

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of a Board of Inquiry appointed under s149J of the Resource Management Act 1991 to consider Notice of Requirements and applications for Resource Consent made by the New Zealand Transport Agency in relation to the East West Link roading proposal in Auckland.

**SUMMARY OF EVIDENCE OF ELISE CADDIGAN ON BEHALF OF AUCKLAND  
COUNCIL  
BUILT HERITAGE**

## **Overview of Key Conclusions of Evidence**

### ***Aotea Sea Scouts Building***

1. There will be moderate to major adverse effects on the Aotea Sea Scout building as a result of the East West Link project (the Project). Whilst the building is not physically affected, the effects include the cumulative isolation of the building from Te Hōpua ā Rangi and other aspects of its historical context and landscape; and visual impacts from the construction of the proposed ramps and embankments which will result in a loss of views to and from the building (including the unique principal (eastern) elevation). Ms Matthews and I agreed in the built heritage expert conferencing that there are limited opportunities for a landscape and design response to the Project's adverse effects on the heritage values.
2. Since the preparation of my evidence, an agreement has been reached between the New Zealand Transport Agency (NZTA) and the Aotea Sea Scouts. It is my understanding that as a result of the Project, the agreement provides for the Scout group to engage in a process to identify whether the existing building can be relocated to an equivalent position adjacent to the CMA in the vicinity of the Onehunga Port. The agreement also states that if the building is relocated, it will be upgraded in accordance with the Agency's heritage conservation plan, and there will be boat storage provided nearby. This indicates that the Scout group activity will not return to the building in its current location.

### ***Manukau Tavern (former)***

3. There will be moderate adverse effects on the Manukau Tavern (former) as a result of the busier and more complex trenched road arrangement aligned to the south of the building. The building will not be physically affected, but there will be adverse effects on the historical heritage values and further physical separation of the building and the wharf area.
4. The increased (from 25m to 70m) land bridge is a positive design amendment, however either an increase in its length, or a shift to the east would result in a better heritage outcome. This is because the Manukau Tavern (former) has a direct association with people, places and organisations significant to the early settlement of Onehunga, and is representative of Onehunga's role as a

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notable west coast port. These relationships are reflected in its attribution of exceptional regional historical values, as outlined in its historic heritage evaluation document. A more direct alignment between the building and the wharf would facilitate better physical and visual connections which would reduce the severance of the place from its historic context.

#### ***Waikaraka Park and Cemetery***

5. There will be moderate adverse effects on Waikaraka Park and Cemetery as the Project physically changes the relationship and views between the place and the Māngere Inlet. The proposed road and walkway will enter the historic heritage extent of place at the southeastern edge. Consequently, the existing boundary edge will change and the peaceful and contemplative quality of the area will be considerably reduced. It was agreed in the built heritage expert conferencing that the design and landscape treatment of the embankment is important. The new Landscape and Visual condition LV.5F includes reference to existing heritage features and is important in mitigating the adverse effects at the southern edge of the cemetery. Any further visual obstruction between the cemetery and harbour should be avoided to reduce any cumulative adverse effects.

#### **Summary of Issues Resolved and Unresolved**

6. Since the preparation of my evidence the NZTA have incorporated most of my suggested changes or additions to the draft conditions (both Historic Heritage and Landscape and Visual). In my view, many of the adverse heritage effects of the Project are unable to be fully mitigated; however, the revised conditions ensure that where possible there are positive heritage outcomes.
7. Additional Historic Heritage conditions relating to the Aotea Sea Scouts building have been included, notably HH.7A which provides for the implementation of prioritised repairs and maintenance to the building as recommended in the updated (HH.7) Conservation Plan. As agreed in the built heritage expert conferencing, such work will assist in mitigating the adverse effects on this building.
8. As discussed above at paragraph 4, either a shift to the east, or an increase in length to the landbridge would result in a better heritage outcome for the Manukau Tavern (former).

Images:



Manukau Cruising Club, Opening Day, 1911.



Aotea Sea Scouts Building, 2017.



Manukau Tavern, 1908.

Refer to inset for (approximate) current view of the 1908 angle.



Manukau Tavern (former), 2017.





Waikaraka Park and Cemetery, 1977



Southern edge of Waikaraka Cemetery, 2017