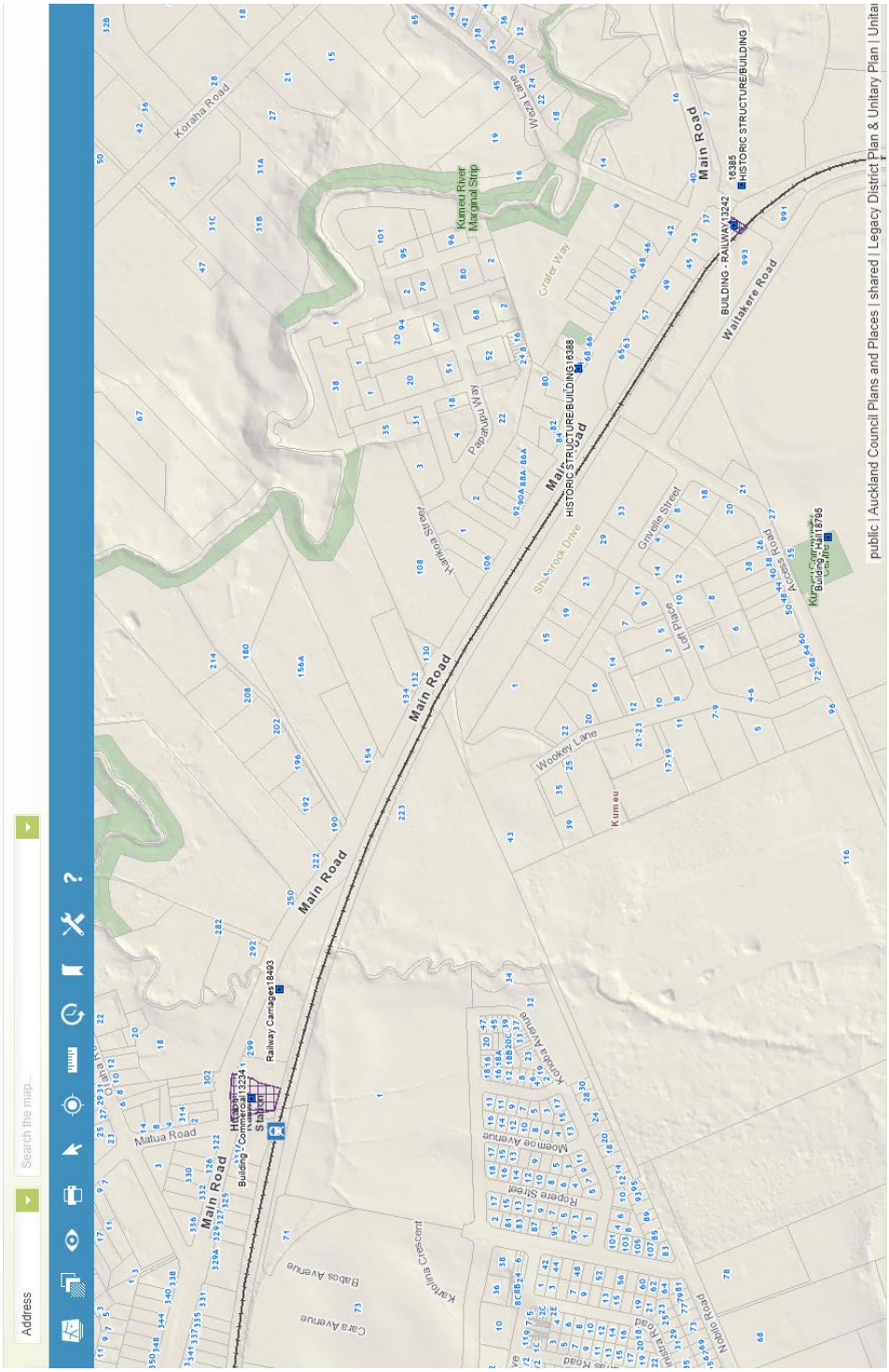


Figure 4-1: General site location with historic (built) heritage sites identified (Auckland Council GIS).

The following historic built heritage places may be affected by NoR S2 (SH16) and S3 (RTC & RAC, HS and KS):

Huapai

Huapai Tavern (AUP:OP Schedule 14.1 # 00482; Figure 4-2*; Figure* 4-3*; Figure* 4-4*)*

The Huapai Tavern is a Category B scheduled place under the AUP:OP:

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00482	Huapai Tavern	301 Main Road, Huapai	LOT 1 DP 147550; LOT 2DP 458781; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00483	Kumeu Railway Station goods shed	37 Main Road, Kumeu	LOT 6 DP 159039; rail corridor	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

It is recognised for the following criteria, which will all be of a least considerable heritage value:

A – Historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality

(Assumption - The building is a key surviving early building associated with the development of Huapai in the late 1800s)

B – Social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value

(Assumption - the building has strong community associations as a gathering place and centre of Huapai)

D – Knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality

(Assumption - The building has archaeological value as a pre-1900 place)

F – Physical Attributes: the place is a notable or representative example of:

(i) a type, design or style;

(ii) a method of construction, craftsmanship or use of materials; or

(iii) the work of a notable architect, designer, engineer or builder

(Assumption – the building is a surviving example of a 19th century public house, modified over time showing continual use and development)

H – Context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting

(Assumption – the building is associated with other, contemporary locations around Huapai and Kumeū, and thematically with early public houses in the region)

The primary feature is not defined. Under the provisions of the AUP:OP, the primary feature then defaults to the entire extent of Place (AUP:OP Section D17.1).

Interiors are defined as 'exclusions'. This does not necessarily mean they have no heritage value, but for planning purposes, any internal changes (including the removal of internal fabric and structures) are permitted under the AUP(OP).

There are no additional archaeological controls. However, the core of the building is recorded as an 1870s structure, and the site meets the definition of an archaeological site under the HNZPTA 2014, and the provisions of this Act also apply. The effects on archaeological values are discussed in the separate archaeological assessment.

The extent of place of the Huapai Tavern extends into the current road reserve and may be impacted by the extent and construction of NoR S2 (SH16). This site is further discussed in S3 (NoR RTC / RAC, NoR HS and NoR KS).

Railway Carriages (CHI #18493; Figure 4-5*)*

The non-scheduled railway carriages previously formed part of the Carriages Café. The carriages have been removed from the site recently and are not present as of August 2022. While the recorded location is potentially impacted by NoR S2 and S3 it is not known whether the carriages will be returned to the site in the future, or what their current condition is.

The site has been identified previously, but the railway carriages are not included on the AUP:OP Schedule. There is little indication of their assessed heritage value. It is assumed for the purposes of this report that they would not meet the 'considerable' value criteria required for scheduling under the Auckland Unitary Plan. They are assumed to have 'moderate' historic heritage values for assessment purposes.

Kumeū

Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 # 00483; Figure 4-6*)*

The Kumeū Railway Goods Shed is a Category B scheduled place under the AUP:OP:

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00482	Huapai Tavern	301 Main Road, Huapai	LOT 1 DP 147550; LOT 2DP 458781; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00483	Kumeu Railway Station goods shed	37 Main Road, Kumeu	LOT 6 DP 159039; rail corridor	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

It is recognised for the following criteria, which will all be of a least considerable heritage value:

A – Historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;

(Assumption - The building is a key surviving early building associated with the development of Kumeū in the late 1800s)

B – Social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value

(Assumption - the building has strong community associations)

D – Knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality

(Assumption - The building has archaeological value as a potential pre-1900 place)

F – Physical Attributes: the place is a notable or representative example of:

(i) a type, design or style;

(ii) a method of construction, craftsmanship or use of materials; or

(iii) the work of a notable architect, designer, engineer or builder.

(Assumption – the building is a surviving example of a 19th century transport infrastructure building)

H – Context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting

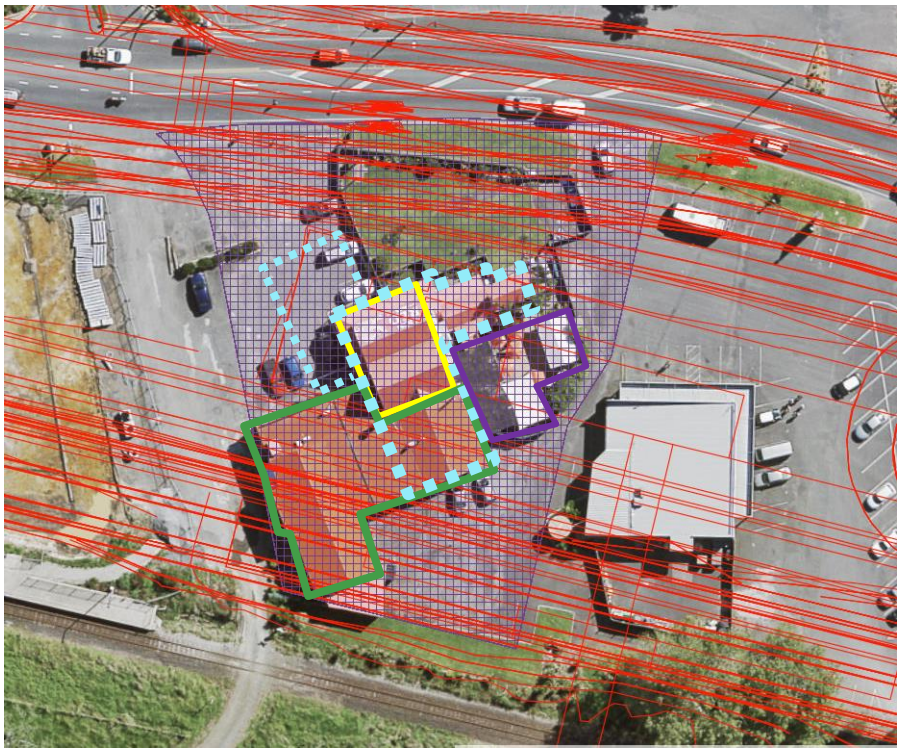
(Assumption – the building is associated with other, contemporary locations around Huapai and Kumeū, and thematically with the arrival of the railway in the region)

The primary feature is not defined. Under the provisions of the AUP:OP, the primary feature then defaults to the entire extent of Place (AUP:OP Section D17.1). this also includes the later 20th century extensions to the Tavern.

Interiors are defined as ‘exclusions’. This does not necessarily mean they have no heritage value, but for planning purposes, any internal changes (including the removal of internal fabric and structures) are permitted under the AUP:OP.

There are no additional archaeological controls. However, the building is understood to be recorded as pre-1900 structure, and the building itself meets the definition of an archaeological site under the HNZPTA 2014. In this case, the provisions of this Act also apply, with respect to total demolition of the building only[1]. The effects on archaeological values are discussed in the separate archaeological assessment.

[1] HNZPTA 2014 Section 42(3)



Yellow outline – surviving Pre-1900 Core; Blue outline – Pre-1940 footprint (approximate); Green outline– Pre1979; Purple - Pre-2006

Figure 4-2: Extent of Place for Huapai Tavern extends spatially into the road reserve and may be impacted by construction activities of NoR S2

Figure 4-3: Older (pre-1940) sections of the Huapai Tavern. Facing towards the high street (After Bader et al 2021)

Figure 4-4: Main (pre-1900 core) buildings of the Huapai Tavern. Pre-1979 20th century single-storey extensions to the right with 'Lion Red' sign (After Bader et al 2021)

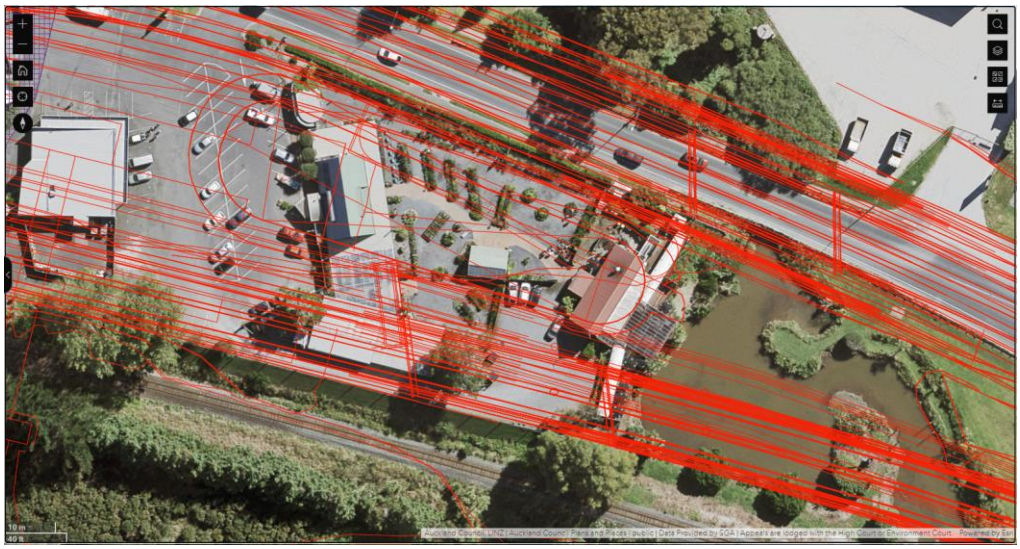


Figure 4-5. Railway carriages (CHI 18493) scheduled in the AUP, next to the railway line (Middle – 2021; bottom August 2022 – railway carriages no longer present)

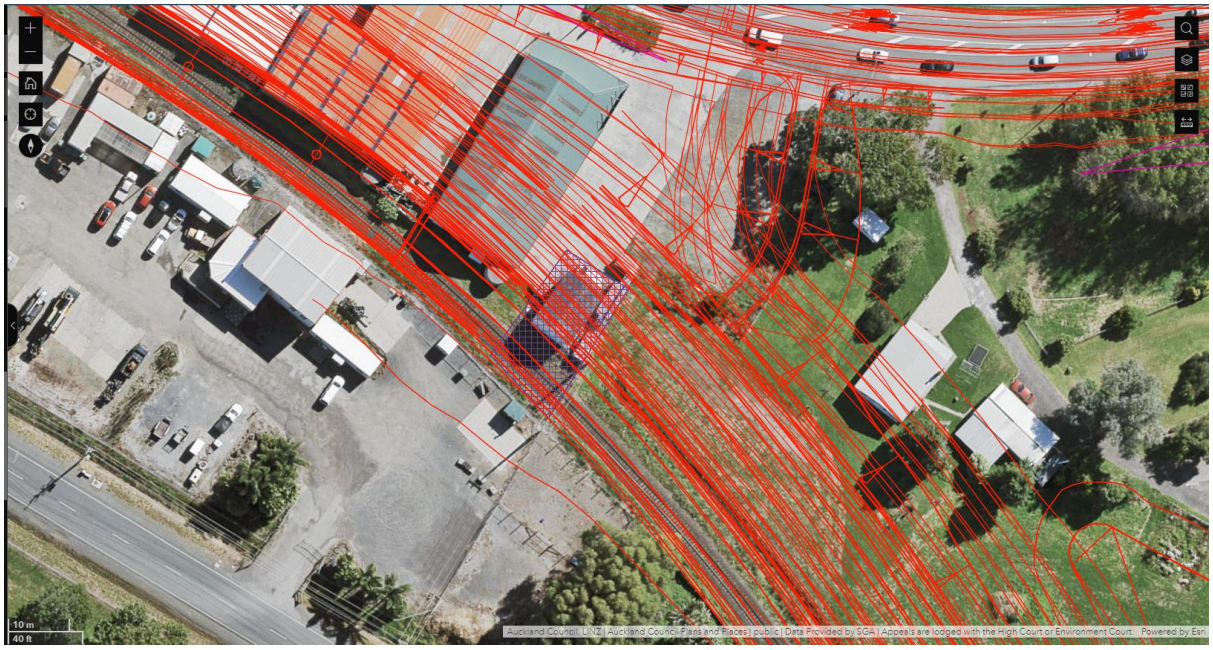


Figure 4-6. Goods Shed AUP:OP # 000483 (After Bader et al 2021)

*Other sites (*Figure 4-7*)*

Two historic houses are recorded within the 200 m buffer zone (CHI #16379 and CHI #16380), but none will be impacted by the development. Both seem to be built post 1940 or have been moved to their current location post 1940 (Figure 4-7).

The archaeological assessment notes that a historic house (CHI # 16381) at 42 Boord Crescent is within the extent of S3 and will be impacted by the proposed NoR. The building has been extended, but the original structure is potentially originally a pre-1900 homestead (Figure 4-8). If so, archaeological authority will be required for the building to be totally demolished.

Potential effects are discussed generally at the strategic level, where they are common to all NoRs, and then specifically with respect to each NoR (see below).

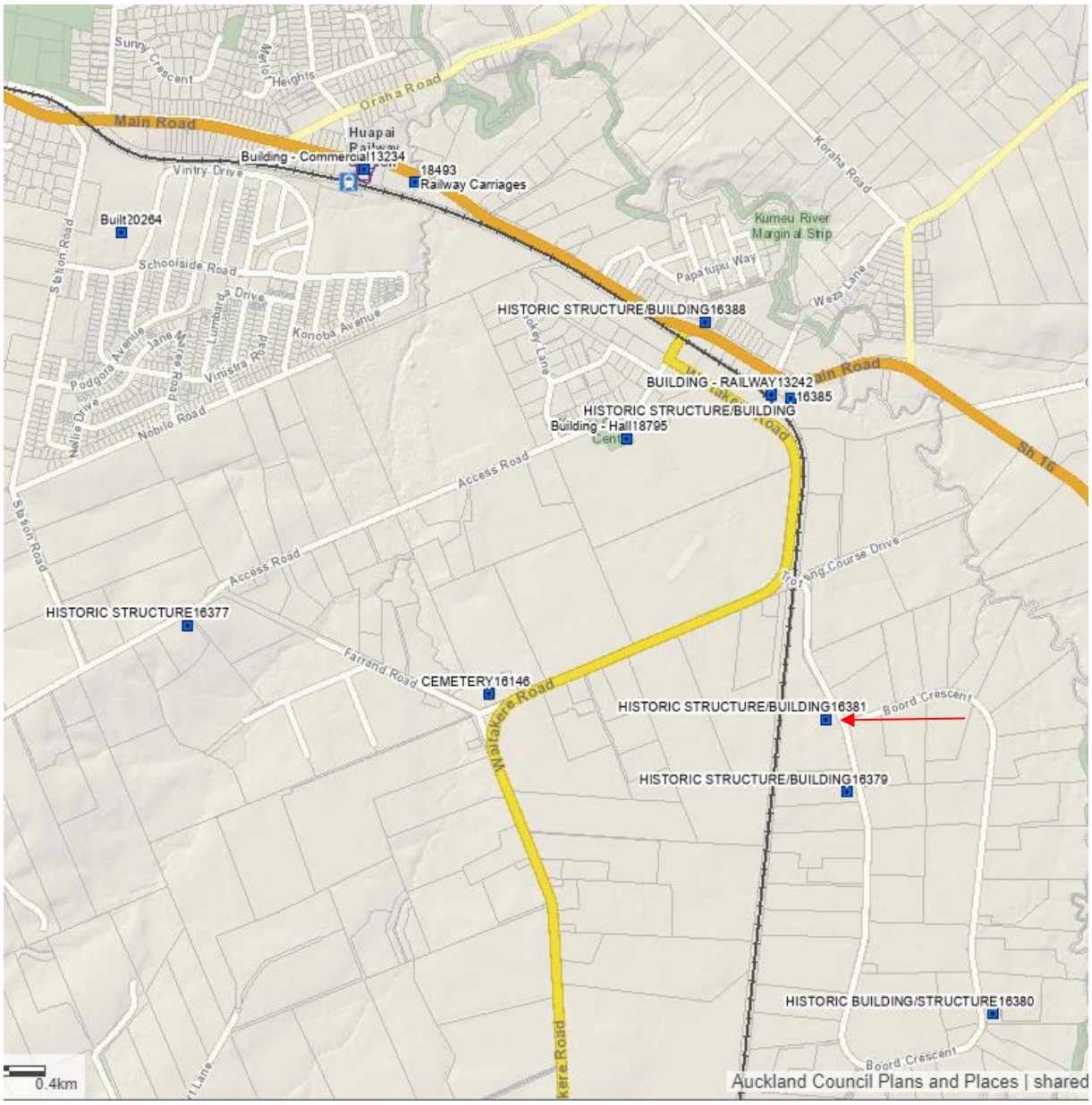


Figure 4-7. CHI sites in the vicinity of the study area. Historical building CHI 16381 is arrowed)

Figure 4-8. Possible early homestead (CHI 13681) at Boord Crescent (after Bader et al 2021)

5 Strategic Assessment Package Overview

An overview of the Strategic Assessment Package is provided in

Figure 5-1 below, with a brief summary of the Strategic Assessment Package projects provided in Table 5-1 below.

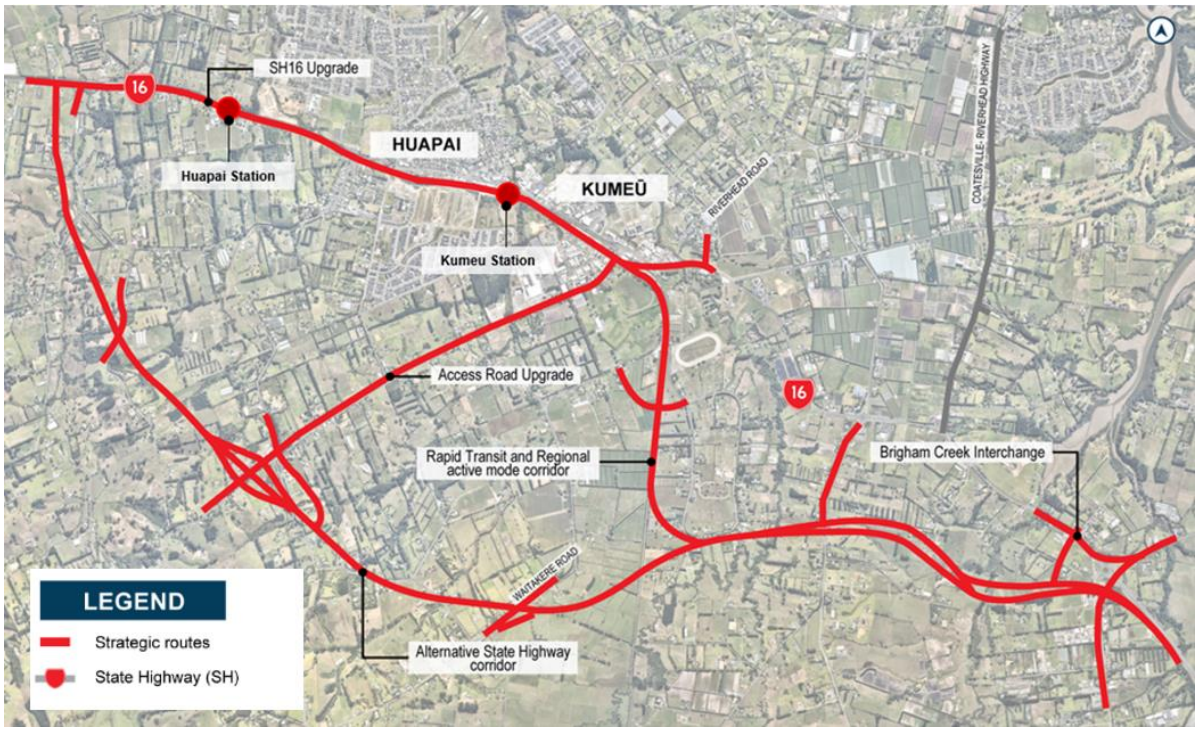


Figure 5-1. North West Strategic Assessment Package – Overview of NoRs for Assessment

Table 5-1.: Strategic Assessment Package Project Summary

Corridor	NOR	Description	Requiring Authority
Alternative State Highway	S1	A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange.	Waka Kotahi
State Highway 16 Main Road Upgrade (alteration to existing designation 6766)	S2	Upgrade to urban corridor including active modes and realignment of Station Road intersection with SH16.	Waka Kotahi
Rapid Transit Corridor, including Regional Active Mode Corridor	S3	New Rapid Transit Corridor and active mode corridor in one co-located corridor.	Waka Kotahi
Kumeū RTC Station	KS	New rapid transit station, including transport interchange facilities and accessway.	Waka Kotahi
Huapai RTC Station	HS	New rapid transit station, including transport interchange facilities, park and ride and accessway.	Waka Kotahi
Access Road Upgrade	S4	Upgrade of Access Road to a four-lane cross-section with separated cycle lanes and footpaths on both sides of the corridor.	Auckland Transport

Please refer to the AEE for further information on these projects, including a project description, key project features and the planning context.

This section assesses common or general Built Heritage matters across the entire North West Strategic Network. This section also recommends measures to avoid, remedy, or mitigate actual or potential adverse effects that may be common to all sections.

5.1 Positive Effects

Positive effects for built heritage generally along the full route are largely limited to indirect effects arising from any improvements to pedestrian and low-speed modes of transport (e.g. cycling). Where there is improvement to pedestrian environment, there is usually an indirect opportunity for people to observe the environment at a more leisurely pace. The resultant opportunity afforded is the greater appreciation of the amenity and aesthetic values that may be derived from built heritage places, as well as opportunities to gain insight, for example through provision of interpretive signage at opportune public locations. Similarly, reduction in traffic speeds and volumes might indirectly improve the long-term maintenance of building fabric, where less emissions are generated.

Positive effects of this nature are not easy to quantify, but I assess them generally as being of a negligible and permanent beneficial nature along the route, where provision is made for pedestrian and low-speed transport modes.

5.2 Assessment of construction effects

Temporary Effects

Construction effects include temporary effects, such as dust, noise and visual nuisance. Adverse effects from such works include:

- Loss of amenity or aesthetic experience, which may reduce associated historic heritage values (such as Aesthetic, Historical Context);
- Other values may be also indirectly affected, for example through a drop in visitor rates or ability to appreciate historical associations due to presence of works (e.g. social values, historical associations); and
- Risk of accidental physical damage (through vehicle or plant movement, dust clogging downpipes etc.).

Once construction is completed there will be little potential for residual adverse effects on built heritage arising from these temporary works.

Permanent Effects

Machine or plant that generates vibration also has potential to cause cosmetic damage to sensitive receptors such as heritage buildings with ornate decorative elements, plasterwork and so on. Sensitive receivers might include:

- Churches;
- Public buildings with ornate decoration (e.g. public library);
- Commercial buildings with elaborate parapets/fenestration; and
- Vulnerable sites (for example, damaged or poorly maintained buildings where fabric is at risk of further deterioration).

Where any such sensitive historic heritage receivers are identified as present along the route, these are described in the relevant section of each NoR.

In a construction environment, there is potential for accidental damage to occur to built heritage places. The nature of such damage cannot be readily quantified. It may range from negligible impacts which are easily rectified (for example construction vehicle scraping paintwork on a gate) to significant or even catastrophic impacts (e.g. fire resulting from poorly controlled construction activity burns down a wooden building).

5.3 Recommended measures to avoid, remedy or mitigate construction effects

The intensity of temporary construction effects on built heritage can be mitigated through standard construction practice. This includes site control measures such as wetting of spoil to prevent dust, temporary noise barriers, and monitoring effects of construction vibration if this is necessary. Where

such works occur close to the location of any sensitive built heritage receivers (typically within 5m), it is recommended that a specific risk assessment for damage from construction vibration is undertaken by an appropriately qualified person, if not already included as part of the noise and vibration assessments for the NoRs.

Separation of work compounds and flow of machine/plant/materials from built heritage places through use of temporary fencing or hoarding will also help prevent accidental damage. Construction management plans can also control workflows to minimise risk to built heritage places, and Management Plan clauses or NoR conditions requiring remediation of any accidental damage can effectively mitigate such impacts when they are of a low or moderate impact.

In rare instances a more significant accident (such as a heavy vehicle strike, the dropping of a crane load, or fire), may damage a building to an extent that will results in significant loss of fabric from a built heritage place. This may be partially mitigated through historic building recording to create an archive record of the place, using the levels of recording set out in:

- Heritage New Zealand Pouhere Taonga 2018: Archaeological Guidelines No.1 Investigation and recording of buildings and standing structures.

The level to which recording is undertaken will need to be determined based on the historic heritage value of the place (its importance), and the level of impact that has occurred.

Previously unidentified places of Historic Heritage value

Common to all NoRs, there is the possibility of works impacting on previously unidentified built heritage places of potential historic heritage value and significance. The adverse effects would not be quantifiable unless a values assessment was undertaken for such places first.

I note that, outside of the scope of this assessment, the archaeological assessment has identified several historical buildings or places with potential historical historic heritage values that may be impacted upon by construction or operational activities within the NoRs. It is unknown whether historic heritage evaluation of these places to determine the significance of their heritage values has been undertaken by Auckland Council using the RPS criteria and Auckland Council methodology. However, for the purposes of this assessment it is assumed that they have not merited inclusion on the Historic Heritage Schedule and would therefore have no more than a moderate level of historic heritage significance based on current information.

5.4 Assessment of operational effects

Once operational, there are no identified direct adverse effects on Built Heritage values along the NoR routes that would be ongoing.

Indirect effects might occur to built heritage places along the route. For example if traffic noise levels increased, then the reduction in amenity may indirectly affect the experiential historic heritage values of a place, primarily in the Aesthetics (G) value category. Typically, a response might be to establish permanent noise barriers to attenuate this. However, this may in itself result in adverse effects if the barrier is visually detracting. In such cases, the adverse effects would need to be balanced against each other.

Services operating out of historic buildings might be affected adversely by changes in traffic intensity. For example, if visiting habits reduced as a result of increase in traffic, or loss of on-street parking, loss of revenue might mean an owner is then not able to financially support long-term maintenance of

a place. Another example is the effect of increased emissions on building fabric (e.g. 'acid rain' degrading stonework, or long-term staining of building fabric from exhaust emissions). The intensity of such indirect effects are not readily quantifiable, however. I therefore assess the potential for such indirect effects along the route generally to be of a negligible to low adverse nature.

5.5 Recommended measures to avoid, remedy or mitigate operational effects

There are no recommendations to avoid, remedy or mitigate operational effects.

5.6 Summary and Conclusions

In summary, overall along the alignment of the NoRs there is generically a potential for temporary or permanent adverse effects on Built heritage, associated with the following construction activities:

- Temporary nuisance effects from construction activities
- Accidental damage arising from construction activities
- Loss of previously unidentified built heritage with significant historic heritage value as a result of construction activities

The potential intensity of adverse effects can range from negligible adverse to significant adverse, depending on the nature of an event, but in most cases significant adverse effects may be avoided, remedied or mitigated through:

- standard construction management practices, to minimise risk of adverse effects or to reduce their intensity/duration
- use of construction management plans, monitoring and recording of works to minimise risk of adverse effects, and
- recording or remediation of accidental damage if this was to occur

Overall, there is low potential for adverse effects to occur on Built heritage features as a result of operational activities, primarily relating to

- Any adverse increase in noise or emissions from traffic that may degrade the experiential (Aesthetic values) associated with built heritage places
- Possible indirect effects resulting from reduction in visitation opportunity where services are operating from a Built Heritage Place.

Overall, there is low potential for permanent, beneficial effects on historic heritage values for built heritage, where:

- the operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places (potentially enhancing Social values), and

- opportunities for site interpretation which can enhance Historical Association and Context values

Table 5-2. Summary of Effects for general activities

Effect	Likelihood	Impact	Recommendation
Construction			
Nuisance Effects (Dust, noise etc.)	High potential to occur, typically resulting in indirect adverse effects on built heritage places effects to setting, and AUP:OP Aesthetic (G) values category.	Typically low to moderate adverse temporary	Mitigation through standard construction management techniques
Loss of Landscaping	Certain to occur. Affects the setting and potentially aesthetic and context values of historic heritage (e.g. loss of mature hedgerow defining a historical boundary or property curtilage)	Typically a low permanent adverse effect	Remediation through replanting and new landscaping
Accidental damage	High potential to occur.	Typically low to moderate impact, and unlikely to significantly affect scheduled / non-scheduled historic built heritage	Avoid through construction management plan design on construction sites, use of temporary hoarding etc. Remediate to at least current standard of condition if accidental damage occurs
Loss of unidentified heritage	High potential to occur Based on several identified places of historical interest or heritage potential referred to in Archaeological assessment	If occurs, impact will be high and potentially permanent adverse	Recommend additional recording for identified buildings of potential historic heritage interest within NoR footprints prior to demolition or relocation

Effect	Likelihood	Impact	Recommendation
	Operational		
Increase in noise / emissions etc. as a result of additional traffic capacity	Potential to occur, typically resulting in indirect adverse effects on built heritage places. Typically low and permanent adverse effects to setting, Aesthetic values category.		None recommended – purpose of NoR is to provide opportunity for modal shift, in order to reduce traffic.
Opportunity for use	operation of public transport and improvement of pedestrian environment indirectly enhances use opportunities for built heritage places		Opportunity to integrate historic heritage places into station complex

6 NoR S2: SH16 Main Road Upgrade

It is proposed to submit a Notice of Requirement (NoR S2) to designate the land required to implement the upgrade of the existing State Highway 16 (**SH16**) to a two-lane corridor with walking and cycling facilities.

6.1 Project Corridor Features

The SH16 Main Road Upgrade extends approximately 4.5km between Old Railway Road, east of Kumeū to Foster Road, west of Huapai. The SH16 Main Road is currently a 20m wide two-lane urban arterial with no active mode facilities on either side of the corridor.

SH16 Main Road is proposed to be upgraded to a 24m urban corridor traversing through well-established retail, commercial and residential environs. The corridor generally follows the existing SH16 Main Road alignment and also includes a 600m section of active mode only upgrade between Oraha Road and Tapu Road. As part of this project, Station Road will be realigned to form a new signalised intersection with SH16 and Tapu Road.

An overview of the proposed designation is provided in Table 6-1 below.

Figure 6-1. Overview of the SH16 Main Road Upgrade

6.2 Existing and Likely Future Environment

6.2.1 Planning context

SH16 Main Road is proposed to be upgraded to a 24m urban corridor along the urban extent of SH16 traversing through well-established retail, commercial and residential environs through Kumeū Huapai. This corridor contains a range of business, residential and open space and rural land uses under the AUP:OP between the eastern extent of the Kumeū-Huapai township and the western extent of the upgraded corridor (the intersection with the proposed ASH).

Table 6-1 below provides a summary of the existing and likely future environment as it relates to the SH16 Main Road Upgrade.

Table 6-1: SH16 Main Road Upgrade Existing and Likely Future Environment

Environment today	Zoning	Likelihood of Change for the environment[2]	Likely Future Environment[3]
Rural	Rural Mixed Rural Zone, Rural Countryside Living Zone	Low	Rural
Business	Business (Industrial)	Low	Urban
	Business (Local Centre)	Low	Urban
	Business (Mixed Use)	Low	Urban
Residential	Residential	Low	Urban
Open Space	Open Space – Sport and Active Recreation	Low	Open Space
Undeveloped greenfield areas	Future Urban	High	Urban

Please refer to the AEE for further information on the planning context.

6.2.2 Heritage Environment

The following historic (built) heritage places may be affected by NoR S3:

Huapai Tavern (AUP: OP Schedule 14.1 # 00482; Figure 4-2*; Figure* 4-3*; Figure* 4-4*)*

The extent of place of the Huapai Tavern extends into the current road reserve and may be impacted by the extent and construction of NoR S2 (SH16). The main building itself is not physically affected, but there will be changes to the setting of the place. This site is further discussed in S3 (NoR RTC / RAC, NoR HS and NoR KS).

[2] Based on AUP:OP zoning/policy direction
[3] Based on AUP:OP zoning/policy direction

Railway Carriages (CHI #18493; Figure 4-5*)*

A non-scheduled historic built site - Railway carriages are also potentially impacted by NoR S2. They were used as part of the carriage café but are currently not on the site (as of August 2022). The northern portion of the site extends into the proposed footprint of SH16 and any construction associated with upgrade of the road.

Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 # 00483; Figure 4-6*)*

The Kumeū Railway Goods Shed is a Category B scheduled place under the AUP:OP. While the structure itself is not physically affected by SH16, there will be changes to the setting arising from work associated with SH16.

6.3 Assessment of Effects on Historic (Built) Heritage and Measures to Avoid, Remedy or Mitigate Actual or Potential Adverse Effects

6.3.1 Positive Effects

Please Refer to Section 5 for general effects common to all NoRs.

6.3.2 Assessment of Construction Effects

Construction activities will result in temporary adverse effects as described in Section 5 above to all sites.

Huapai Tavern

Construction activities will affect the setting of Huapai Tavern and its extent of place. While the Huapai Tavern is identified as having considerable aesthetic value as a landmark, this is more to do with its presence at the junction of road and rail infrastructure, rather than current landscaping arrangements.

There is also some potential for unidentified archaeological deposits to be affected, which may affect the knowledge value criterion. This is described in the archaeological assessment.

Overall, the effects of NoR S2 are assessed as being of low impact, and they are likely to result only in little adverse permanent effect

Railway Carriages

If the carriages were to be returned to the site, construction activities will potentially affect them and they would require relocation to avoid adverse effects.

Kumeū Goods Shed

Construction activities will affect the setting of the Kumeū Goods Shed and it may also require relocation to avoid adverse effects of construction.

6.3.3 Recommended Measures to Avoid, Remedy or Mitigate Construction Effects

Temporary adverse effects from construction may be managed as described above in Section 5.

Moving the railway carriages again will not result in adverse effects, and it will avoid adverse effects associated with demolition.

6.3.4 Assessment of Operational Effects

Huapai Tavern

There are no specific adverse effects identified relating the physical fabric of the Tavern during the operational phase, as these will all have occurred during the construction process.

Presuming the Huapai Tavern remains on the existing land parcel (NoR S2 would not require its removal), the environment surrounding the Tavern will be improved and enhanced, especially with new landscaping and improvements for pedestrians. This streetscape upgrade will generate potential moderate or high permanent beneficial effects that support the Tavern's aesthetic, and possibly also social and context heritage values.

Kumeū Railway Goods Shed

From a planning perspective, relocation of the Kumeū Goods shed (AUP:OP Schedule 14.1 #000483) is allowed for as a non-complying activity. Once relocated, a Plan Change would be necessary to modify its current extent of place and to update Schedule 14.1. Potentially this process may be simplified if the Goods Shed is relocated within the Extent of Place for the Huapai Tavern, as it may be able to be combined with this overlay. The options for relocation (See Section 7 below) suggest that this could be achievable if the Goods Shed is integrated into the overall station design.

There is a however a risk that the historic heritage structure is relocated outside of its current extent of place and away from its contextual relationship with the railway. In this case, while the physical attributes may be retained, there will be a reduction in the context value of the place. This could be mitigated in part through the use of interpretation and/or signage to demonstrate the origins of the building, and its original site.

6.3.5 Recommended Measures to Avoid, Remedy or Mitigate Operational Effects

It would be redundant to apply for a Plan Change at the same time as the notification of the NoR because the buildings still occupy their current sites and would do for some time. In this scenario, interim historic heritage controls equivalent to those applied through the historic heritage overlay D17 might be established through Designation conditions. This would ensure that once the buildings are relocated, and until such time the AUP:OP is updated, it remains clear that the relevant Historic Heritage rules still apply to the structure.

6.4 Conclusions

In conclusion there are some potential adverse effects on historic heritage arising from activities associated with NoR S2.

Adverse effects may occur to Huapai Tavern, but these may be mitigated and will likely result in little permanent adverse effects.

Relocation of the historic railway carriages is a preferable option to demolition.

7 NoR S3: Rapid Transit Corridor and Regional Active Mode Corridor; NoR KS: Kumeū Rapid Transit Station and NoR HS: Huapai Rapid Transit Station

7.1 Project Corridor Features

7.2 Existing and Likely Future Environment

7.2.1 Planning context

The Rapid Transit Corridor (**RTC**) and Regional Active Mode Corridor (**RAMC**) form a single, integrated corridor (Note the RAMC only extends to the eastern entrance to Kumeū). This corridor predominately traverses rural land outside of the Future Urban Zone (**FUZ**) and the Rural Urban Boundary (**RUB**), however for assessment purposes it can be split into two sections:

- The **rural section** of the RTC runs from the Brigham Creek Interchange to the entry to Kumeū-Huapai township and is co-located with the RAMC along this section. This rural section traverses land zoned under the AUP:OP as Rural – Countryside Living Zone, with an area zoned as FUZ in Redhills North.
- The **urban section** of the RTC runs from northern end of Waitakere Road to Foster Road and is co-located with the proposed SH16 Main Road upgrade[4] along this section. This urban section contains a range of land uses zoned under the AUP:OP as a mix of business zonings between the eastern extent of the Kumeū-Huapai township and Station Road

Table 7-1 below provides a summary of the North West existing and likely future environment as it relates to the RTC and the RAMC.

Table 7-1: RTC and RAMC Existing and Likely Future Environment

Environment today	Zoning	Likelihood of Change for the environment[5]	Likely Future Environment[6]
Rural	Rural	Low	Rural
Undeveloped greenfield areas	Future Urban	High	Urban
Business	Business (Industrial)	Low	Urban
	Business (Local Centre)	Low	Urban
	Business (Town Centre)	Low	Urban
Residential	Residential	Low	Urban

[4] Another North West Strategic project – refer to Section **Error! Reference source not found.** of this report
[5] Based on AUP:OP zoning/policy direction
[6] Based on AUP:OP zoning/policy direction

Environment today	Zoning	Likelihood of Change for the environment[5]	Likely Future Environment[6]
Open Space	Open Space – Informal Recreation Open Space – Sport and Active Recreation	Low	Open Space
Future Urban Zone / Undeveloped greenfield areas	Future Urban	**High**	Urban

The RTC stations - Kumeū Rapid Transit Station and Huapai Rapid Transit Station - are located in the urban section of the RTC corridors.

Kumeū Station is proposed to be located on land at 299 and 301 Main Road on the western side of a Kumeū River tributary. The land is zoned under the AUP:OP as Business - Town Centre Zone. An active modes overbridge is proposed across the NAL with active mode connections to:

- the Huapai Triangle crossing land zoned in the AUP:OP as Green Infrastructure Corridor and Residential - Mixed Housing Suburban Zone; and
- Wookey Lane crossing land zoned in the AUP:OP as Green Infrastructure Corridor and Residential - Mixed Housing Suburban Zone; and Business - Light Industry Zone.

Table 7-2: Kumeū Rapid Transit Station Existing and Likely Future Environment

Environment today	Zoning	Likelihood of Change for the environment[7]	Likely Future Environment[8]
Business	Business (Industrial)	Low	Urban
	Business (Town Centre)	Low	Urban
Residential	Residential - Mixed Housing Suburban Zone	Low	Urban
Open Space (located to the north of the proposed station location)	Open Space – Informal Recreation Open Space – Sport and Active Recreation	Low	Open Space

Huapai Station is proposed to be located on land at 29 and 31 Meryl Avenue on the western side of the Ahukuramu. The land is zoned under the AUP:OP as Business - Town Centre Zone. An active modes overbridge is proposed across the NAL and SH16 to FUZ land. Future connections will be determined as part of structure plan process.

[7] Based on AUP:OP zoning/policy direction
[8] Based on AUP:OP zoning/policy direction

Table 7-3: Huapai Rapid Transit Station Existing and Likely Future Environment

Environment today	Zoning	Likelihood of Change for the environment[9]	Likely Future Environment[10]
Residential (located to the east of the proposed station location)	Residential – Single House Zone	Low	Urban
Future Urban Zone / Undeveloped greenfield areas	Future Urban	High	Urban

7.2.2 Heritage Environment

Huapai

The development of the Huapai Tavern can be traced back to the 1870s[11] Overlaying historic maps and historic aerials shows the gradual development of the small cluster of Tavern buildings that exist currently. Analysis of changes to the built form and historical aerial photography demonstrates that the pre-1900 buildings still form the central core of the modern Huapai Tavern. The extent of NoR S3 covers much of the extent of place, and overlays the southern portion of the Tavern.

The railway carriages currently used for a café (CHI #18493) are also affected by S3, in particular the RTC corridor.

Kumeū

The Goods Railway Shed (AUP:OP Schedule 14.1 #00483) is also affected by the RTC corridor.

As noted in the archaeological assessment both the Goods Shed and the Railway Carriages have been moved to their existing locations from original locations.

One possible pre 1900 heritage building identified in the archaeological assessment (023) is within S3 and its demolition or removal will require an authority.

[9] Based on AUP:OP zoning/policy direction
[10] Based on AUP:OP zoning/policy direction
[11] https://www.huapaiTavern.co.nz/history-of-the-huapai-Tavern/

7.3 Assessment of Effects on Historic Heritage and Archaeology and Measures to Avoid, Remedy or Mitigate Actual or Potential Adverse Effects

Huapai Tavern

Without relocation, the Huapai Tavern will require substantial demolition, if not total demolition, to provide for construction activities. Relocation options have therefore been discussed, both within the extent of place, and relocation outside of the extent of place. In all instances, demolition of more modern extensions is anticipated.

Two options have been considered to relocate and retain the 19th century core of the Huapai Tavern within the station complex. These options are shown in Figure 7-1 and Figure 7-2 below.

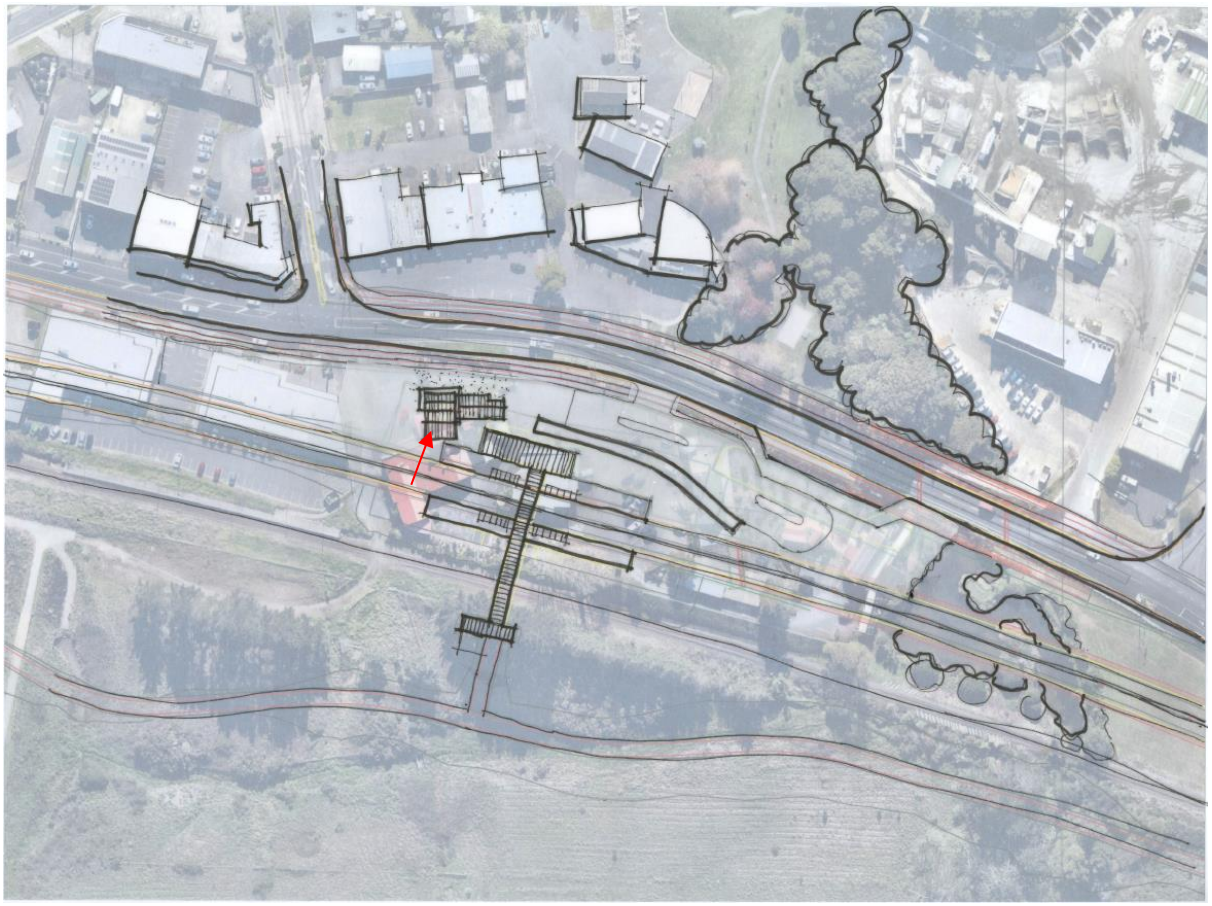


Figure 7-1. Huapai Tavern relocation option 1; within extent of place

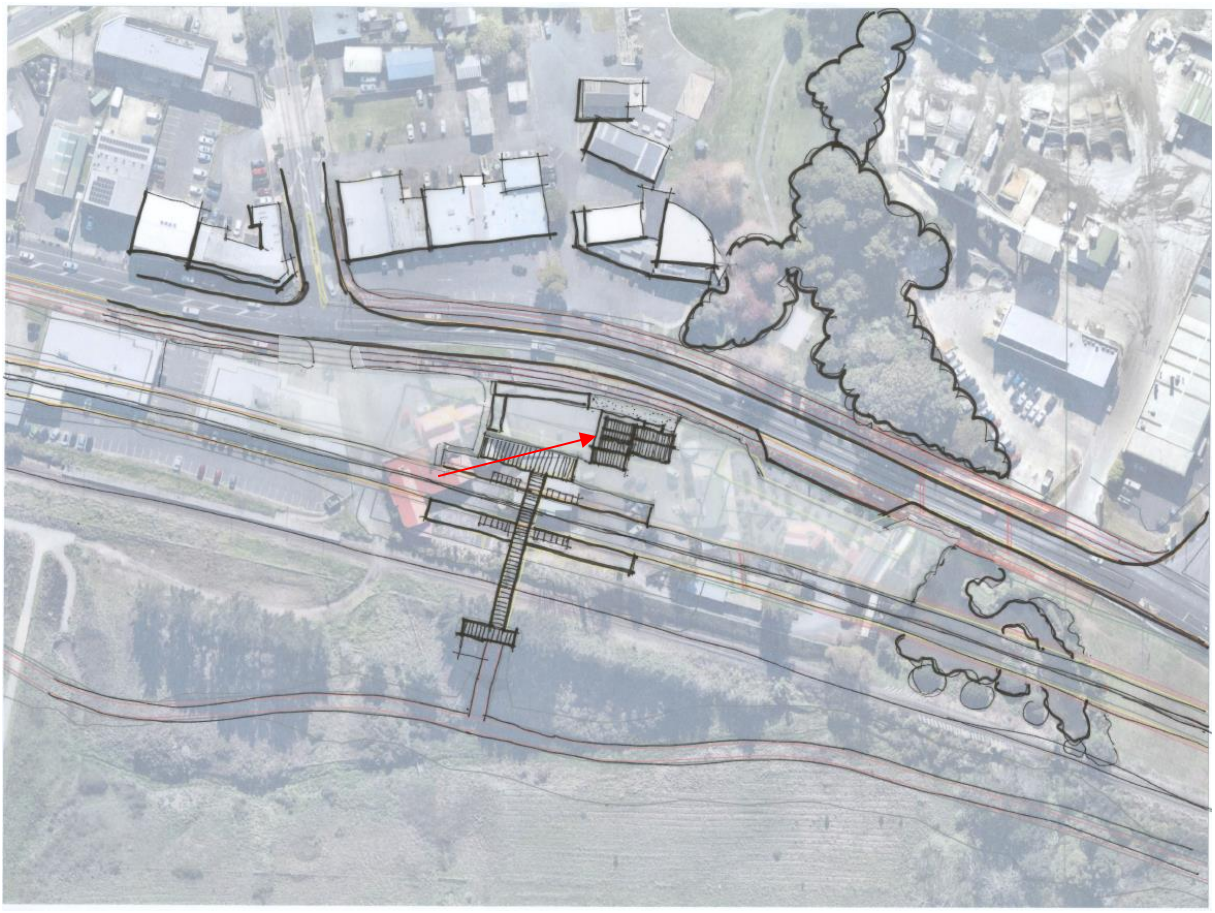


Figure 7-2. Huapai Tavern relocation option 2 – outside of extent of place

7.3.1 Positive Effects

Generally, there are no positive effects generated by construction activities required for the construction of the station and route corridor, because they will essentially modify the entire extent of place, altering its context and physical attributes. All effects on historic heritage values are either temporary adverse (such as construction nuisances) or permanent adverse (demolition or partial demolition of a scheduled historic heritage place). These adverse effects will range in severity, depending on what development options are taken.

Following completion of construction, there is potential for positive benefits to occur operationally, where historic heritage places are integrated into the station structure, or otherwise relocated within the site and maintained for future long-term use. In this environment, the context values, historical associations, social values, physical attributes and aesthetic (landmark values) might all be potentially maintained or enhanced. There is the potential for these positive effects to offset adverse effects over the longer term life of the two scheduled buildings, but this is not readily quantifiable at this stage, and will rely on detailed design.

7.3.2 Assessment of Construction Effects

Huapai Tavern – total demolition

Total demolition of the Tavern would result in large and permanent adverse effects to all historic heritage values associated with the Huapai Tavern, which cannot be fully mitigated through building recording or other methods. Total demolition also would require an archaeological authority under the HNZPTA 2014, as part of the core structure is pre-1900 in date. Total demolition of the Huapai Tavern should therefore be avoided.

Huapai Tavern – partial or substantial demolition

It is possible that the overall size of the Tavern may be reduced through demolition of more recent elements post-1970 extensions, which may not have as much heritage significance as the pre-1940 footprint (see Figure 4-2). This will still result in substantial demolition of the primary feature, as the various extensions are still part of the building and reflect its change and development over 120 plus years. In order to determine the relative significance of each building element, both external and internal building survey is required, and it would be best practice to develop a conservation plan for the building to inform further decision-making.

However, even if the building is reduced, retention in its current location seems unlikely given the required operational footprint of the new station.

Huapai Tavern – relocation

Alternatively to total or partial demolition, the Tavern may be relocated, either within the extent of place, or outside it. In either case, some demolition of the existing structure will still be required, though this will largely be the more recent extensions, or foundations which might in any case require upgrading given the building age.

It is unlikely that the full footprint of the Tavern currently could be easily relocated, but the pre-1940 core is likely to be relocatable, based on the Author's experience of monitoring similar work. This would probably need to be done in three or four sections, with each element then re-connected on the new site.

In order to retain existing context values and aesthetic values (as a local landmark), the Tavern should be relocated within the current site. Relocation 'offsite' will result in a loss of context and aesthetic values, as the building will be divorced from its historical context at the crossroads of rail and road routes. It will no longer be a central landmark to the village core.

7.3.3 Recommended Measures to Avoid, Remedy or Mitigate Construction Effects

Huapai Tavern

Relocation within the extent of place (Relocation Option 1) provides the best overall outcome for the Tavern for the following reasons:

- It retains significant building aspects which form the primary feature of the place;
- Although re-orientated within the site, it remains associated with the extent of place, which is the area *integral* to the understanding of the place;
- In particular it retains the historic spatial relationship with the Tavern located at the junction of Main Road and Matua Road;
- It also maintains a contextual relationship with the railway, and broader regional themes relating to representation of retail/hospitality in the historic environment.

In this case, the effective mitigation of construction activities means that adverse effects are likely to be reduced to a low adverse level for social, context and aesthetic values, and to a medium (moderate) adverse level for physical attributes. Overall, the place would still merit scheduling on this basis.

As noted above, relocation of the Tavern outside of the overlay can also help reduce adverse effects, but it does not fully mitigate them. There will be stronger impacts on context values and possibly aesthetic values, as the place is no longer on its original title, and the spatial relationship with the road and train junction is somewhat diluted, so that the building may have less landmark presence.

Railway Carriages

The Railway carriages (CHI 18493) are not fixed structures. As noted above, they have recently been removed from the site. Without an understanding of their condition and future outcome, recommendations for avoidance or mitigation of adverse effects cannot be made. However, Demolition (as a result of this project) is extremely unlikely due to the mobile nature of the feature.

Kumeū Railway Goods Shed

Moving the Goods Shed into an appropriate area (preferably as part of the station complex) will avoid any adverse effects on physical attributes and knowledge values that would be otherwise lost through demolition.

Retention of the Goods Shed in the vicinity of the railway will also help to maintain its context values, as it will remain as a physical reminder of the arrival of the railways in this region.

7.3.4 Assessment of Operational Effects

There is a risk that at least one scheduled historic heritage structure is relocated outside of its current extent of place.

From a planning perspective, relocation of the Huapai Tavern (AUP: OP Schedule 14.1 # 00482) or the Kumeū Goods shed (AUP: OP Schedule 14.1 #000483) is allowed for as a discretionary activity. Once relocated, a future Plan Change will be necessary to modify the current extent of place for wither site, and to update Schedule 14.1 as required.

There is the potential for any future plan change process associated with the relocation of the Goods Shed to be simplified if it is relocated within the Extent of Place for the Huapai Tavern, as it may be able to be combined with this overlay. This a future piece of work and is not sought as part of the current NoR proposals.

7.3.5 Recommended Measures to Avoid, Remedy or Mitigate Operational Effects

Huapai Tavern

If the Huapai Tavern is subject to full demolition, there will be no operational effects to manage. This is not a recommended outcome, however, because the effects of total or substantial demolition on historic heritage values cannot be fully mitigated.

If the Huapai Tavern is to be incorporated into the station design, than it is recommended that a conservation plan and maintenance plan are prepared to manage the long-term maintenance of the structure.

If the Huapai Tavern is relocated on the same title, then a plan change may not be necessary to ensure the historic heritage overlay remains active.

If the Tavern is relocated outside of the overlay, a Plan Change would be required in the future to update the schedule. As the notification of the NoR occurs well before any such relocation might occur, interim Historic Heritage controls equivalent to those applied through the overlay might be established through Designation conditions. This would ensure that until such time the AUP:OP is updated, it remains clear that the relevant Historic Heritage rules still apply to the structure.

Railway Carriages

It is assumed, on the basis of current information, that the Railway carriages will not be returned to the site prior to the operational phase. In which case, they would not be affected by the project. If possible, a record of their new location should be made, and the CHI record updated accordingly.

Railway Goods Shed

It is assumed that the Goods Shed will have been relocated to the station area as part of the operational phase. Because a Plan Change cannot applied for at the same time as the notification of the NoR, interim Historic Heritage controls equivalent to those applied through the overlay might be established through Designation conditions. This would ensure that until such time the AUP:OP is updated, it remains clear that the relevant Historic Heritage rules still apply to the structure.

7.4 Conclusions

The Huapai Tavern, an 1870s building (AUP: OP Schedule 14.1 #00482), is significantly impacted by S3 and it will require mitigation of adverse effects from construction and operation. The extent of place around the building is affected and modern extensions will need to be demolished to accommodate the proposed rapid transit corridor and station platforms. The original 19th century core will most likely need to be relocated within the site.

Additionally, the Railway Goods Shed (AUP: OP Schedule 14.1 #00483) is also impacted and requires relocation. In this case, relocation should be achievable without demolition of any part of the structure (other than its foundations). Significant adverse effects can therefore be avoided.

Operationally, if these structures form part of the future station, there is potential long-term to benefit and enhance their recognised historic heritage values, especially:

- Retention of physical attributes
- Historical associations with those context values relating to the history of the railway and establishment of Huapai and Kumeū.

8 Conclusion

The following recommendations relate to NoR S2 (SH16), NoR S3 (NoR RTC, NoR HS and NoR KS).

All Sites

Construction activities will result in temporary adverse effects from noise, dust and other construction nuisances, which can be mitigated through standard construction management processes.

There is a risk of accidental damage during construction activities, which can be remediated through repair of any damage that may occur.

Generally, there is a potential for previously unrecorded built heritage to be affected by construction. Several early buildings have been identified in the archaeological report, and it is recommended these are further assessed for heritage values.

Operationally, there is potential benefit to be accrued to all sites, through improved landscaping of the environment, and potential use opportunity within an integrated station complex.

NoR 2 -SH16 Road upgrade

The Huapai Tavern, an 1870s building (AUP: OP Schedule 14.1 #00482), is impacted by S2 and the extent of place around the building will be modified.

Potential permanent adverse effects of a minor nature may arise in relation to knowledge values (primarily the potential for archaeological features to be affected). Permanent adverse effects may be mitigated and this is described in more detail in the archaeological assessment.

The railway carriages (CHI 18493) are non-scheduled heritage items and they have been recently moved from their recorded location and their current condition is unknown. Although there is a contextual connection with the railway and the rolling stock, they are not fixed structures. Relocating these carriages permanently from the site would avoid any significant adverse effects.

The setting of a scheduled heritage building, the Railways Goods shed (AUP: OP Schedule14.1 #00483), is impacted by NoR S2. It seems likely that the building has been moved to its current location historically, based on assessment of aerial photography and maps.

In conclusion there are some adverse effects on historic heritage by the NoR of S2 and associated construction activities. However, impacts are likely to be low adverse and possibly negligible following any mitigation.

NoR S3:

Huapai

There are potentially significant (Large) and permanent adverse effects on historic heritage values of the Huapai Tavern arising from construction activities associated with NoR S3, including demolition. Relocation of any historic building is a preferable option to demolition, and for the Tavern, relocation within the extent of place (Relocation Option 1) is the preferred option overall.

Additionally, the loss of any part of the recorded heritage structures can be further mitigated by historic building recording. Changes to the curtilage and loss of more recent 20th century extensions from the Huapai Tavern can be mitigated through historic building recording, based on guidance levels established by HNZPT (2018). The level of recording will be relative to with the identified heritage values of the elements requiring demolition or alteration.

The railway carriages (CHI 18493) are non-scheduled heritage items and are not currently present on the site. It is not known whether they will return, or even if they are still extant.

Kumeū

The scheduled Railways Goods Shed (AUP: OP Schedule 14.1 #00483) is physically impacted by NoR S3. It has been likely moved to its current location. Appropriate mitigation would involve relocating the Good Shed to an alternative location, preferably in proximity to the proposed Kumeū rapid transit station (NoR KS), so that it continues to have a contextual and historical relationship with the railway line.

Relocation outside of the current extent of place will necessitate a future plan change requirement to modify the historic heritage overlay extent of place associated with the Goods Shed.

To a lesser extent, the setting of the Railways Goods Shed will be affected by NoR 2.

Temporary nuisances associated with Construction activities (noise, dust etc.) may be managed through standard construction practices, such as control of operating hours, dust control and noise attenuation barriers.

The incorporation of the Tavern within the new rapid transit station area, would be an opportunity to maintain it as a viable commercial space for the long-term, as well as a key community location at the centre of Kumeū town.

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1 APPENDIX 1 – ASSESSMENT METHOD FOR DETERMINING SCALE OF EFFECT

The effects that must be addressed in an AEE are set out in clause 7 of Schedule 4 and as follows:

- effects on those in the neighbourhood and, where relevant, the wider community including any social, economic and cultural effects
- physical effects on the locality including landscape and visual effects
- effects on ecosystems including effects on plants or animals and the physical disturbance of habitats in the vicinity
- effects on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual or cultural, or other special value for present or future generations
- any discharge of contaminants into the environment, including any unreasonable emission of noise and options for the treatment and disposal of contaminants
- any risk to the neighbourhood, wider community or the environment through natural hazards or the use of hazardous substances or hazardous installations.

The requirement to address a matter in the assessment of environmental effects is subject to the provision of any relevant policy statement which may direct and/or restrict the assessment to certain matters.

The terms 'effect' and 'environment' under the RMA are broadly defined. It is the role of the AEE to identify and address actual and potential effects of a proposal on a particular environment. The term effect includes:

- **Positive and adverse effects** - both of these effects should be considered regardless of their scale and duration. It is also important to remember that the assessment is not about achieving a balance between the two but ensuring adverse effects are avoided, remedied or mitigated.
- **Temporary and permanent effects** -there are many effects associated with proposals that are often temporary, such as those relating to a temporary event. It is important to make the distinction in the assessment between effects that are temporary versus those that are permanent. If there is only a temporary non-compliance with rules in a plan or regulations, and the adverse effects of that aspect are not discernible from those of permitted activities, the council has the discretion to treat the activity as a permitted activity and issue a written notice to that effect, and return the application. See s87BB RMA. For further information on this process, refer to the MfE technical guidance on deemed permitted activities.
- **Past, present and future effects** - in addition to past and present effects it is also important to consider forecast effects as some effects may take time to show and consideration should be given as to whether these effects are of high or low probability at any time in the future.
- Any **cumulative effects** regardless of degree or element of risk - an adverse cumulative effect is an effect, when combined with other effects, is significant only when it breaches a threshold. It should not be confused with matters relating to precedent.
- Any **reverse sensitivity effects** - situations where a potentially incompatible land use is proposed to be sited next to an existing land use.

Subject to the provisions of any policy statement or plan, all of these effects must be considered in the AEE regardless of their scale, intensity, duration, or frequency. It should also be considered whether potential effects are of high and/or low probability and could have a high potential impact.

Table for Determining Scale of Effects

VALUE					
Outstanding (very high) 5	Nil (0)	Little/ Minor (10)	Moderate / More Minor (15)	Large / Significant (20)	Critical / Significant (25)
Considerable (high) 4	Nil (0)	Little/ Minor (8)	Moderate / More Minor (12)	Moderate / Significant (16)	Large / Significant (20)
Moderate (medium) 3	Nil (0)	Negligible / Less Minor (6)	Little / Minor (9)	Moderate / More Minor (12)	Moderate / More Minor (15)
Little (low) 2	Nil (0)	Negligible / Less Minor (4)	Negligible / Less Minor (6)	Little / Minor (9)	Little/ Minor (10)
Negligible 1	Nil (0)	Negligible / Less Minor (2)	Negligible / Less Minor (3)	Negligible / Less Minor (4)	Negligible / Less Minor (5)
None 0	Nil (0)	Nil (0)	Nil (0)	Nil (0)	Nil (0)
	No Change 0	Low 2	Moderate 3	High 4	Very High 5
IMPACT					

This scale is adapted from EIA Good Practice examples (e.g. UK Design Manual Roads and Bridges / NZILA / ICOMOS NZ, Waka Kotahi Guidance on Assessment of Historic Heritage Effects for Highway Projects) to incorporate common terminology used in the New Zealand RMA Planning Context, and the recommended scaling of effects described in MfE and Quality Planning Website documents. Numerical values are provided to demonstrate relative weighting of effects.

Effects to historic heritage values are considered using the following scale and may be classed as Temporary, Permanent; Adverse or Beneficial.

Magnitude of Effect		Adverse Effects
Critical / Significant		Significant unacceptable adverse effects that cannot be avoided or mitigated. Most, or key, statutory objectives are not met.
Large / Significant		Significant adverse effects that is noticeable and will have a serious adverse impact on the environment but may be avoided or mitigated. Some key statutory objectives are not met
Moderate / More minor		Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied and may be acceptable. Key statutory objectives are met, but not all
Little / Minor		Adverse effects that are noticeable but will not cause any significant adverse impacts, and may also be further avoided or mitigated. Most or all statutory objectives are met
Negligible / Less Minor		Adverse effects that are acceptable, and may not require further mitigation. They are discernible day-to-day effects, but too small to adversely affect other persons. Statutory objectives are met
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

Magnitude of Effect		Beneficial Effects
Critical		Beneficial effects which strongly enhance historic heritage values and support statutory objectives
Large / Significant		Beneficial effects which positively enhance historic heritage values and support most statutory objectives
Moderate / More minor		Beneficial effects which maintain or slightly enhance historic heritage values and support some statutory objectives
Little / Minor		Beneficial effects which slightly maintain or slightly enhance historic heritage values
Negligible / Less Minor		Beneficial effects which maintain historic heritage values to a limited degree
None		No effect/Neutral
Intrusive*		Removal of an intrusive feature is always beneficial effect as intrusive aspects by nature are detrimental

*(Where a particular feature is identified as intrusive in a conservation plan / heritage assessment)