

Bridge to Crown Battery Site, Karangahake



Location: Crown Hill Road, Karangahake

Heritage Status:

Historic Places Trust Registration Number: 4603

Historic Places Trust Category: Category 2 - Registered Historic Place
HDC Heritage Category: B - Heritage Feature. National or Outstanding Regional Significance

Other:

Physical Description: A road and rail bridge built for the service of the Crown Battery about 1900. It is made from a steel girder construction. It is now used by vehicular traffic and as a walkway to the Karangahake Gorge Historic Reserve.

Notable features: A combined road and rail bridge, now used as a walkway.

Materials: Steel, timber

Date of Construction: 1904

History: Construction of the bridge began in 1902, at a projected cost of 8000 pounds and employing 40 men. The bridge was built in sections by Contractor J and A Anderson in Christchurch and sections forwarded to the site. The bridge consisted of two six metre timber spans, two 18.2 metre curved steel plate girders and two main spans of 27.4m steel trusses.

The bridge was opened in 1904.

District Plan Schedule

Number: **HAU011**

Heritage category: **B**

Heritage Type:

- Wahi Tapu
- Cultural Landscape
- Building
- Group of Buildings
- Structure
- Monument
- Historic Place
- Archaeological Site
- Other

Date Period:

1881-1910

Significance:

- Archaeological
- Architectural
- Cultural
- Historic
- Scientific
- Technological

Thematic Context

- Maori
- Early Settlement
- Industry
- Extraction
- Forestry
- Agriculture
- Transport
- Communication
- Commerce
- Residential
- Social/Cultural
- Civic
- Health
- Educational
- Church/yard
- Other

Historic Heritage Inventory



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Rarer than single lane bridges with road and rail using the same level are the double-decker bridges. The bridge at Karangahake is one of only three surviving in New Zealand, of the other two one is at Okahukura and the other near Seddon. This form of bridge has the railway track at the top chord level of the truss while road traffic uses the bottom chord truss. As with most earlier main highway and railway bridges in New Zealand, these bridges were designed by the Public Works Department, the forerunner of the Ministry of Works.

With the closing of the railway line that crossed the bridge, the plate girders were removed and more recently a walkway has been provided along the top level using a proprietary truss.

Architect:

Designer:

Builder:

Engineer:

History of changes:

Condition: Good

Integrity: Substantially intact

Current Uses: Road/Walkway

Former Uses: Road/Rail Bridge

Registered owner: Department. of Conservation

Legal Description: River reserve (Ohinemuri)

Reference Source: Ritchie, N. (1990) *A Survey of Historic Mining Sites in the Thames and Ohinemuri Areas of the Hauraki Goldfield*. Department of Conservation.

Associated Pictures: