

# **DRURY CENTRE PLAN CHANGE – HERITAGE ASSESSMENT**

Prepared for Barkers and Associates Ltd  
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## **INTRODUCTION**

### **Project Background**

This report has been prepared to inform the Drury East Metropolitan Centre Plan Change on behalf of Kiwi Property Group Limited (Kiwi). The project location in the greater Auckland area and boundary of the Plan Change area are shown in Figure 1 and Figure 3.

The Plan Change area is approximately 95 hectares and is located to the south of the existing Drury Local Centre and Light Industrial area on Great South Road. The Plan Change area has frontage to Fitzgerald Road to the east, Brookfield Road to the south, and Flanagan Road to the north-west. The Plan Change area has access to Great South Road and State Highway 1, and the southern train line traverses the northern boundary. The Hingaia Stream is located on the western boundary. The Plan Change area is primarily used for farming, with some residential activity.

The Plan Change area is currently zoned Future Urban under the Auckland Unitary Plan. Kiwi are seeking to rezone the land to a mix of Metropolitan Centre, Mixed Use, and Open Space – Informal Recreation. Kiwi currently own 52 ha of land within the Plan Change area as shown in Figure 2. All other properties within the wider Plan Change area are owned by various parties. The locations of the properties within the Kiwi site (land owned by Kiwi Property Group Limited) are shown in Figure 3 and addresses and legal description in Table 1. The locations of other properties in the Plan Change area are shown in Figure 4 with addresses and legal descriptions in Table 2.

### **Purpose of this Report**

A Heritage Assessment was commissioned by Barkers and Associates Ltd to establish whether future development within the Plan Change area is likely to impact on archaeological or other historic heritage values. This report has been prepared as part of the proposed Plan Change to identify existing archaeological and other historic heritage values within the subject sites, as well as any effects (positive and adverse) on those values that will result from the project based on current design, and any recommended mitigation measures. A desk-based review of existing information available for properties outside of the Kiwi Site which were not accessible for survey has also been undertaken for the identification of any heritage constraints that may affect future development.

This report has been prepared in accordance with the required assessment of effects under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

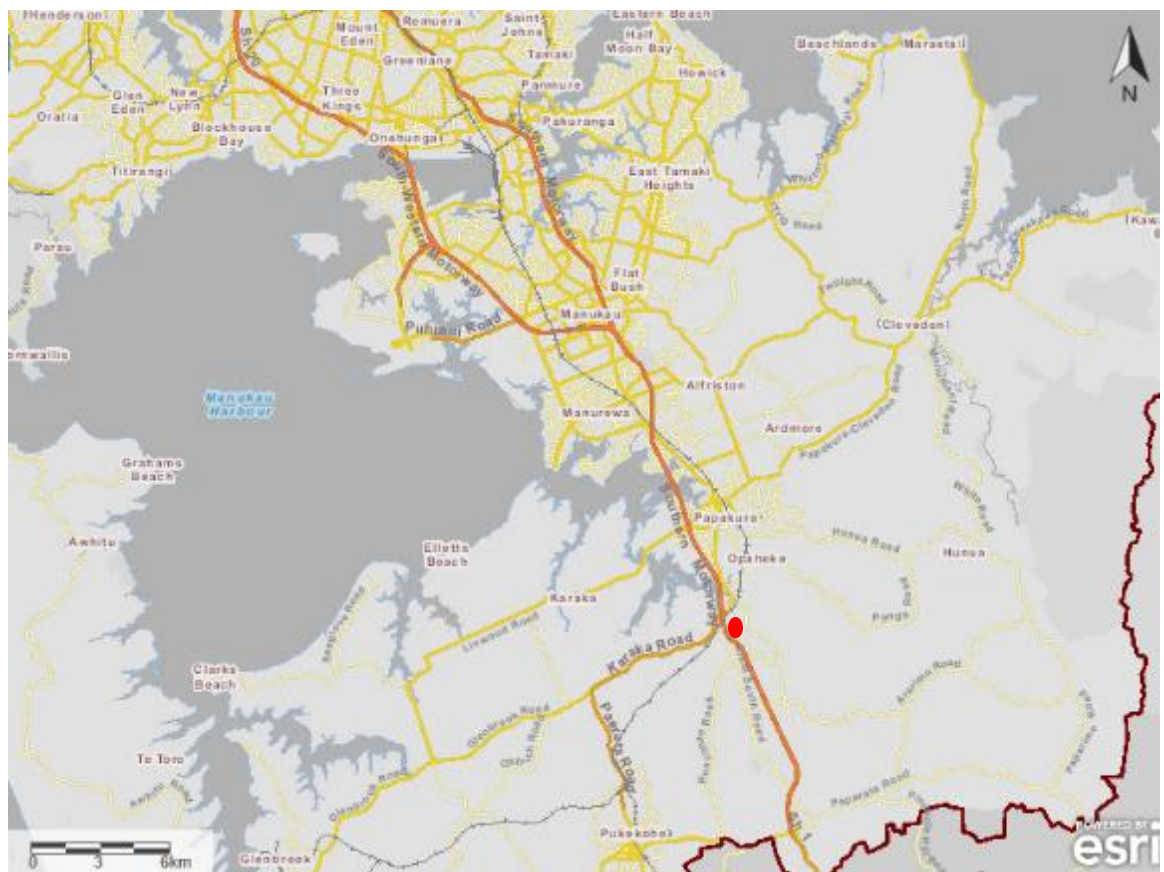
### **Methodology**

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), Schedules in the Auckland Unitary Plan Operative in part (AUP OP), and the Heritage New Zealand (Heritage NZ) New

Zealand Heritage List were searched for information on archaeological and other historic heritage sites recorded in the vicinity. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early plans held at Land Information New Zealand (LINZ) were checked for information relating to past use of the properties.

Visual inspections of the accessible parts of the Plan Change area were conducted on 6 April 2017 and 11 January 2019. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape, or indications of 19th century European settlement or activity remains). As the search of the NZAA database indicated that sites related to the New Zealand Wars period in the 1860s are located within the boundaries of the Plan Change area, particular attention was paid to identifying if any evidence of these sites was visible on the ground surface.

A separate heritage assessment for the Flanagan Homestead, located within the project area, has been prepared by Matthews and Matthews Architects Ltd and the findings and recommendations for that building will be presented in a separate report.



**Figure 1. Map showing the location of the Plan Change area (red dot) in the Greater Auckland Area (source: Auckland Council Geomaps)**



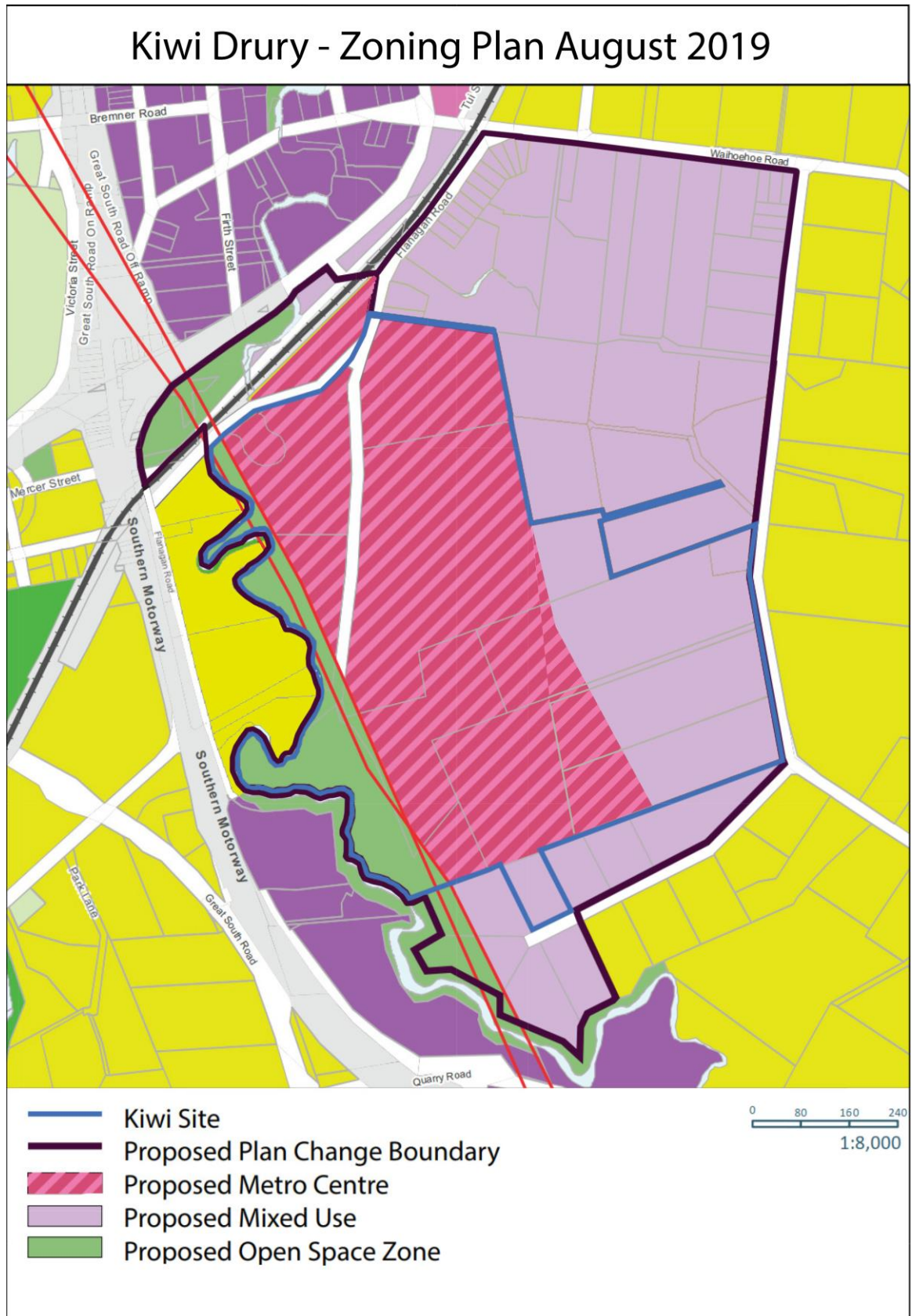


Figure 2. Location of the Plan Change area showing proposed zoning (source: DKO Ltd)

**Table 1. Addresses and Legal Descriptions of the properties in the Kiwi Site**

Address	Legal Description	Area (Ha)
108 Flanagan Road Drury	PT Lot 1 DP 62094	4.44
n/a	Lot 1 DP 80559	.13
133 Fitzgerald Road Drury	PT ALLOT 33 Parish of Opaheke	2.26
133 Fitzgerald Road Drury	PT Lot 2 DP 24845	4.25
133 Fitzgerald Road Drury	Lot 1 DP 57466	6.31
133 Fitzgerald Road Drury	Lot 2 DP 57466	4.53
133 Fitzgerald Road Drury	Lot 3 DP 57466	4.05
133 Fitzgerald Road Drury	Lot 4 DP 57466	4.05
133 Fitzgerald Road Drury	Lot 5 DP 57466	4.07
133 Fitzgerald Road Drury	Lot 1 DP 87159	.43
68 Flanagan Road Drury	Lot 8 DP 165262	4.13
120 Flanagan Road Drury	Lot 1 DP 165262 1/6 SH Lot 10 DP 165262	12.10
97 Brookfield Road Drury	Lot 9 DP 105988	.80



**Figure 3. Aerial plan showing the properties in the Kiwi Site (source: Auckland Council Geomaps)**

**Table 2. Addresses and Legal Description of the properties in the Plan Change area and outside of the Kiwi Site**

Address	Legal Description	Area (Ha)
10R Karaka Road	SO 65144, Sec 1 SO 65144 & PT Railway Land SO 47014	1.82
280 Great South Road	Lot 1 DP 396575	.22
103 Flanagan Road	Lot 1 DP 160625	1.25
120 Flanagan Road	Lot 1 DP 165262, 1/6 SH Lot 10 DP 165262	2.33
121 Fitzgerald Road	Lot 2 DP 165262, 1/6 SH Lot 10 DP165262 & 1/2 SH Lot 9 DP 165262	2.00
117 Fitzgerald Road	Lot 3 DP 165262, 1/6 SH Lot 10 DP165262 & 1/2 SH Lot 9 DP 165262	2.00
125 Fitzgerald Road	Lot 4 DP 165262, 1/6 SH Lot 10 DP165262	2.00
113 Fitzgerald Road	Lot 5 DP 165262, 1/6 SH Lot 10 DP165262	
91 Fitzgerald Road	Lot 6 DP 165262, 1/6 SH Lot 10 DP 165262	.97
131 Fitzgerald Road	Lot 7 DP 165262	2.00
111 Fitzgerald Road	DP 15265	1.40
61 Brookfield Road	Lot 1 DP 101367	1.6
69 Brookfield Road	Lot 7 DP 104552	.80
77 Brookfield Road	Lot 8 DP 104552	.80
100 Brookfield Road	Lot 17 DP 104552	1.03
104 Brookfield Road	Lot 16 DP 104682	1.28
110 Brookfield Road	Lot 15 DP 105290	1.27
105 Brookfield Road	Lot 14 DP 105290	1.37
31 Waihoehoe Road	Lot 1, 2 & 3 DP 14711	.29
35 Waihoehoe Road	Lot 3 DP 334434	.87
39 Waihoehoe Road	Lot 2 DP 334434	1.06
8 Flanagan Road	Lot 4 DP 14711	.09
16 Flanagan Road	Lot 5 DP 14711	.10
20 Flanagan Road	Lot 6 DP 14711	.10
22 Flanagan Road	Lot 7 DP 14711	.10
24 Flanagan Road	Lot 8 DP 14711	.10
28 Flanagan Road	Lot 9 DP 14711	.10
32 Flanagan Road	Lot 10 DP 14711	.10
36 Flanagan Road	Lot 1 DP 325774	.08
44 Flanagan Road	Lot 1 DP 334434	1.05
54 Flanagan Road	Lot 1 DP 144988	1.52
64 Flanagan Road	Lot 1 DP 56120 & Lot 7 DP 102224	.37
41 Waihoehoe Road	Lot 2 DP 123521	1.80
45 Waihoehoe Road	Lot 1 DP 88576	.21
67 Waihoehoe Road	Lot 1 DP 123521	1.07
71 Waihoehoe Road	Lot 1 DP 105542	1.25

Address	Legal Description	Area (Ha)
81 Waihoehoe Road	Lot 4 DP 156240, 1/2 SH Lot 5 DP 156240	2.02
81A Waihoehoe Road	Lot 3 DP 102224	.07
91 Waihoehoe Road	Lot 16 DP 14712	.80
97 Waihoehoe Road	Lot 17 DP 14712	.74
101 Waihoehoe Road	Lot 1 DP 41154	.12
115 Waihoehoe Road	Lot 2 DP 41154	.12
1 Fitzgerald Road	Lot 3 DP 41154	.12
1 Fitzgerald Road	Lot 4 DP 41154	.12
1 Fitzgerald Road	Lot 5 DP 41154	.12
1 Fitzgerald Road	Lot 6 DP 41154	.12
9 Fitzgerald Road	Lot 19 DP 14712	.74
15 Fitzgerald Road	Lot 1 DP 156240	.74
21 Fitzgerald Road	Lot 2 DP 156240	.84
27 Fitzgerald Road	Lot 3 DP 156240, 1/2 SH Lot 5 DP 156240	1.37



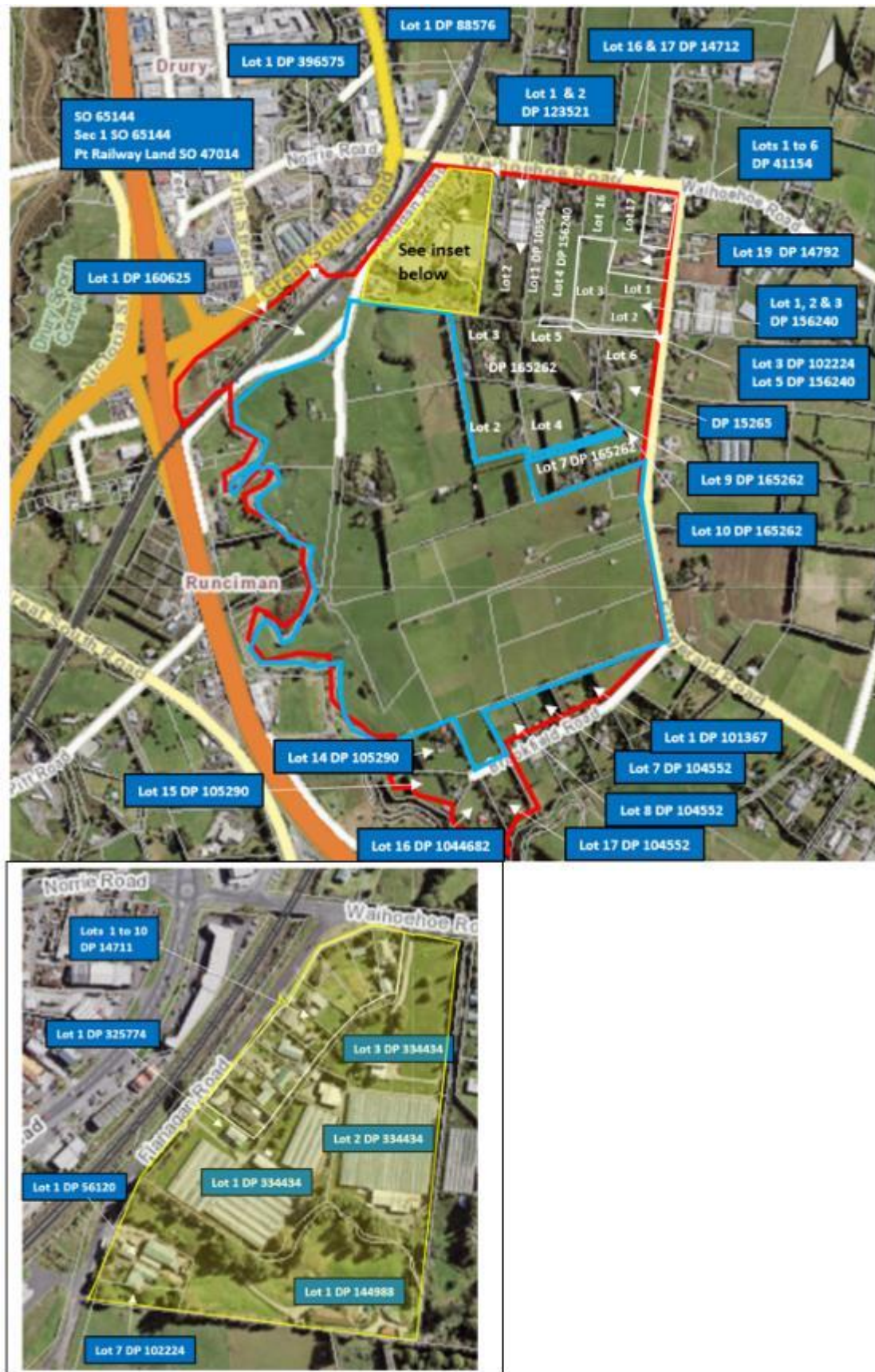


Figure 4. Aerial plan with the properties in the proposed Plan Change area (and not in the Kiwi Site) labelled (source: Auckland Council Geomaps)

## **HISTORICAL BACKGROUND**

### **Maori Settlement**

The Slippery Creek or Opaheke catchment area, whose waters flow into the Manukau Harbour at Opaheke has long been a strategic location and occupied by a number of tribal groups who ‘could trace their ancestry back to the earliest occupants of the land, and in particular the crew of the Tainui’ (Murdoch 1990:1). The Tainui canoe initially landed on the East Cape near Cape Runaway and subsequently travelled northwards to the eastern shores of the Hauraki Gulf. Upon arrival in the Waitemata a number of these migrants decided to settle in the district. Among them were Te Keteanataua and his son Taihaua, who settled at Taurere near the mouth of the Tamaki River, and Rakataura and Taikehu, who settled on the shores of the Manukau Harbour. These descendants of Taihua came to occupy the coastline between Tawhitokino and Kawau Island as well as numerous islands of the Hauraki Gulf (Murdoch 1996; La Roche 1991).

The Papakura/Drury area and surrounds also provided an important access link for travellers in pre-European times (and later in the early settler and military periods). With Manukau Harbour to the west and the Hunua Ranges to the southeast, it was an area highly utilised as a connection between Tamaki Makaurau (the Auckland Isthmus) and the Waikato. As well, the Manukau Harbour shores were the entrance to the inland route to Wairoa (Clevedon) and the Hauraki Gulf. Tracks such as the Ararimu Track and another that ran through Tuimata and Tuakau had been used for generations and some also connected up with canoe landing spots, such as the one at Chalky Point which met with a track that lead to Waipapa at the head of the Pahurehure Inlet (Craig 1982:70).

Where resources were abundant or a location was strategic, the area was protected by a fortified pa. Wetland/swamp areas in the lowlands were unlikely to have attracted settlement, but resources abundant in these areas would have been utilised (Tatton & Clough, 2003). Wetland areas may also have been utilised to hide tools, weapons and other significant items in times of threat.

The main settlement sites that have been identified in the vicinity of the Plan Change area were at Maketu Pa (located approximately 4km to the southeast), the settlement of Opaheke at Slippery Creek just to the north and at Pukekiwiriki Pa (or Red Hill) which is situated further to the north and approximately four km east of Papakura. There was also a settlement called Te Aparangi situated near Pukekiwiriki Pa, although the exact location is not known.

### **European Settlement**

Some of the earliest European visitors to the area were missionaries who had been travelling through the land containing present day Papakura and Drury from 1834. It is also considered likely that explorers and traders would have visited the area in the first half of the 19th century, although they would not necessarily have been documented (Heritage Consultancy Services 2013:16). Land purchases in the area to the south of Auckland were conducted by the government from the early 1840s, although details are difficult to



ascertain, as a large number of blocks were involved and many were sold prior to survey with vague boundary descriptions and plans that often consisted of nothing more than rough sketches (Husbands 1993: 23). The Papakura Block, the Ramarama Block and the Hunua Block were all acquired by the Crown during this period and the land was sold on to numerous investors. Settlement at Drury is not documented prior to the early 1850s, although it is thought possible that some settlement may have occurred during the 1840s. This is not, however, supported for the first half of this decade, as a journal kept by a Dr. John Johnson who travelled through the area and camped at Slippery Creek in 1846 made no note of any settlers being present in the area (Craig 1982: 57).

The earliest documented usage of land in the Drury area is from 1851 when a Depasturing license was granted to Mr. George Cole of Papakura at Tuimata (Heritage Consultancy Services 2013: 43). It would appear that Cole, who resided and farmed in Papakura did not use the land at Tuimata and allowed the lease to lapse, as in July 1852 it was granted to Thomas Runciman as a cattle run as stated in a notice from the Commissioner of Lands' Office July 14 1852 and published in the 8 August edition of *The New Zealander*. Thomas Runciman, his wife Isobel and their four children are considered the first permanent settlers at Drury (south of Slippery creek). The family had come to New Zealand from Scotland in 1840 and had resided in The Bay of Islands and Wangarei before settling near Drury. The Runciman family were well known and respected locally and the area just to the south of Drury was part of the Township of Runciman and a local road was also named after the family.

Further evidence of occupation from the 1850s includes an advertisement in the 4 October 1854 edition of *The New Zealander* which offered up for sale at auction:

‘280 acres of first rate fernland with a sufficient proportion of wood, situated on the Great South Road, being part of the Ramarama Block, contiguous to Mr. Runciman’s farm Opaheke. Also, 80 acres of fern land being part of the same block. The purchase will prove a safe investment for a capitalist and is admirably adapted for an intending settler.’

The location of Drury along the main road south from Auckland and also navigable by water aided in the growth of the small settlement and by 1862 it contained a hotel, post office and store and eight or nine settlers’ homes (Lennard 1986: 3). The hotel known variously as ‘The Drury Hotel’, ‘Young’s Hotel’ and ‘The Farmers’ Inn’ was owned and operated by Mr. William Young, who was also one of the early land purchasers in the area. It is interesting to note that the hotel was used as a base in December 1858/59 by Ferdinand Hochstetter<sup>1</sup> and members of his expedition when they explored the Drury coalfields (Lennard 1986: 4) and a photograph of the hotel taken by the Hochstetter Expeditions photographer Bruno Hamel is shown in Figure 5.

The settlement at Drury itself was accompanied by a number of ‘out-settlers’ who cleared the bush and established farms in the district with Drury acting as their main supply town and transport hub. In the 1860s this included efforts to establish a cattle yard and sales

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<sup>1</sup> Christian Gottlieb Ferdinand Hochstetter (1829-1884) was an Austrian Geologist and member of the Austrian Scientific Expedition aboard the ship *Novara*, which called in at Auckland in 1858. At the request of the provincial government Hochstetter undertook an examination of recently identified coal deposits at Drury; in addition, Hochstetter also studied much of the North Island’s geology, returning to Europe in 1860 (Fleming 1990).

ground (*New Zealand Herald*: 6 July Edition 1865). The article goes on to describe the tender process for the construction of a cattle stockade and finishes with a mention of the members of the community involved in the effort to establish the yards, which included the Runciman family. In fact, the land to be used for the market was granted by James Runciman, as was noted in the 2 June 1865 Edition of the *Daily Southern Cross*.



**Figure 5. Photograph by Bruno Hamel (photographer for the Hochstetter expedition) of the Farmers' Inn, the hotel owned by William Young in Drury (source: Sir George Grey Special Collections, Auckland Libraries, 7-A310)**

## The Great South Road

Prior to the construction of the Great South Road which was commenced in 1843, traditional tracks and waterways had been used for generations to travel between the Auckland Isthmus and the Waikato. By 1855, the Great South road had been metalled as far as Papakura, but the section between Papakura and Drury was described as being little more than a clay track (Lennard 1986: 3). The route south from Drury utilised existing traditional Maori tracks as the Great South Road ended at Drury until 1853. It was in this year that a surveyor, Mr. H. Hayr, who was returning to Auckland from the Waikato was told he could not travel by the usual Track as it was 'tapu'. To avoid the track, the party instead travelled through farmland around Pokeno Hill and then through bush all the way back to Drury (Lennard 1986:1). As it turned out the new track taken was found to be more direct, although parts were covered in dense bush at the time. Nevertheless, the government decided that the new track was worth pursuing after noting it was situated on government acquired land or land in negotiation. As a result, the government commissioned Hayr to

open a bridle track, work for which was completed in two weeks and at the cost of around £25. This track, which became known as Hayr's Line was to become the Great South Road more or less from Drury southwards into the Waikato (Lennard 1986: 2).

The early track from Drury to the Waikato was very rough, muddy and difficult to traverse and in fact remained little more than a bridle track suitable only for riding and not suitable at all for carts or bullock teams. Government tenders for road improvements (including land clearance, metalling and constructing of bridges) were issued during the late 1850's, but it was not until the early 1860s under the impending threat of the outbreak of hostilities in the Waikato that work to improve the track was undertaken in earnest by the military for the movement of troops and their supplies (Horsman 1971:77). In relation to the road in the vicinity of Drury, tenders for works included 'contracting for the erection of a bridge near Mr. Runciman's' (*Daily Southern Cross* April 1 1856), 'for clearing a road through the bush from Runciman's towards the Waikato' (*The New Zealander* 11 October 1856) and 'for excavation and construction required in forming necessary approaches and water tables at several bridges on the Great South Road between Clow's and Slippery Creek and also at the bridges recently constructed between Slippery Creek and Mangatawhiri' (*The New Zealander* 14 March 1857). It is also of interest to note that Thomas Runciman took up one of the contracts to undertake clearance of the track in 1856 (Lennard 1986: 10) and James Runciman was granted a tender to undertake works on bridges 'between Mr. Thomas Runciman's and the Mangatawhiri River' (*The New Zealander* 5 May 1858).

## The New Zealand Wars

As mentioned earlier, the Papakura/ Drury area had traditionally acted as an access link between the Auckland Isthmus and the Waikato, and this feature was to bring the area to strategic importance during the Waikato Campaign of the New Zealand Wars. In the two years leading up to the outbreak of hostilities in 1863, improving the poor condition of the Great South Road was addressed by the government through the deployment of troops for road building. Drury was chosen as the operations headquarters for the construction project which was to be conducted under the leadership of General Duncan Alexander Cameron, commander of the British army in New Zealand from 1861-1865. General Cameron had his headquarters in a farmhouse near Waihoehoe Road whilst his officers stayed in tents set up around the house (shown in photograph in Figure 6). The house at that time was owned by Mr. James Farmer. Farmer had arrived in New Zealand in 1847 and bought land at Drury in 1853 and had a house built on his Drury property around 1858 (Matthews & Matthews Architects Ltd 2018: 80).

The large groups of soldiers stationed at Drury lived in camps set up in the fields and pastures around the village. Regiments involved in the road building included the 18th Royal Irish Regiment, whose camp is believed to have been located on Runciman's land to the west and is possibly that shown in the photograph in Figure 7. The other regiment was the 65th whose camp was located near to the house used as Cameron's Headquarters (photographs shown in Figure 8). The latter camp was also occupied by other regiments on their way to and from the front during 1863 and towards the end of that year by the Militia (Lennard 1986: 6), as the 65th had moved from Drury in July 1863 southwards where they took part in constructing the Alexandra Redoubt at Tuakau. The 65th Regiment was

involved in further military actions of the Waikato Campaign through 1863 and 1864. In 1865 the regiment was given orders to return to England, although many of the soldiers chose to stay and settle in New Zealand (*Daily Southern Cross* 18th August 1865).



**Figure 6. Photograph showing the house used by General Duncan Cameron near Drury with staff officer tents to the left (source: Alexander Turnbull Library, Wellington, New Zealand /records/23203910)**



**Figure 7. Photograph of a military camp at Drury taken in the early 1860's by Bernard Haines while on active service with the Royal Irish 18th Regiment (source: Ref: PA1-f-027-56-2. Alexander Turnbull Library, Wellington, New Zealand. /records/22815083)**



**Figure 8. Photograph of the 65th Regiment camp near Drury taken in the early 1860s (source: Alexander Turnbull Library, Wellington, New Zealand. /records/23136371)**



## HISTORICAL SURVEY

### Information from Early Maps and Plans

#### Drury

Old maps and plans were also reviewed to gain further information on the history and development of Drury Township in the early to mid-1860s. The main township of Drury lay to the north of the Plan Change area. A plan believed to be from 1862<sup>2</sup> (Figure 9) shows a proposed subdivision for a property owned by a Mr. Augustus B. Abraham. Abraham was a Barrister and relative of Charles Abraham, who was to become the Bishop of Wellington, who spent some time in New Zealand and made various land purchases before returning to England.<sup>3</sup> Abraham's development area was situated to the north of the Plan Change area in the central part of Drury Township. The land to the east of Abraham's proposed development is marked with the name Runciman. An inset on the plan shows a slightly wider area with the word 'camp' and illustrations of military tents covering the area to the south of the planned development and bordered by the Hingaia Stream to the east. Although the main part of the camp shown in the plan lies to the north of the Plan Change area, the full southern extension is not shown and it would appear to have extended into the northwest part of the Plan Change area. Thus, it is considered possible that a military camp (possibly of the Royal 18th Regiment) may have been located in the northwestern part of the Plan Change area between the original course of the Hingaia Stream and the Great South Road/ Southern Motorway.

Plans for the further development of Drury to the north of the Plan Change area were also found dating from 1864, as can be seen in the auction advertisement for the sale of lots in the newly planned Drury township shown in Figure 10. The plans were drawn up for Thomas Runciman and his son James and although the development never came to fruition, the plan does contain useful information as it shows the locations of several historical buildings in Drury, including St John's Anglican Church (still in existence), the Presbyterian Church, Young's Hotel (now replaced by a modern building) and the old Drury Post Office. It is also of interest to note that this area contained the location of a New Zealand Wars feature, namely the Commissariat Redoubt (although it was not a redoubt in the true sense, but more of a depot with earthwork defences).

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<sup>2</sup> The advertisement for auction of the land at Drury was advertised widely in newspapers of the time to be held on 3 December 1862 (as advertised in the 3 December 1862 Edition of the *Daily Southern Cross*)

<sup>3</sup> Information taken from an obituary notice from the *Timaru Herald* 5 August 1907.



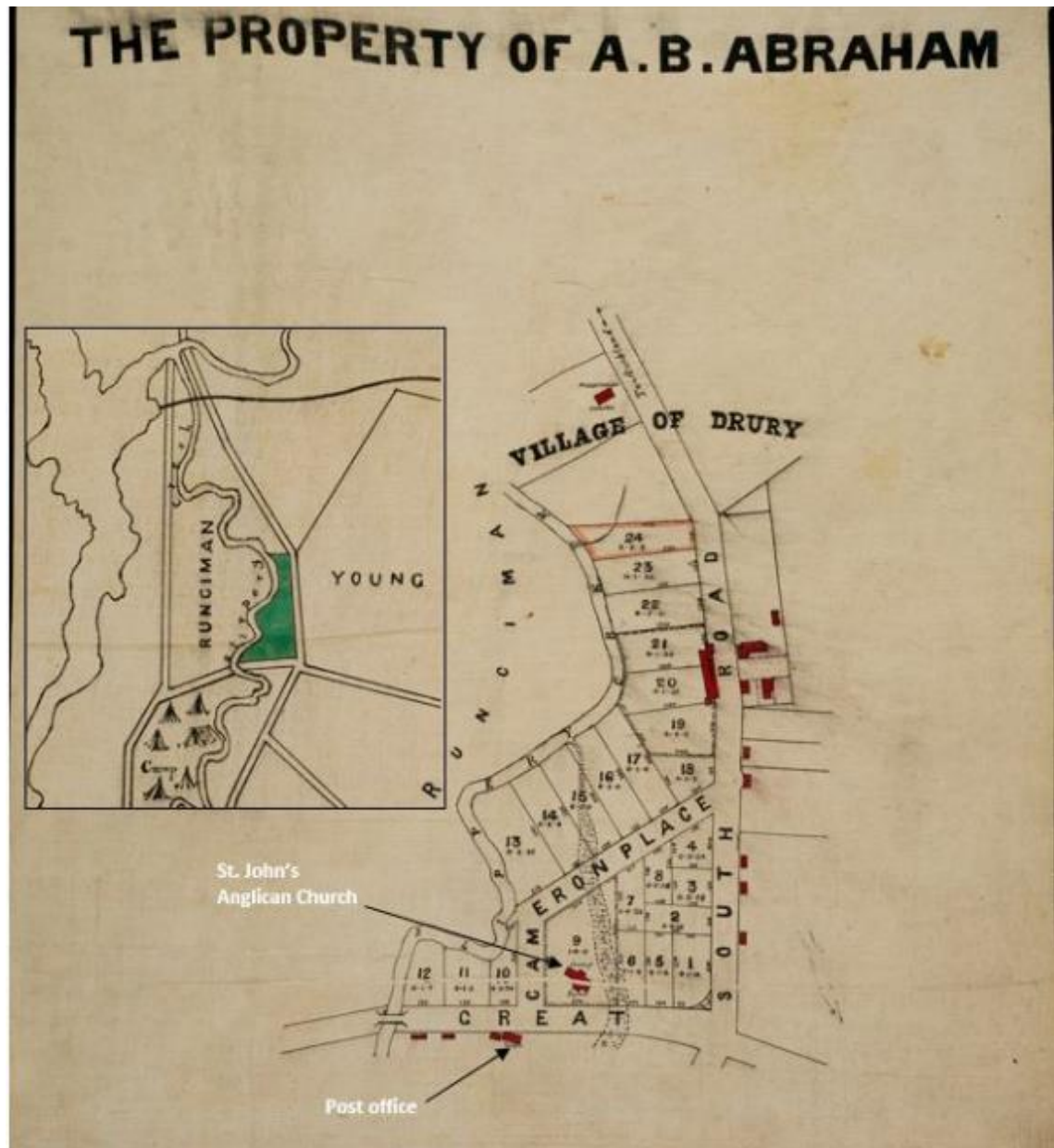


Figure 9. NZ Map 4498-16 (n.d., but believed to be from 1862), showing a subdivision plan of the property owned by Mr A.B. Abraham in Drury with the inset showing a military camp to the southwest. The Plan Change area is located to the south and is not depicted (source: Sir George Grey Special Collections, Auckland Libraries)

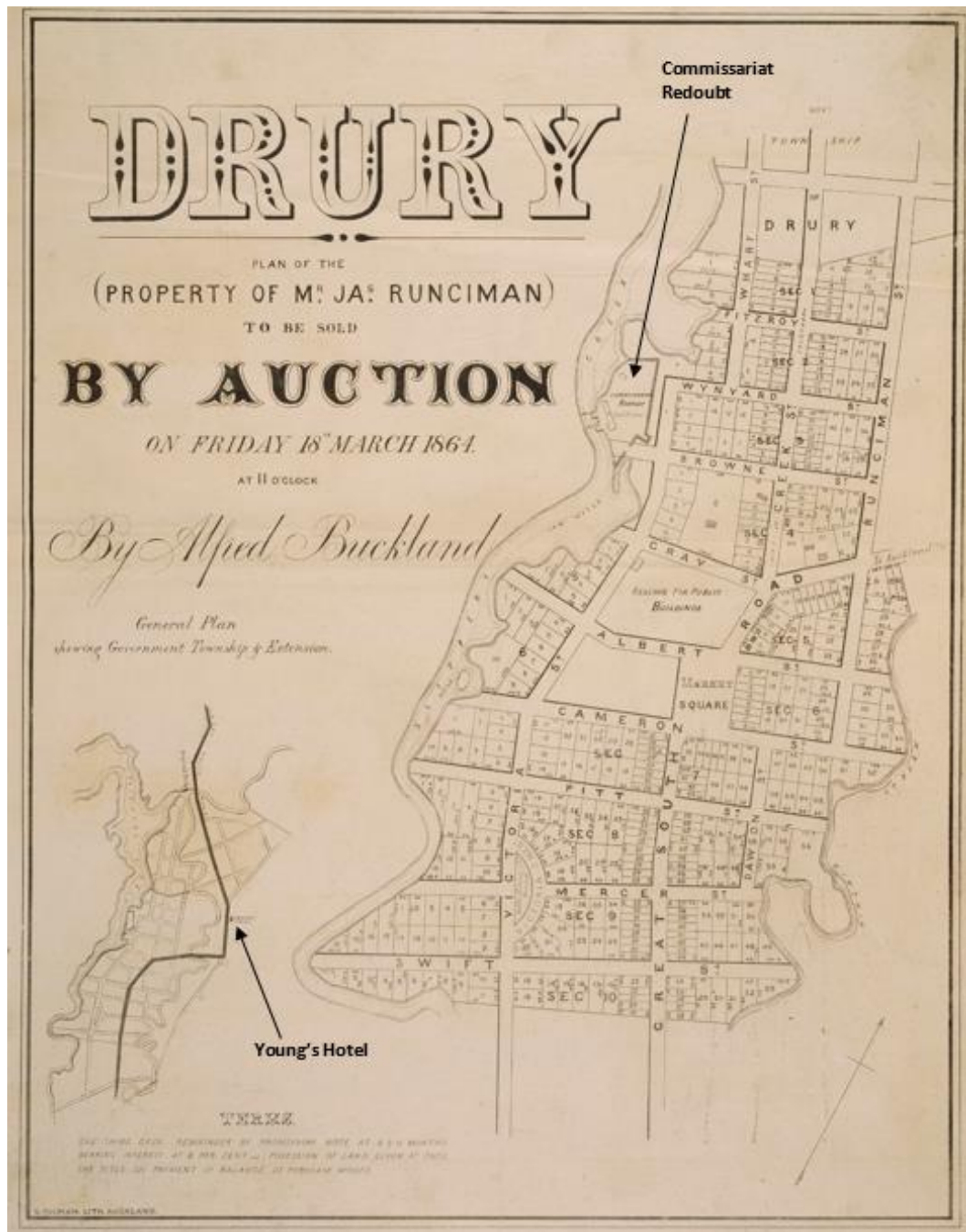


Figure 10. NZ Map 4498-15 Advertising poster from 1864 showing the surveyed plan of the new town planned by James Runciman. The Plan Change area is located further south and is not depicted (source: Sir George Grey Special Collections, Auckland Libraries)

## Plan Change Area

Land at Drury, including the Plan Change area was bought by James Farmer in the 1850s. Farmer returned to Great Britain in 1872, shortly after he had conveyed his Drury Land to William Thomas Mackelvie in 1870. In that same year Mackelvie sold the land to Henry Chamberlain. Henry Chamberlain (M.L.C.) was a well-known Aucklander who bought land in Drury and further east in the Drury Hills during the mid-1800s. He was also known for his somewhat obsessive searches for coal deposits, which led to his untimely death in 1888, when he was found dead in a small pit he had dug while prospecting for coal seams on his property (*Te Aroha News* 18 April 1888). A subdivision plan from 1880 commissioned by Chamberlain shows the subdivision of lots to the east and northeast of the Plan Change area (Figure 11. ). Although the particular subdivision is not located in the Plan Change area, planned roads (Lot 222) are located within it, although there is no evidence these roads were ever constructed, and they do not show up as paper roads on modern plans.

The land sales did not go particularly well for Chamberlain and the land containing the central parts of the Plan Change area were not purchased until 1882, when James McBurney purchased 110 acres, including the land containing the Flanagan Homestead at 120 Flanagan Road and the house believed to have been used by General Cameron at 111 Fitzgerald Road. As well, in 1883, two brothers, Joseph and Robert Flanagan, took partial ownership (half share moiety) of three sections of land adjoining Flanagan Road (lots 66, 67 and 68 shown in Figure 11) and McBurney and the Flanagan brothers farmed the land as a partnership, which was dissolved in 1892 (Matthews and Matthews Architects 2018: 11). James McBurney died in 1889 and his son David inherited the land. In 1892 the former McBurney and Flanagan partnership was dissolved, and the Flanagan Brothers purchased larger tracts of land in the area and continued to farm the central part of the Plan Change area (Figure 12. and Figure 13). After David McBurney's death in 1903, the Flanagan family became the main landholders in this part of the Plan Change area.

Robert Flanagan came to New Zealand from County Down, Ireland in 1876 and his brother Joseph joined him shortly afterwards, in 1879. Both were well respected members of the local community and Joseph was involved in many community activities and served as council chairman for two years and remained a prominent member of the local community until his death by drowning in 1926. After Joseph retired from farming the land was farmed by Robert and his descendants.

The plans in Figure 12 and Figure 13 also show the presence of a mill dam on the Hingaia Stream along the Plan Change boundary, believed to have been associated with the Flanagan family. The mill is thought to have been located on the stream terrace and a ditch in the vicinity has been previously identified as a mill race (NZAA Site Record Form R12/967). A ford is located to the east of the race and it is at this location that the 1892 plans shown in Figure 12 and Figure 13 indicate the presence of a mill dam. It is also noted that two millstones from the Flanagan farm are still in existence and are currently situated on the grounds of the Auckland Council building on East Street in Papakura (information provided by the Flanagan Family).

Plans from 1921 and 1933 (Figure 14 and Figure 15 respectively) show locations of buildings on the Flanagan Farm, planned roads (marked as Lot 222) and the location of the house at 111 Fitzgerald Road believed to have been used by General Cameron as his headquarters during the New Zealand Wars. It has been suggested that part of this house (the upper storey) was removed and the material used to construct part of the Flanagan homestead (at 120 Flanagan Road) in the 1880s/1890s. The homestead was the residence of the abovementioned Robert Flanagan and his family and, although Robert Flanagan passed away in 1916 (*New Zealand Herald* 8 December 1916), the homestead and property remained under family ownership until recently sold.

After some subdivision in the 1940s, the Flanagan farm remained as large lots and the layout has not substantially changed since then. However, the northeastern part of the central section along Fitzgerald Road was subdivided, in 1991. This land lies to the north and east of the Flanagan Farm and is situated in what was formerly the McBurney farm, as shown in the 1892 plan in Figure 12. The subdivision plans show the division of the lots that have for the most part been turned into lifestyle blocks (Figure 16).

As was noted previously, manipulation of the Hingaia Stream may date back to the late 19th century, when the Flanagan family created a dam for a mill. Later alterations to the course of the stream also took place, as can be seen in the plan from 1969 in Figure 17. This plan shows changes that were made to two parts of the stream course. The first lies just to the south of the former Drury Railway Station, where a southerly extending loop in the stream was cut off to straighten the stream course. This probably occurred when the Drury Railway station and yards were constructed. The second lies slightly further south in Pt Lot 1 DP 62094 to the southeast of Flanagan Road near the Southern Motorway. In the latter case the loop of the stream was shortened, although the land boundaries can be seen to still follow the original course.

The land to the south of the Flanagan Farm along Brookfield Road marks the southern boundary of the Plan Change area. The area would appear to have been part of large farm lots until subdivision initially occurred in 1982 (Figure 18). Further subdivision of the area created the lots as they exist today. Most of the northern part of the Plan Change area, seen as Lot 1 on the 1880 plan in Figure 11, appears to have been left mostly intact until it was subdivided in 1920 (shown in Figure 19). As can be seen on this plan the subdivision was commissioned by Henry Chamberlain's widow (Elizabeth) and daughter (Eva Laing). Most of these lots have been further subdivided over the years with a mix of residential and agricultural development (mostly greenhouses) having taken place.

### *The Railway*

The former Drury Railway Station and Railyards are also located in the northern part of the Plan Change area, specifically in the northwest corner. Rail connected Drury to the North Island Main Trunk line as early as 1875, with passenger services initially operating from Auckland to Mercer (Clough 1995: 3-4; Manukau Libraries website). The original Drury station was located north of present-day Waihoehoe Road and a station was also constructed soon after at Runciman Township to the southwest of Drury. By 1913, the construction of a new station midway between Drury and Runciman was planned by New Zealand Railways to replace the two older stations. By 1915 this intermediate station



between Drury and Runciman was approved and the planned closure of the existing stations advised (Archives NZ, BAEI 10003 Box 184 b 10518 1). The residents of Runciman disputed the decision, taking a petition to parliament to keep the Runciman station open (*Pukekohe and Waiuku Times* 16 June 1916). This was to no avail, as the new intermediate station opened in December 1918 as reported in the *New Zealand Herald* on 5 December 1918, which stated ‘*The new Drury railway station which takes the place of the present Drury and Runciman Stations, will be open for traffic as from Sunday evening next*’.

A plan of the Drury station, dated 1918, detailed the layout of the new building, which included verandahs along both the east and west sides and provision for a ladies waiting room, public lobby, luggage room and station master’s area, among other amenities (Figure 20). In addition, a 1920 plan of Drury station and railyard provides details of the position of a pig weighing shed, cream platform and loading bank area (Figure 21). The station and railyard were closed during the latter half of the 20th century.

It is of interest to note that the railyards were in proximity to sale yards, and it is known from historical sources that sale yards were established in Drury in the mid-1860s. The location of these has not been established, but as the land was granted by Thomas and James Runciman, it is considered possible that they were also in the general area of the rail line, which was constructed somewhat later. The location of the saleyards in 1942 is shown on the aerial photograph from that year in Figure 22.

Although no plans could be found, it has been suggested a section of the ‘Drury Tram/Mineral Railway’ which ran from the Drury Hills to the original Drury Station may be located in the northeast corner of the Plan Change area. The tramway and later the railway were constructed to transport coal to Drury Station, but the coal mining operation was not successful. However, during investigations for coal seams, deposits of high-quality fireclay were encountered and a new company, ‘The Drury Fireclay, Brick and Potteries Limited’, was formed in 1906 to replace the failed coal mining operation. The railway line was upgraded in 1908 so that government railway trucks could access the pottery works directly. The company did not have success in the long term and after several liquidations ceased to exist by the early 1920s (Brassey 2017: 11-12)

## Information from Early Aerials

Aerial photographs were checked to gather additional information relating to past land use in the Plan Change area. As can be seen in the aerial photograph from 1942 (Figure 22), the land within the Plan Change area was covered by grassed paddocks with the Flanagan Homestead, the 1930s house, a haybarn and cottage along with the house believed to have been used as General Cameron’s headquarters all clearly visible. This aerial photograph also shows that much of the remainder of the Plan Change area was at this time still undeveloped, with only the presence of a few additional houses in the northern corner along Waihoehoe Road and Fitzgerald Road and one house just to the northwest of the Flanagan Homestead. This house, which is located at 116 Flanagan Road, was also associated with the Flanagan family and is believed to have been constructed in the early decades of the 20th century. A detail taken from the 1942 aerial in Figure 23 shows the Flanagan

Homestead along with an early photograph of the haybarn and cottage dating from the early 1900s.

An aerial photograph dating from 1963 is provided in Figure 24 and shows the reported location of the Flanagan mill site and a pine plantation planted by the Flanagan family as a source of firewood. This aerial also shows the location of a former sale yard and the former Drury Railway Station and railyards. As noted in the previous section it has been suggested that the Drury Tramway/Mineral Railway may have run through a section of the Plan Change area, as shown in the proposed route in Figure 25 (Brown and Brown 2017:53).

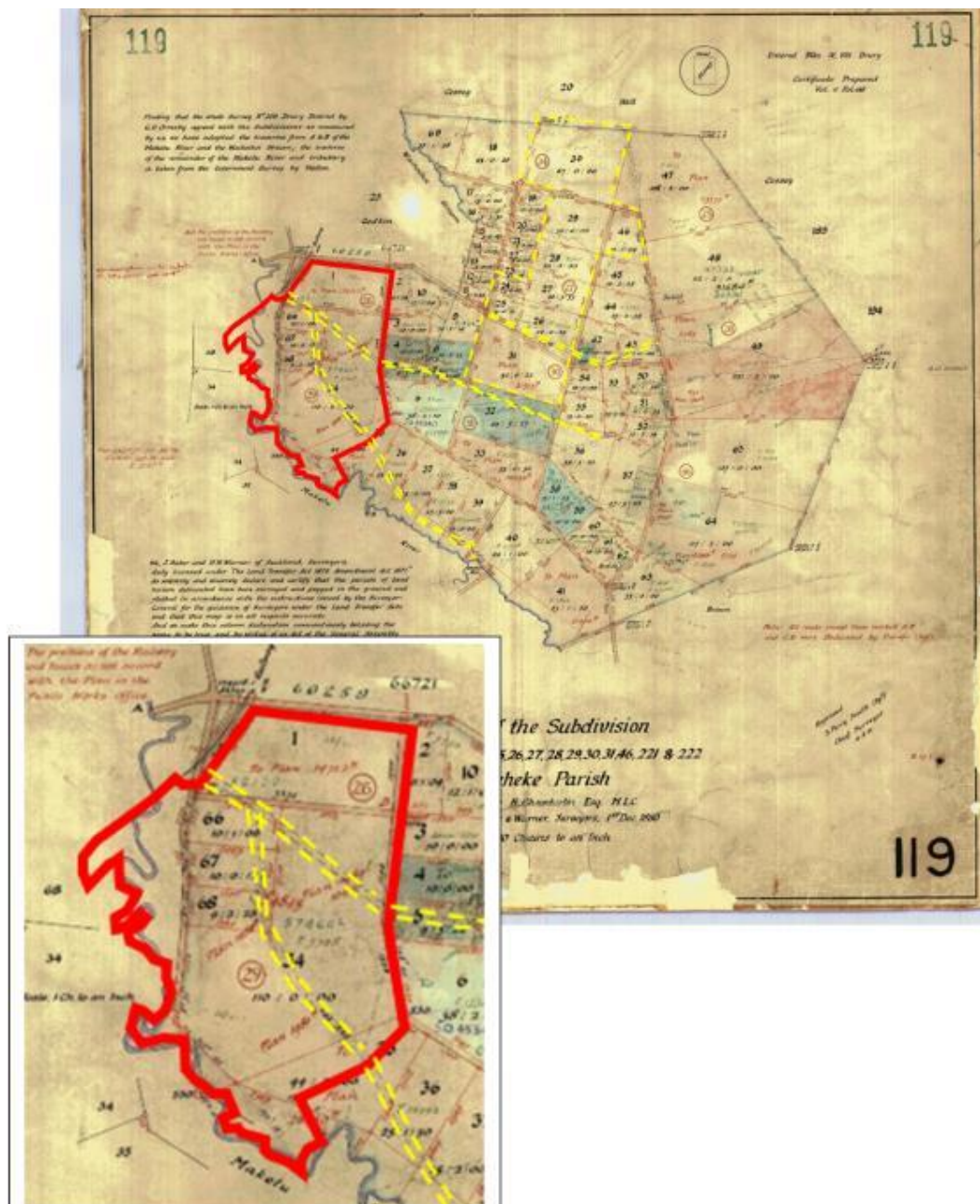


Figure 11. AKC DP 119 I plan from 1880 of subdivision of properties to the northeast of the Plan Change area and planned roads (outlined by yellow dashed lines) commissioned by Mr Henry Chamberlain with planned roads (never constructed) (source: Quickmap)



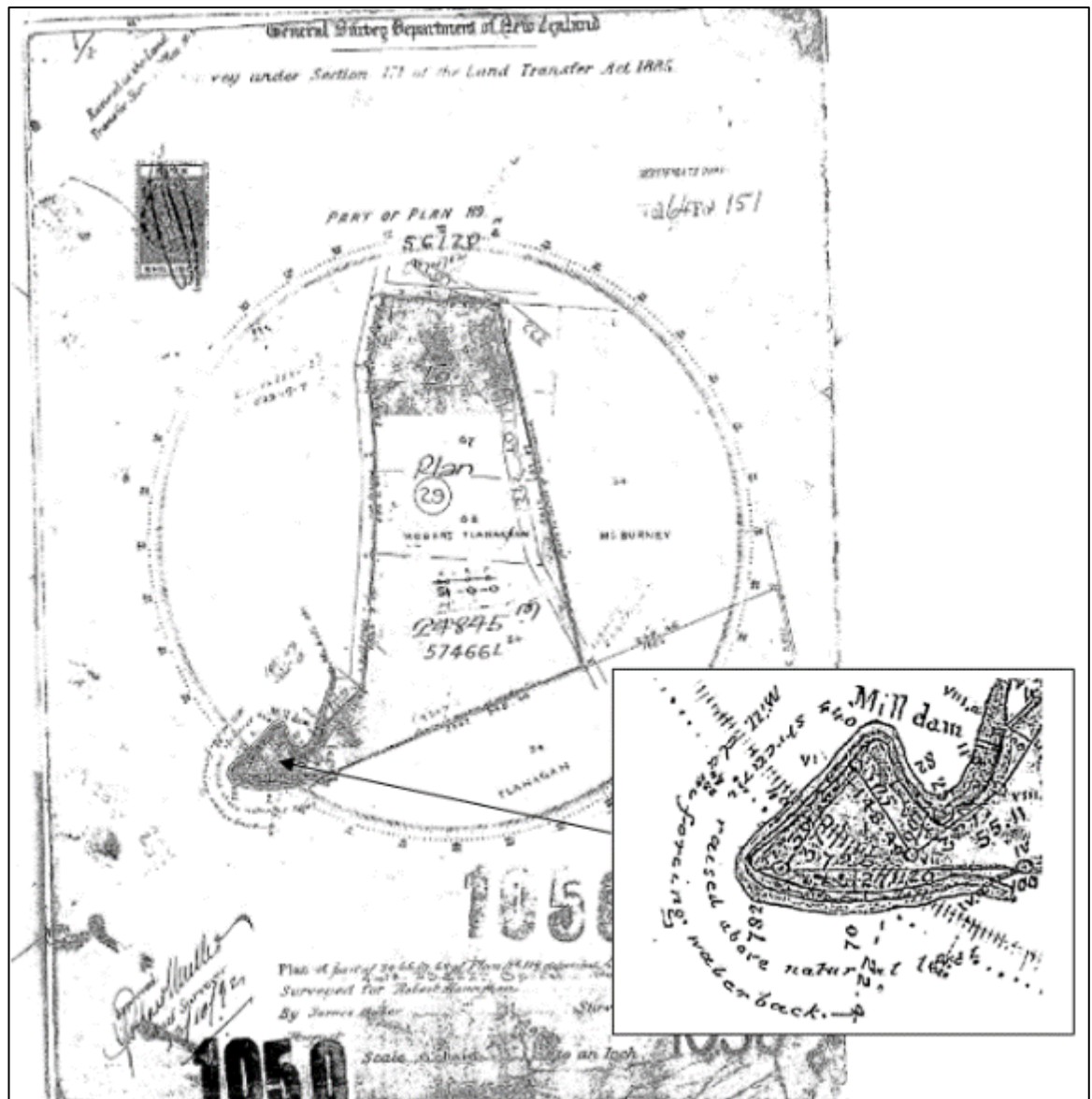


Figure 12. AK DP 1050 I survey plan from 1892 showing property owned by David McBurney and Robert Flanagan with inset showing the location of the mill dam (source: Quickmap)

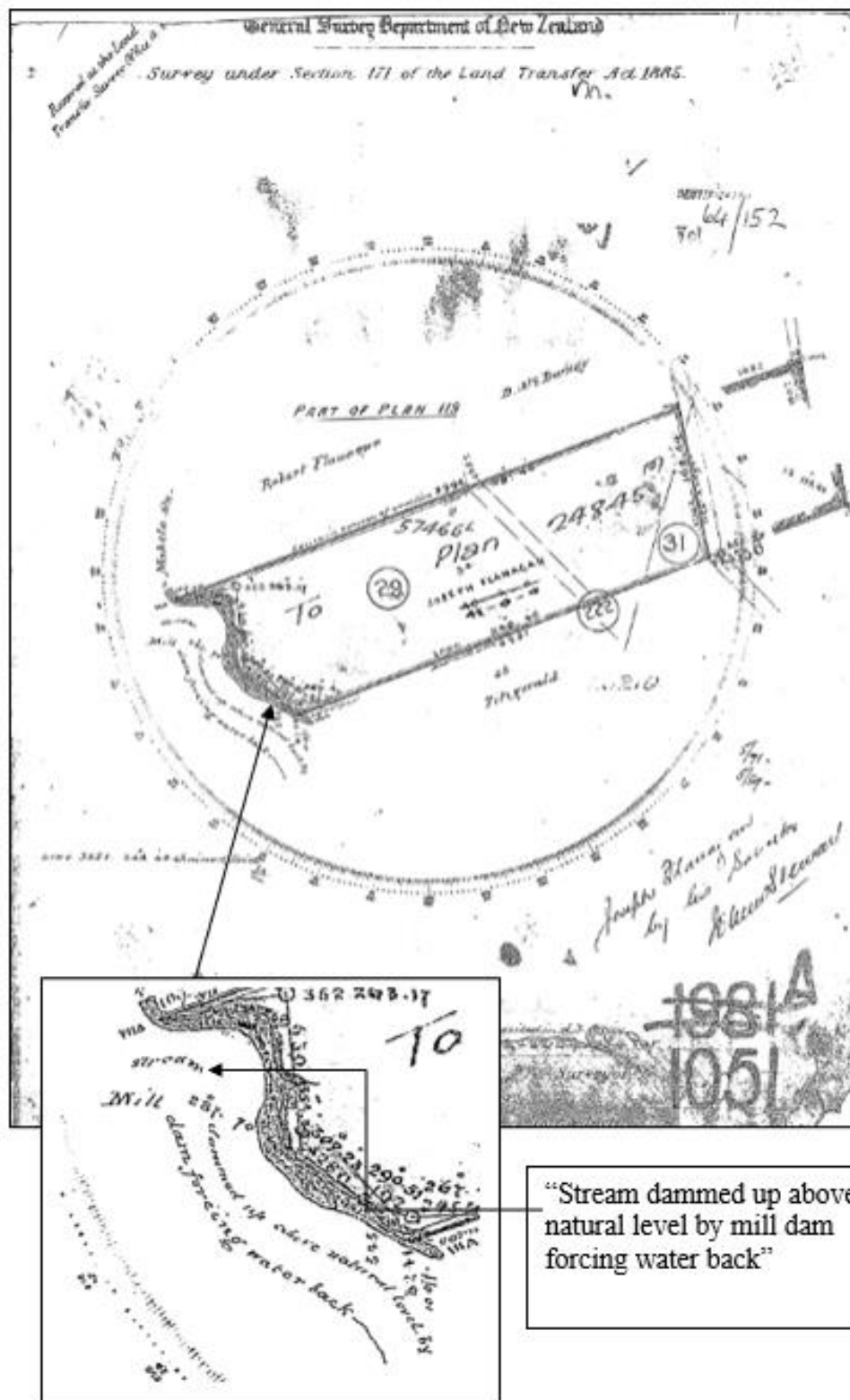
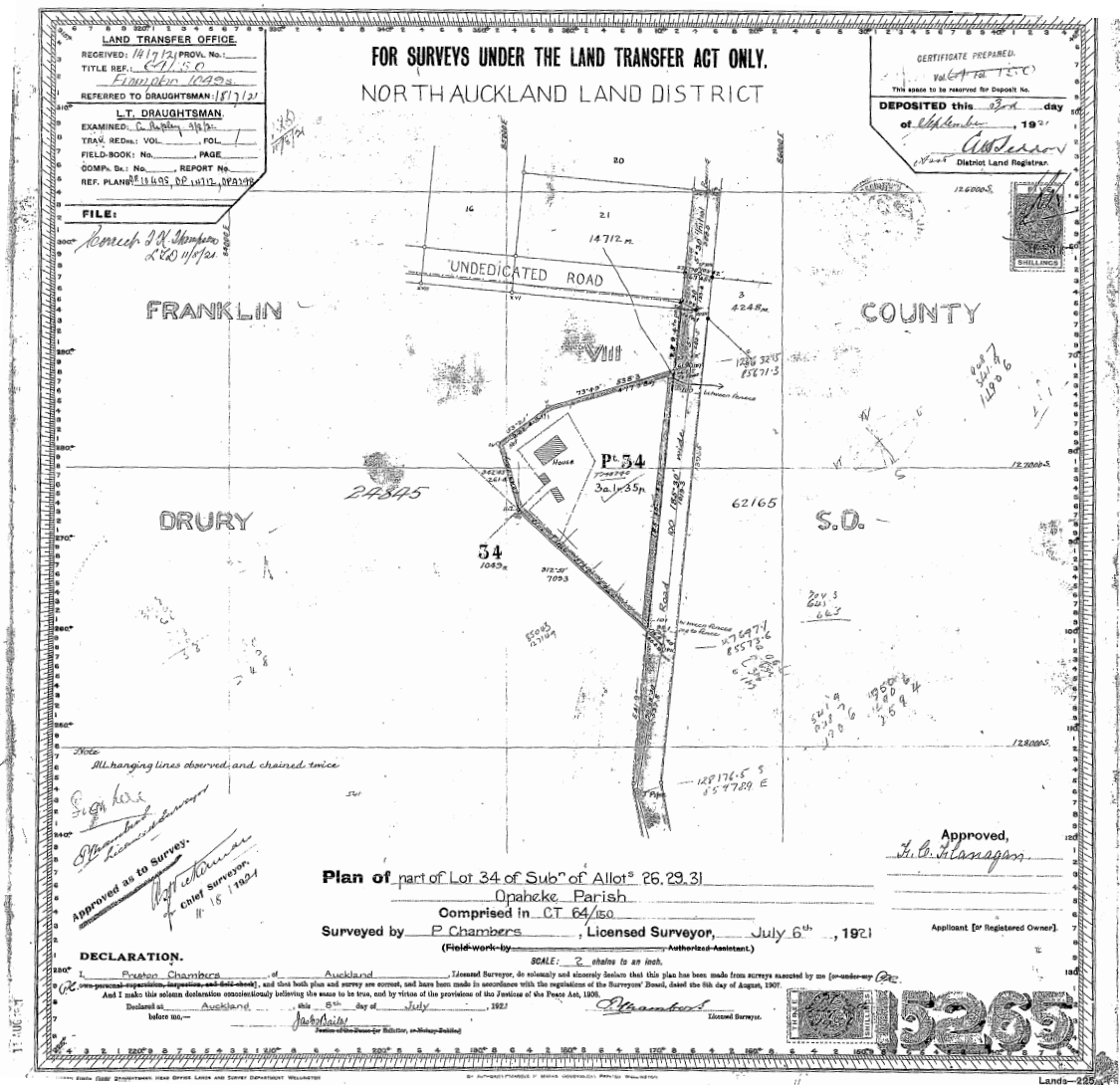


Figure 13. AK DP 1051 I Survey plan from 1892 showing the property of Joseph Flanagan (just to the south of Robert Flanagan's property) with inset showing 'Maketu' Stream (referred to as Hingaia Stream on modern maps and plans) with note of mill dam (source: Quickmap)



**Figure 14. AK DP 15265 I survey plan from 1921 showing the lot (Pt Lot 34) with house and sheds that is at the location of the house believed to have been used by General Cameron during the New Zealand Wars (source: Quickmap)**

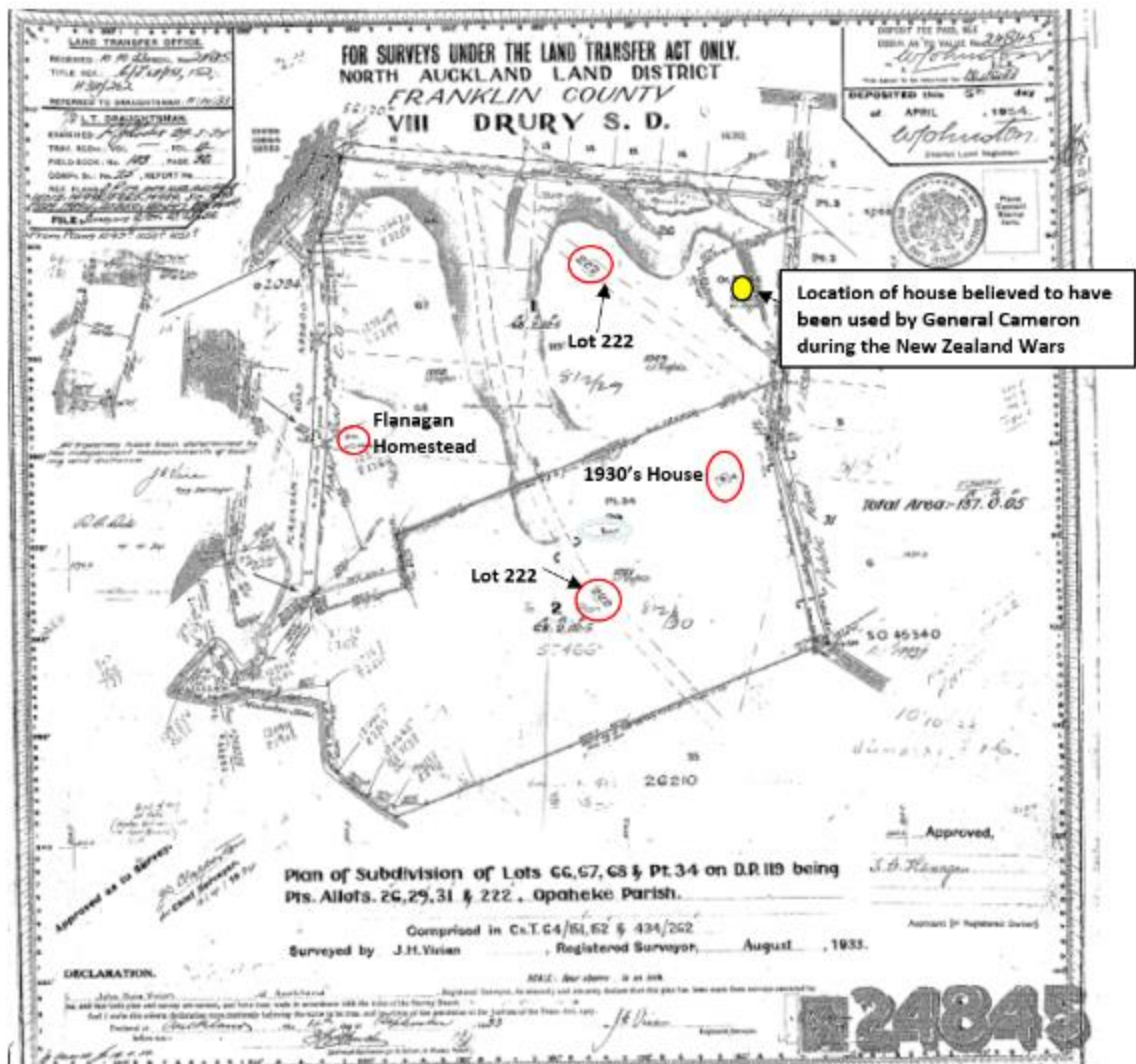


Figure 15. AK DP 24845 subdivision plan from 1933 with location of heritage items and planned roads (Lot 222) in the Plan Change area indicated (source: Quickmap)



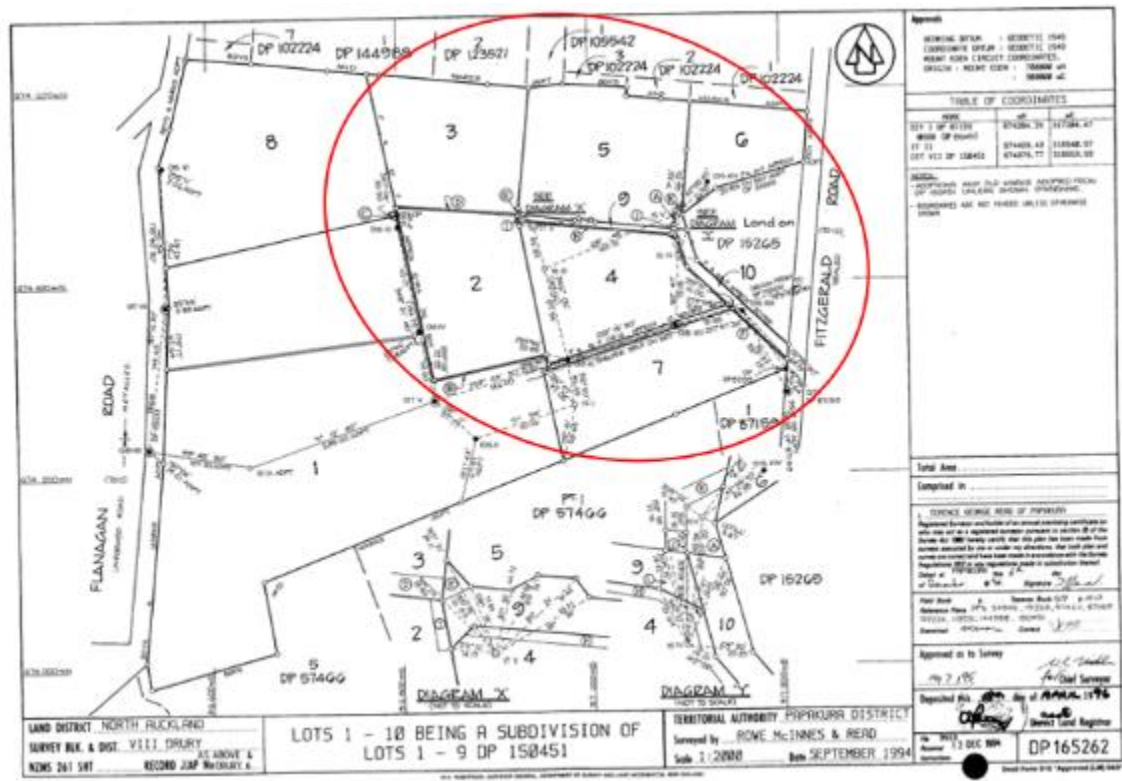


Figure 16. 1994 Subdivision plan of the central part of the Plan Change area showing the creation of lifestyle blocks along Fitzgerald Road in Lots 2 through 7, with Lot 10 being the property at 111 Fitzgerald Road (circled in red) (source: Quickmap)

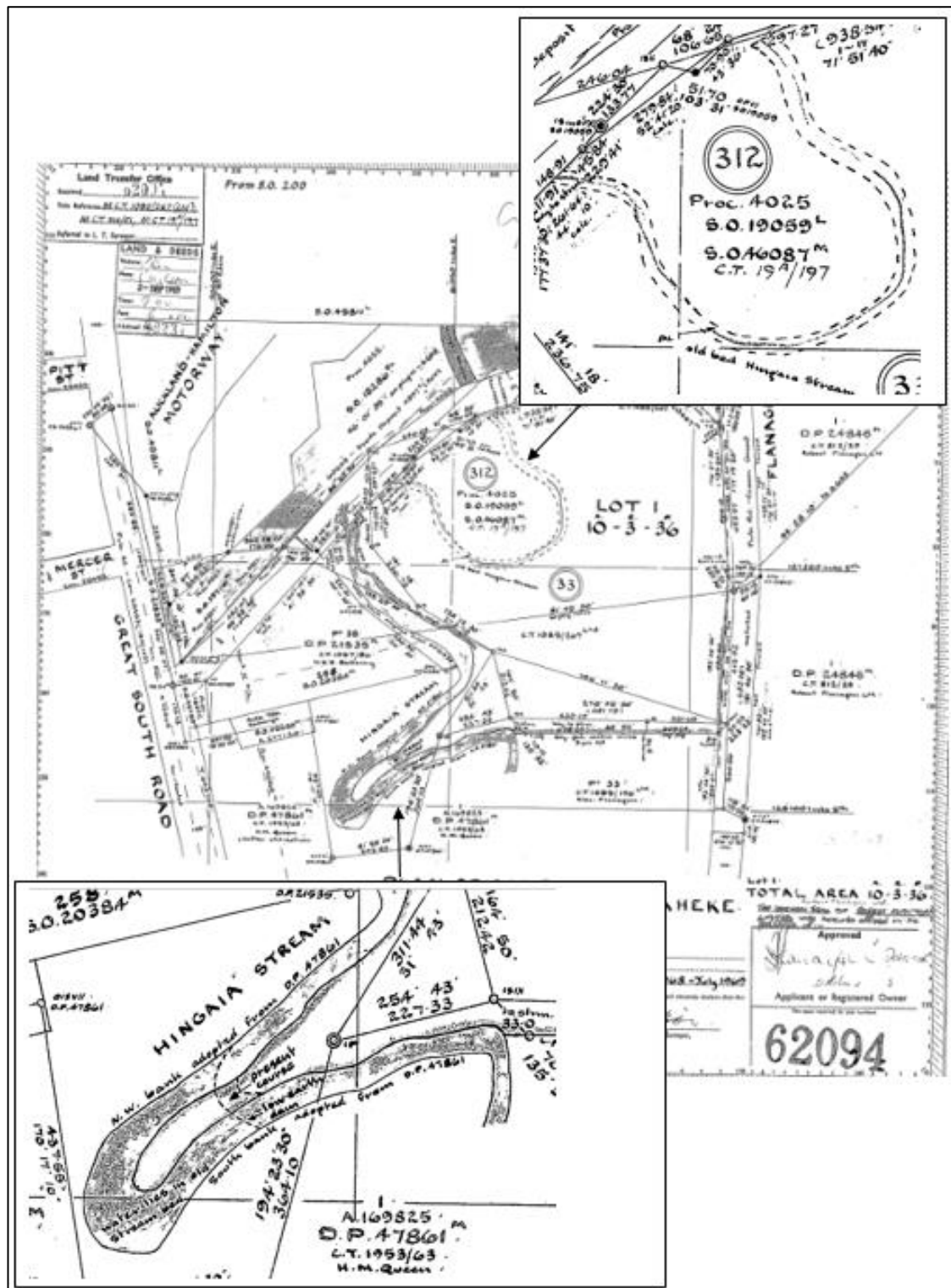


Figure 17. AK DP 62094 I from 1969 showing two parts of the Hingaia Stream course in the north-western part of the proposed development area that had been altered at that time (source: Quickmap)



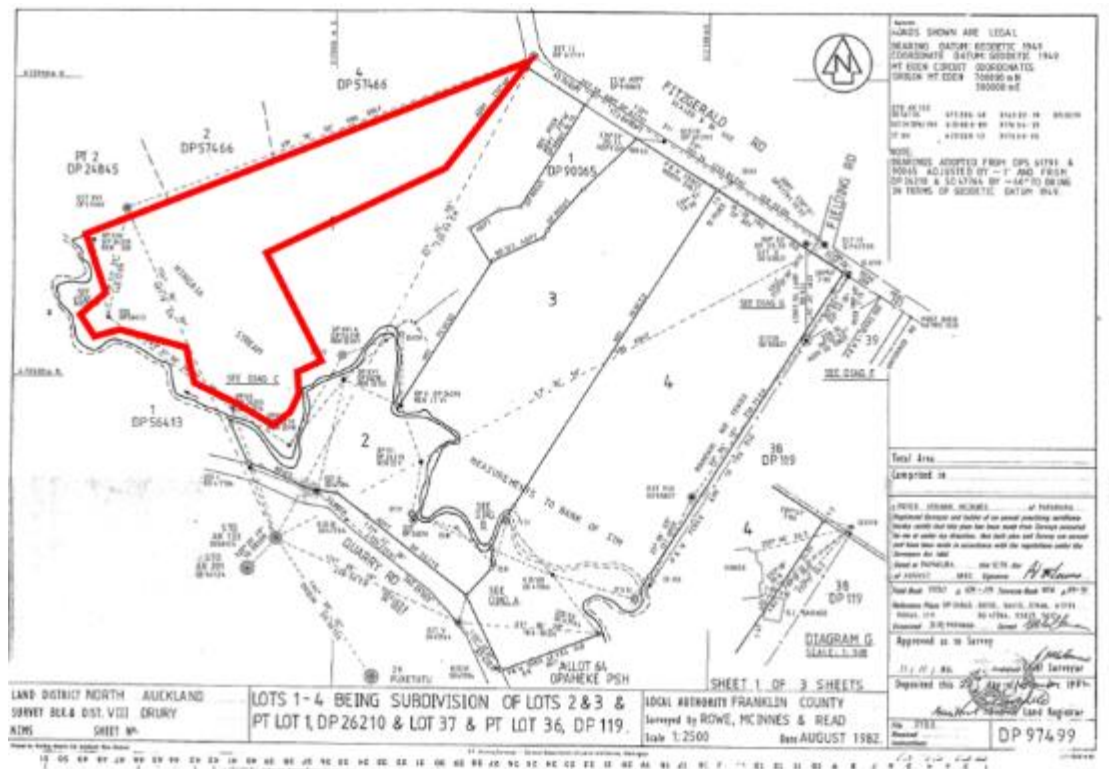


Figure 18. AK DP 9749 subdivision plan from 1982 with the boundary of the Plan Change area outlined in red (source: Quickmap)

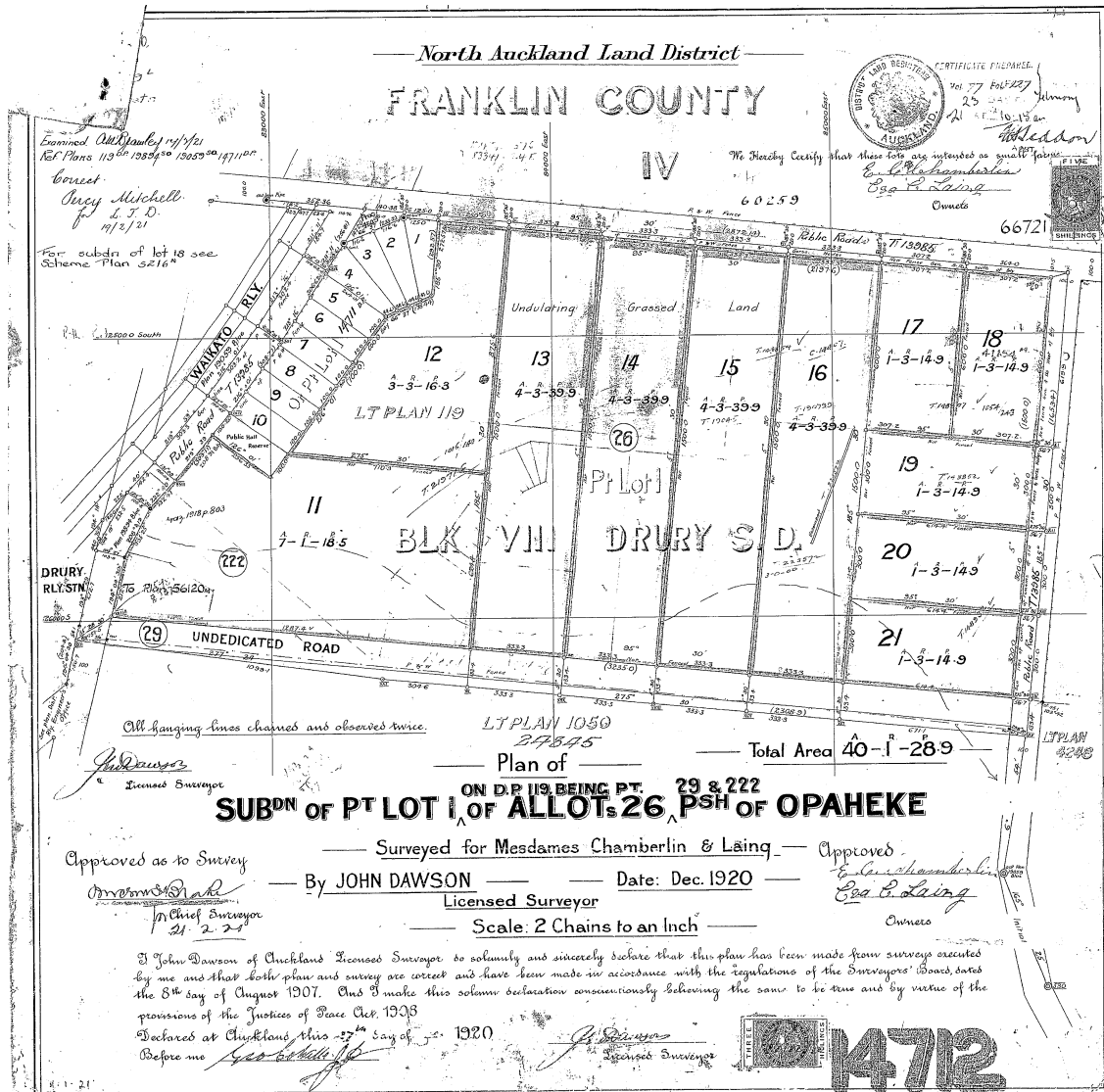
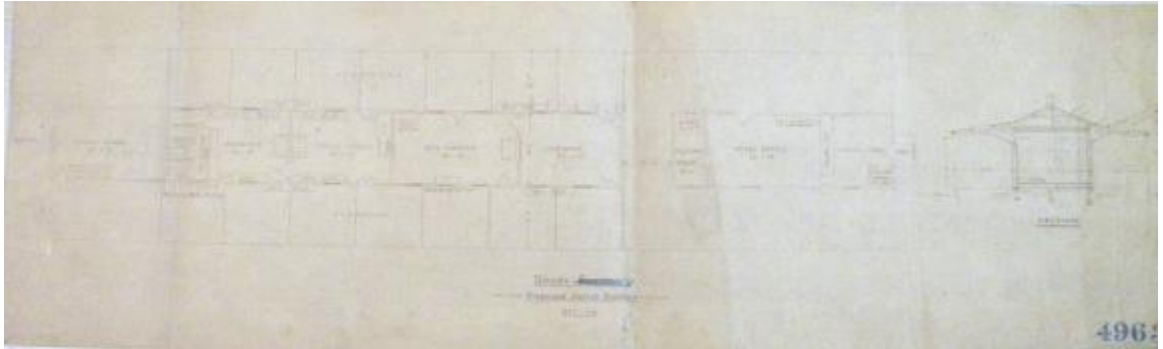
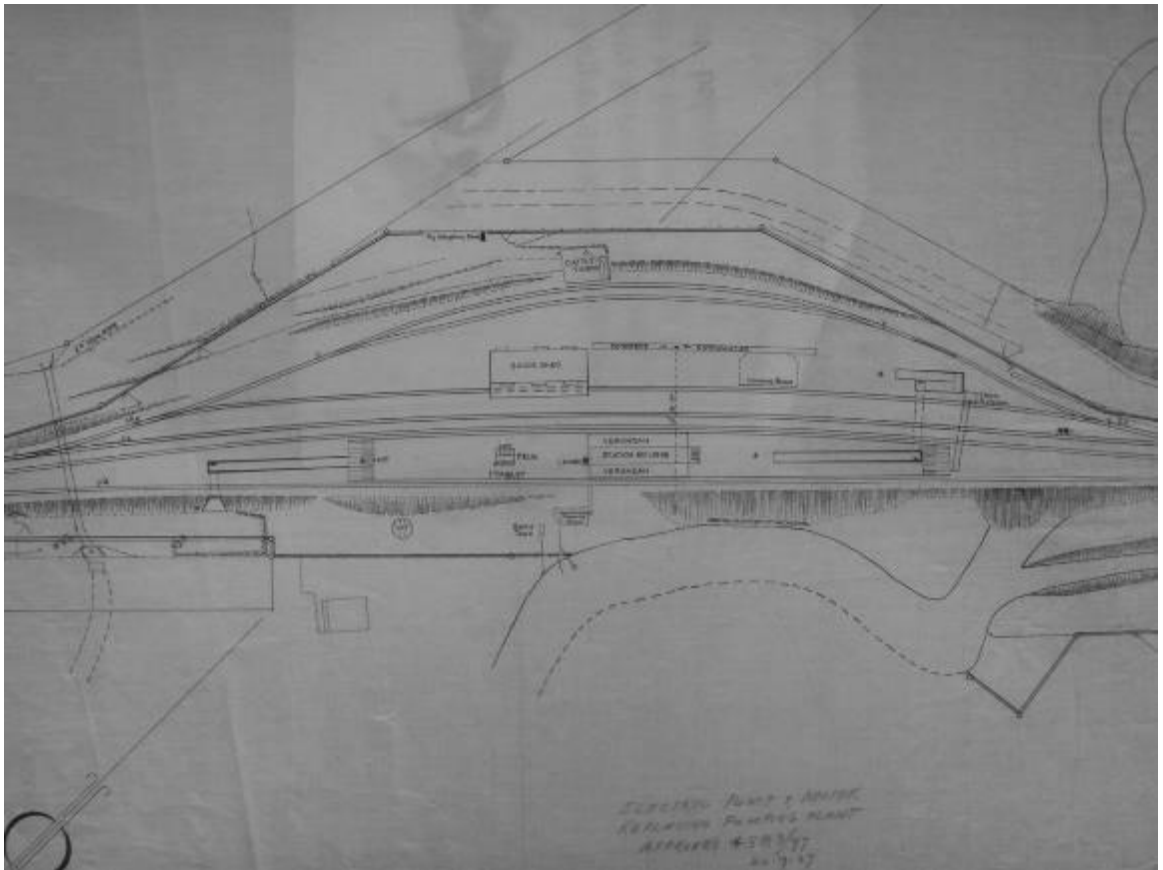


Figure 19. AK DP 14712 subdivision plan dated 1920 of the northern part of the Plan Change area with description 'undulating grass lands' written across the northern part of the properties (source: Quickmap)



**Figure 20. Plan, dated 1918, showing proposed Intermediate Drury-Runciman station building (source: Archives NZ, BABJ A681 14406 Box 597 4963)**



**Figure 21. Close-up plan, dated 1920, showing Drury station yard (source: Archives NZ, BABJ A681 14406 Box 320 6000)**

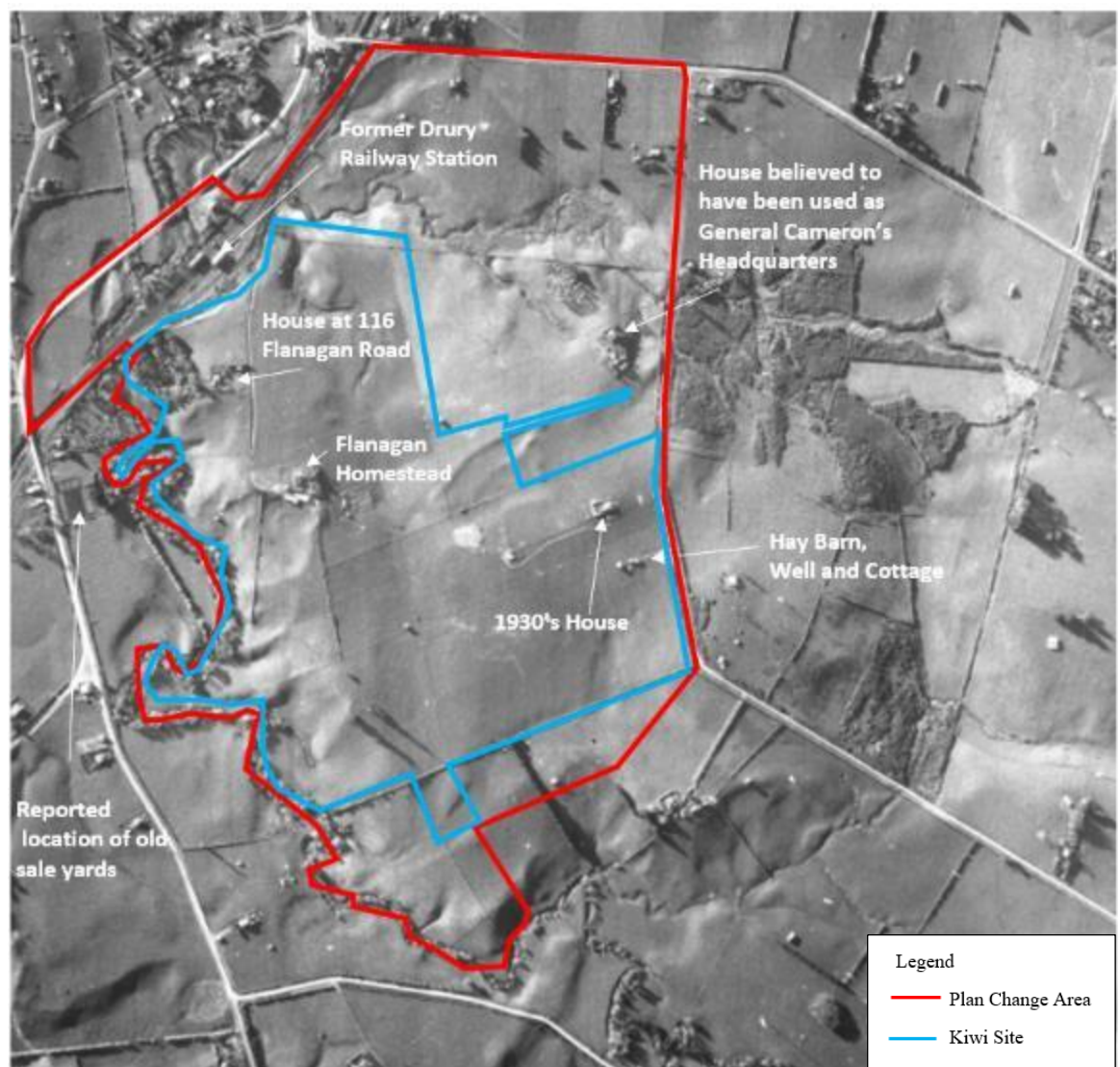


Figure 22. Crown 192-274-18, 1942 aerial photograph highlighting the locations of the Flanagan Homestead, the 1930s house and the house believed to have been used as General Cameron's Headquarters (sourced from [http:// retrolens.nz](http://retrolens.nz) and licensed by LINZ CC- BY 3.0)



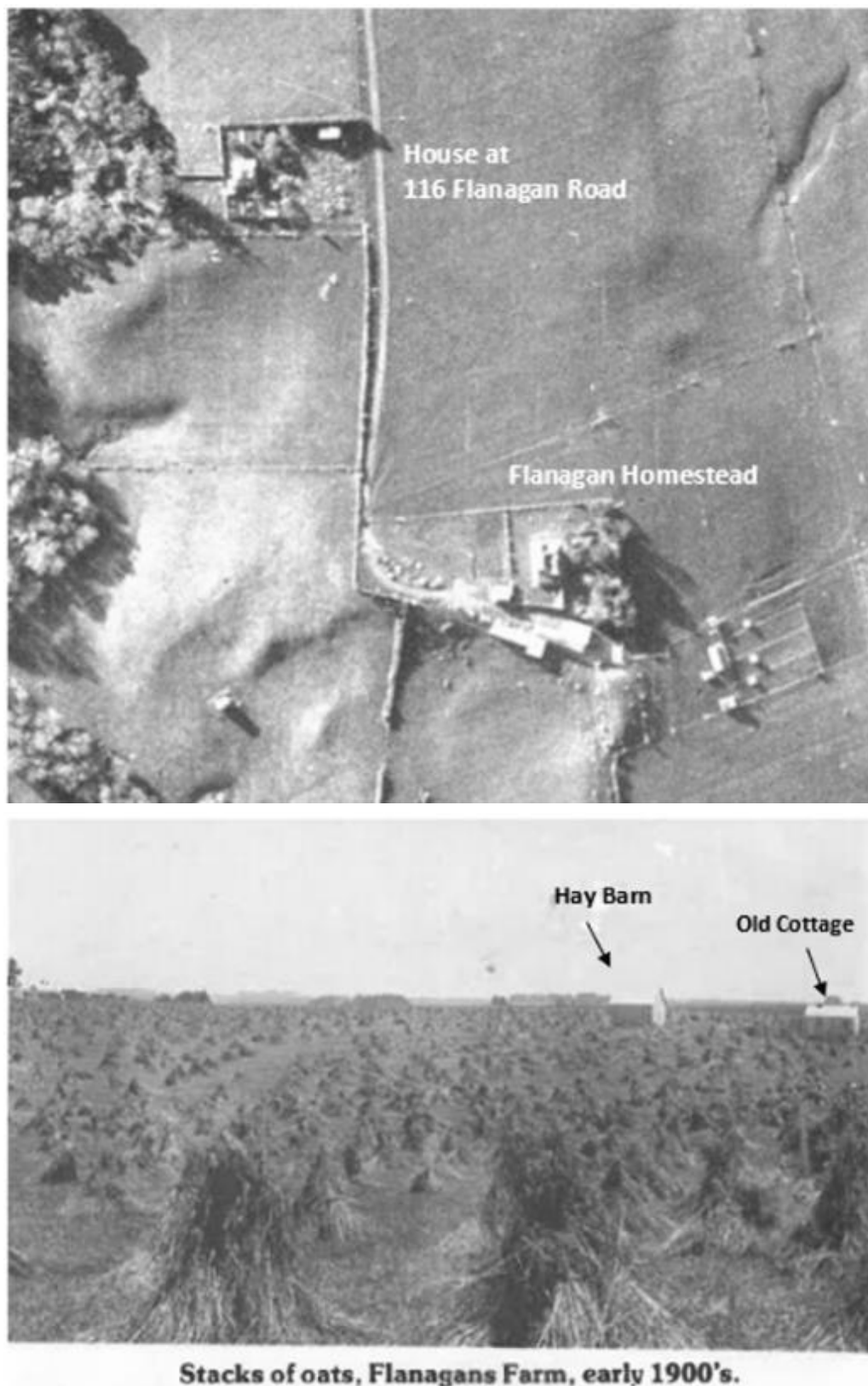
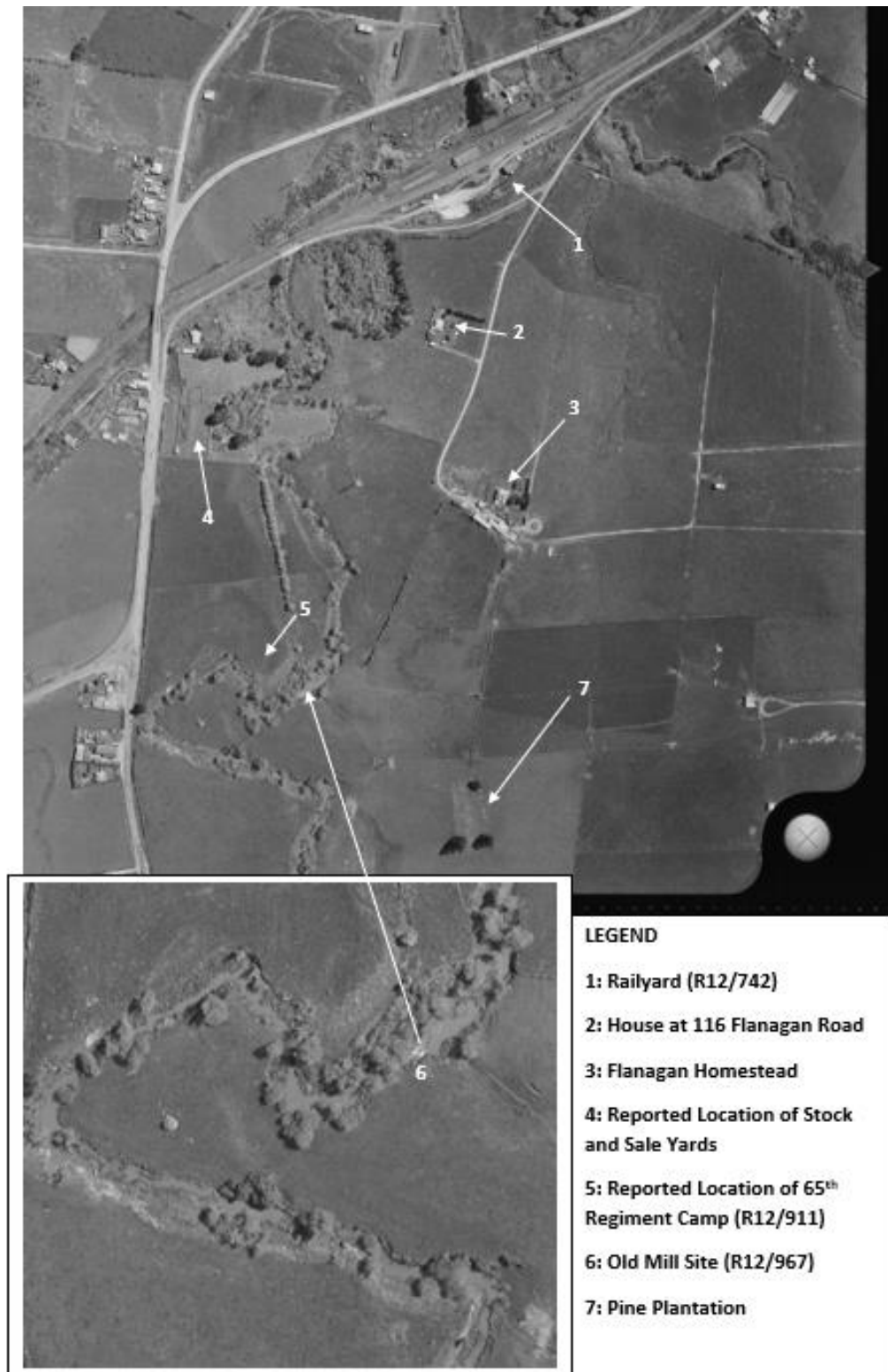
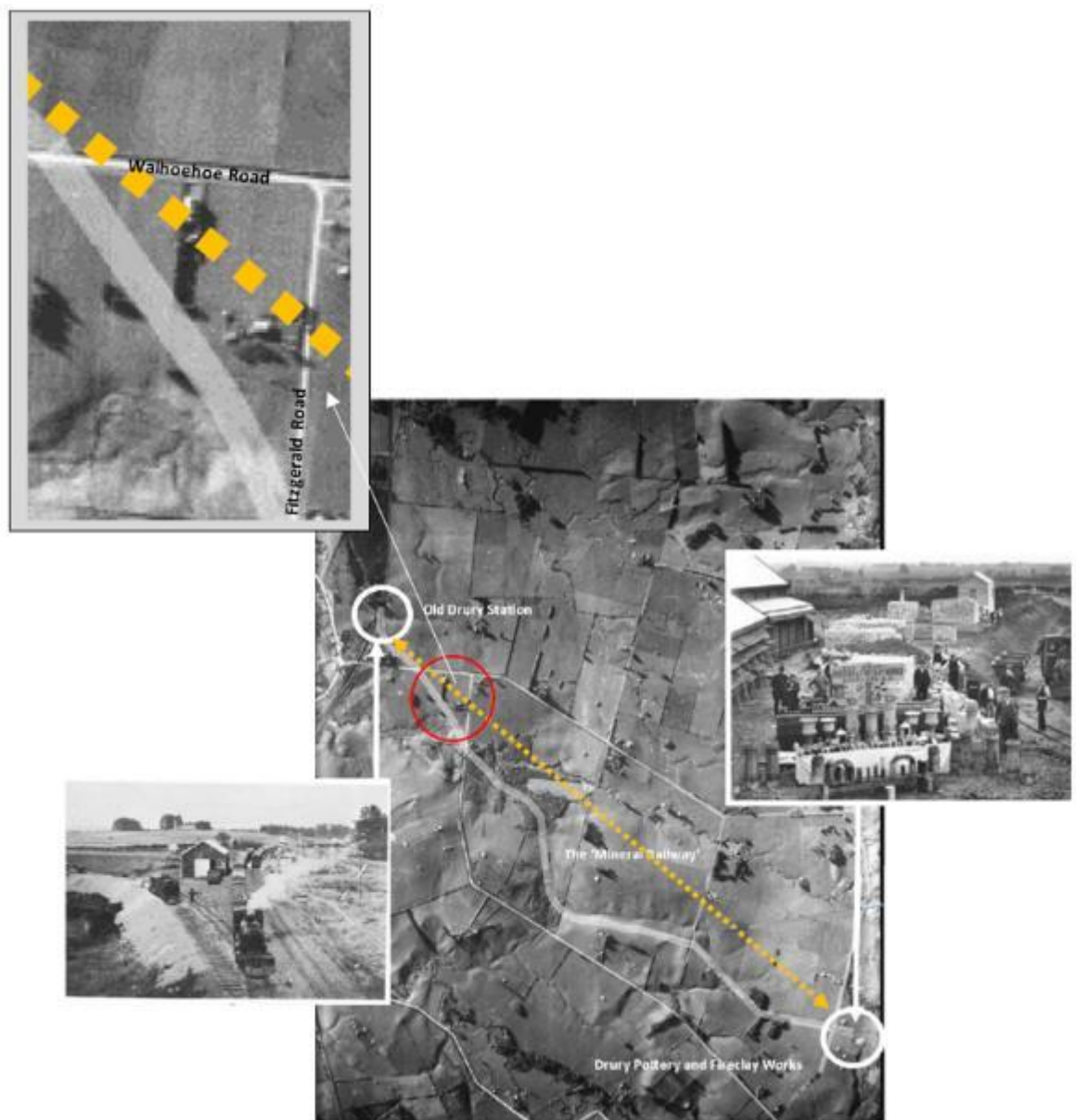


Figure 23. Upper aerial photograph Crown 192-274-18 from 1942 showing the house at 116 Flanagan Road and the Flanagan homestead (sourced from [http://: retrolens.nz](http://retrolens.nz) and licensed by LINZ CC- BY 3.0) and lower photograph from the early 1900s showing the hay barn and cottage (source: Clarke 1982)



**Figure 24. 1963 aerial photograph (Crown 1549 A-2) showing the western side of the Plan Change area with archaeological and heritage sites and location of Flanagan family pine plantation indicated (sourced from [http://: retrolens.nz](http://retrolens.nz) and licensed by LINZ CC- BY 3.0)**



**Figure 25. Suggested route of the mineral railway with section in the Plan Change area circled in red, with insets showing the former railway station and pottery works and upper inset showing the section within the Plan Change area (source: Brown and Brown: 2017)**

## ARCHAEOLOGICAL BACKGROUND

The Drury area has a number of recorded archaeological and other historic heritage sites representing a mixture of early European settlement and associations with the New Zealand Wars, as Drury was used as a staging post for supplies between Auckland and the Waikato, and also served as headquarters for the British army for a short period during construction of the Great South Road in the 1860s. The locations of sites are shown in Figure 26, with summary details provided in Table 3. NZAA site record forms for sites located within the Plan Change area are appended to this report.

There are five recorded archaeological sites within the Plan Change area. These are firstly, R12/755, the house believed to have been used by General Cameron as headquarters during the building of the Great South Road. This house, although modified, still exists and a photograph taken during the New Zealand Wars period shows it with staff tents of the officers pitched in the immediate area (Figure 6). Camps were also set up for the soldiers in the surrounding area and according to local residents the military camps are believed to have extended westward and northward from the headquarters. Although evidence of the military camps has not been previously identified within the Plan Change area, it is considered likely that subsurface remains are present, especially in the northern and north central parts of the Plan Change area.

The second site is R12/967, the Flanagan Mill on the Hingaia Stream, although the details of the dates and usage of the mill have not been able to be identified from existing information. The only known physical remains associated with the mill are two mill stones, currently on display in Papakura.

The third site is R12/741, the former Drury Railway Station and Railyard. An archaeological survey of the site undertaken in 2011 identified features including a stone loading ramp, a stone retaining wall, earthworks and a metal frame made from old rail tracks. Research could not establish if any of the identified features were constructed prior to 1900 (Bickler et al. 2013: 11), and it seems more likely that they are of 20th century date and contemporary with the station. Archaeological monitoring was also carried out during the construction of a pump station in the north-eastern corner of the property, which did not affect the known heritage features. The soil removed for the Pump Station was then dispersed across the rest of the property, which was landscaped. No archaeological excavation was undertaken as the abovementioned features were avoided during the work, and no archaeological remains were encountered (Bickler et al. 2013: 19).

The fourth site is R12/1122, the Drury Tramway/Mineral Railway. The original horse-drawn tramway, which replaced a bullock track, was opened in 1862 and later upgraded to narrow then wider gauge steam-powered railway. The railway was closed and demolished c.1921 (Brassey 2017). It is noted that only a small portion of the alignment which ran from the Drury Hills to the Old Drury Train Station is thought to be located within the Plan Change area.

The fifth site is R12/1125, the Flanagan homestead. The homestead was built on land first purchased as a shared ownership (moiety) with James McBurney by brothers Joseph and Robert Flanagan in 1883 and is believed to have been constructed sometime shortly after



this date. Based on the description in the architectural appraisal conducted for the building, it generally has the appearance and plan form (with later modifications) of a c.1880s villa and with evidence in the attic space of much earlier pit-sawn building fabric (Matthews and Matthews 2018:14). The Flanagan Homestead has now been recorded on the NZAA ArchSite database as R12/1125. It is also considered likely that there are subsurface archaeological remains in the vicinity of the homestead which may include rubbish pits and a well.

There is also a recorded archaeological site just to the west of the Plan Change area on the opposite side of the Hingaia Stream. This is R12/911, the reported location of a military camp associated with the 65th Regiment. The accuracy of this location has been questioned as it is based on anecdotal evidence and past research has not identified any evidence of military usage in the area indicated (Harlow 2008). However, it is noted that the plan in Figure 9 shows the presence of a military camp to the west of the Hingaia Stream and just entering the northwestern part of the Plan Change area. This camp may be associated with the 18<sup>th</sup> Royal Irish Regiment.

A previous survey and assessment on land to the south of the subject land for the Drury South Business Project (DSBP) did not identify any archaeological sites. The assessment report noted that much of the land ‘would have been swampy and most likely served as a resource area rather than an area of settlement’, and that during the New Zealand Wars ‘the DSBP was not on the major route and was largely bypassed by these events’ (Russell Foster & Associates 2010: 11-12).

**Table 3. Archaeological and other historic heritage sites recorded on the Auckland Council CHI within a c.1km radius of the subject sites (archaeological sites within the Plan Change area are shaded in grey)**

CHI No.	NZAA Ref	AUP Ref	Site Type	Description	NZTM Easting	NZTM Northing
6860	R12/8	00692 Cat. B (Schedule 14.1)	Pa Site	Located at confluence of Slippery Creek and the Ngakoroa Stream/ ditch and banks with shell midden identified to the south-east.	1772699	5892443
9443	R12/123	-----	Military (non- Maori)	Drury Redoubt: Built in the 1860s to house soldiers. Site destroyed.	1773470	5891925
11388	R12/742	-----	Transport/ Communication	<b>Railyard and former Drury Station</b> (1918) including two subways, stock loading ramp and associated walling.	1773261	5891495
14071	R12/755	-----	Military (non- Maori)	<b>House believed to have been used as headquarters by General Cameron</b> during the 1860s.	1773921	5891336
14072	R12/756	02173 Cat. A (Schedule 14.1)	Military (non- Maori)	Commissariat Redoubt: A military supply depot used during the 1860s (did not act as a redoubt).	1772750	5891894

CHI No.	NZAA Ref	AUP Ref	Site Type	Description	NZTM Easting	NZTM Northing
14081	R12/911	-----	Military (non- Maori)	<b>Possible 65th Regiment Camp</b> occupied by soldiers during the 1860s) ditches identified, but function not confirmed.	1773206	5890887
14087	R12/773	-----	Domestic	Location of old Drury Village during the 1860s. Described as consisting of a hotel and 8 or 9 settlers' houses.	1772169	5892169
14088	R12/774	-----	Military (non- Maori)	Settlers' Stockade and old cemetery with some early settlers' graves.	1773240	5892293
17871	R12/967	-----	Industrial	Site of old <b>Mill</b> associated with the Flanagan family on the Hingaia Stream.	1773230	5890859
21945	R12/1122	-----	Industrial	The <b>Drury Tramway/ Mineral Railway</b> from the Drury Hills to the Old Drury Train Station transporting coal and later pottery from 1862 to c. 1921.	From c. 1776376 to 1772694	5890145  5892444
-----	R12/1125	-----	Historic Structure	The <b>Flanagan Homestead</b> late 19 <sup>th</sup> century farm house.	1773392	5891137
2458	-----	00707 Cat. B (Schedule 14.1)	Historic Structure	St John's Church constructed in the early 1860s. Structure still present.	1773330	5891888
14374	-----	-----	Historic Structure	Presbyterian Church still in use.	1773012	5891700
15102	-----	-----	Historic Structure	The Drury Cheese Factory, now in use as engineering workshops.	1773272	5891846
15107	-----	-----	Historic Structure	Drury Hall	1773513	5891986
15109	-----	-----	Historic Structure	Former commercial buildings/ now demolished and replaced by modern structures.	1773459	5891847
15879	-----	-----	Historic Structure	Mile Post (not thought to be original) outside Drury School.	1773236	5892422
15892	-----	-----	Historic Structure	Corrugated iron building (4x5m) built in the 1920s once served as Runciman Post Office.	1772913	5891079
15990	-----	-----	Historic Structure	Petrol Station formerly owned by the Herkt family	1772902	5890694

<b>CHI No.</b>	<b>NZAA Ref</b>	<b>AUP Ref</b>	<b>Site Type</b>	<b>Description</b>	<b>NZTM Easting</b>	<b>NZTM Northing</b>
17035	-----	-----	Historic Structure	Drury WWI Memorial	1773530	5891965
15105	-----	-----	Reported Historic Site	Second Presbyterian Church and Cemetery.	1773008	5892214
15110	----- -	-----	Reported Historic Site	Farncombe Parade Shop (demolished) and replaced by new building	1773415	5891987
15880	-----	-----	Reported Historic Site	Site of old Drury Post Office (demolished)	1773429	5891892
1870	-----	2198 (Schedule 10)	Historic Botanical Site	The 'Runciman Oak' believed to have been planted by Thomas Runciman	1772871	5891717
19131	-----	2241 (Schedule 10)	Historic Botanical Site	Four Phoenix Palms on east Street Drury.	1773409	5892356
319	-----	-----	Maritime Site	Slippery Creek Landing: location not verified.	1772820	5891934

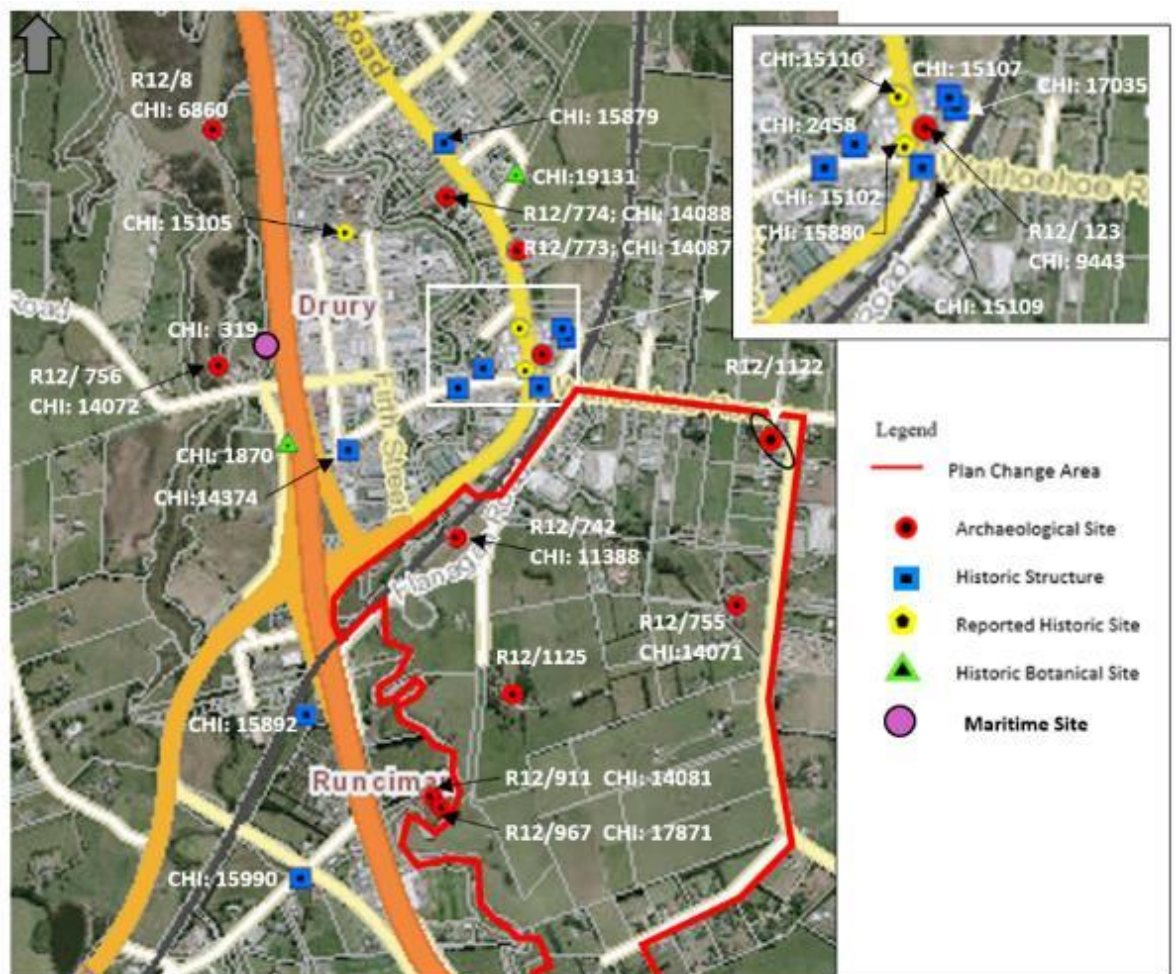


Figure 26. Aerial photographs showing the locations of archaeological sites and historic heritage sites within c.1km of the Kiwi Site, with the inset showing heritage sites located just to the north of the Plan Change area (source: Auckland Council Geomaps)



## PHYSICAL ENVIRONMENT

### *Topography, Land use and Modification*

The central part of the Plan Change area lies to the east of the Hingaia Stream with the land bordering the stream being the lowest lying in this area. From near the stream edge the land rises relatively steeply to the east to form a ridge that runs in a north-south direction with two high points at 30m asl. The eastern slopes of the ridge are quite gentle, leading to a relatively flat expanse of land which continues eastwards, covering the south-eastern part of the Plan Change area all the way to the boundary at Fitzgerald Road. This land has been used as a dairy farm for over 100 years and according to Flanagan family members, was also used to grow crops for animal feed, especially in the flat south-eastern area bordering Fitzgerald Road. The highest points of land at 30m asl in the Plan Change area are also located within the farm boundaries. Two of these areas have been modified through house construction and associated landscaping and, as informed by the current Flanagan landowner, the third was used as a pine plantation (with trees now removed) by the Flanagan family as a source of firewood.

The northern boundary of the Plan Change area runs along Waihoehoe Road with Flanagan Road in the northwest, Hingaia Stream in the west and Fitzgerald Road to the east. As can be seen in the aerial photograph in Figure 27, the western part of this area has been heavily built up with both residential and agricultural buildings (mostly greenhouses). The eastern half is for the most part still grass covered paddocks apart from residential development along the northeast corner near the junction of Waihoehoe and Fitzgerald Roads. It is also noted that a stream ran along the southern part of this area as can be seen in the 1942 aerial photographs in Figure 22. While parts of the stream course appear to still be present on more recent aerial photographs<sup>4</sup> (not shown) there also appear to be alterations to the course and the current status of the stream is not known, as the area was not accessible for survey. The north-western corner of the Plan Change area contains the location of the former Drury Railway Station as well as an existing railway line with the north-western edge running along the Southern Motorway.

The southern part of the plan change area contained grass paddocks in 1942, also shown in the aerial photograph in Figure 22. A review of aerial photographs<sup>5</sup> (not shown) indicate that the area was subdivided for residential lots during the 1980s and early 1990s. The lots currently contain single residential units and have been landscaped to varying degrees.

The only other noticeable modification to the Plan Change area is from electricity pylons that are located close to the Hingaia Stream running in a north-south direction with the alignment shown in Figure 27.

<sup>4</sup> 1996, 2010-2011 and 2017 aerial photographs (source: Auckland Council Geomaps).

<sup>5</sup> 1981 aerial photograph Crown 5926 A 1 (sourced from: <http://retrolens.nz> and licensed by LINZ CC-BY 3.0) and 1996 aerial photograph (source: Auckland Council Geomaps).

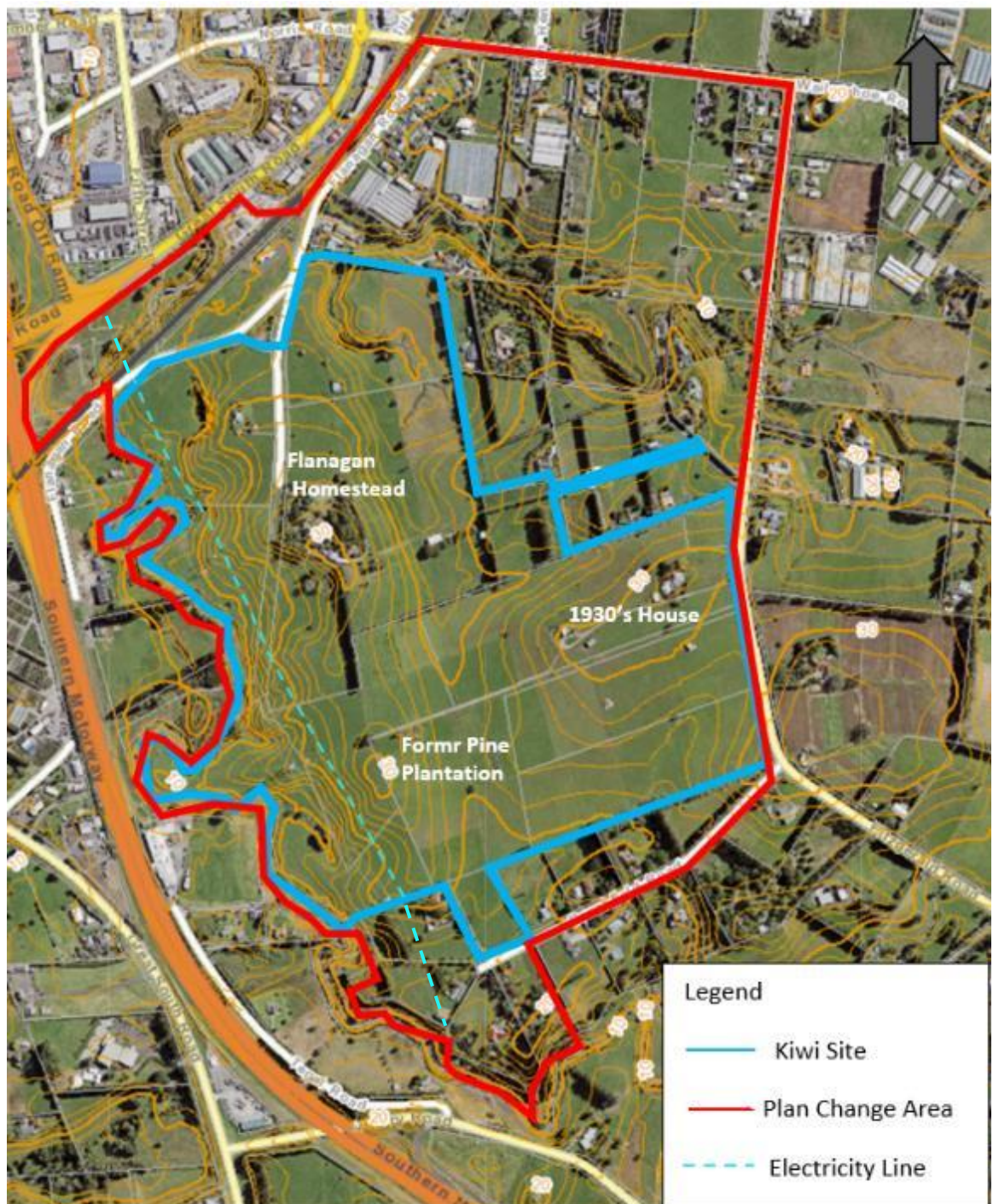


Figure 27. Aerial photograph with contours showing modifications to high points on the Flanagan Farm and electricity line and pylons along the western side of the Plan Change area (source: Auckland Council Geomaps)

## FIELD ASSESSMENT

### Field Visit Results

Two site visits to the accessible parts of the Plan Change area were undertaken. The first was a site walkover of accessible parts of the Kiwi Site on 6 April 2017. Most areas were able to be accessed, although some areas in the low-lying topography and close to the Hingaia Stream could not be traversed due to high water levels and waterlogging, the result of recent heavy rainfall. A second site visit was conducted on 11 January 2019 and areas along the Hingaia Stream that had been inundated by overflow during the previous site visit were accessed, as were the grounds of the Flanagan homestead and the site of the former Drury Railway Station. The results of the site visits are presented below.

#### *The Flanagan Farm*

The first area to be visited was the 1930s house at 133 Fitzgerald Road. The land in this area is fairly flat apart from an elevated point which contains the house. The presence of an old hay barn, which probably dates to the early 20th century, was noted, along with a nearby well (date unknown although probably dating back to the same period). The site of a demolished small building (a cottage) believed to also date to the early 20th century was also pointed out. The locations of these features are shown in Figure 28 and a general view of the area is shown in Figure 29.

The central part of the farm contains a ridge oriented north-south. The ridge is in pasture apart from the area that contains the Flanagan Homestead, which is situated on a high point along the northern part of the ridge. The grounds of the homestead were visited during the second site visit and were found to contain landscaped areas as well as a large flat expanse of grassed lawn. Garden features such as stone walls were also noted during the site visit, but it was not possible to tell the age of the features from visual inspection. Photographs taken during the site visit are provided in Figure 30 and Figure 31. There is also a house at 116 Flanagan Road, which is present on the 1942 aerials, although according to Flanagan family members it was built sometime after the homestead and does not pre-date 1900.

The western extent of the farm runs alongside the Hingaia Stream and consists mostly of grassed hillslopes leading down from the central ridge to the stream. The stream waters were swollen from recent heavy rains at the time of the first site visit and close inspection of the banks was not possible. The section of stream containing the mill dam as indicated on historical plans was visited. The high-water level in the stream obscured the rock (terrace) formation, which had been observed in aerial photographs, and no evidence of the former mill site was identified. A ditch running perpendicular to the stream was also noted. It was situated in a gully between two hill slopes and would appear to be a drainage feature for water flowing down the hillsides to be discharged into the stream. The areas that were not able to be accessed during the first visit along Hingaia Stream were rescanned during the second site visit, although no evidence of any archaeological features or remains was able to be identified. The area of the pine plantation mentioned earlier, located on the southern knoll of a ridge just to the east of Hingaia stream, was also visited and several old stumps were observed. Photographs are provided in Figure 32 through Figure 36, including the mill stones, now located in Papakura.





**Figure 28. Photograph showing the hay barn, an old well and demolished building (cottage) associated with the early years of the Flanagan farm, with 1930s house in the background (facing north)**



**Figure 29. Photograph showing a view of the south-eastern part of the Plan Change area with the old hay barn indicated by black arrow and 1930s house indicated by red arrow (facing north-northwest)**





**Figure 30. Photograph of the Flanagan Homestead and front lawn (looking south)**



**Figure 31. View of the garden at the Flanagan homestead with an example of a stone garden wall, (looking southwest)**





**Figure 32. View of the ford on the Hingaia Stream near the reported mill site, taken during the first site visit looking northwest**



**Figure 33. Photograph of the mill stones on display in the grounds of the Auckland Council building in Papakura**





**Figure 34. Photograph showing ditch running perpendicular to the stream near the reported mill site indicated by black arrow, facing north**



**Figure 35. View of the Hingaia Stream to the north of the Flanagan Mill site taken during the second site visit, showing much lower water levels, looking south**



**Figure 36. Photograph looking south along the knoll where the pine plantation was located looking southwest**

#### *The Former Drury Railway Station and Railyards*

The area containing the former station and railyards was observed from the perimeter along Flanagan Road. The area, shown in Figure 37, was grass covered and did not show any evidence of alteration from the description provided in the 2013 archaeological monitoring report (Bickler et al. 2013).



**Figure 37. Photograph showing the location of the former Drury Railway Station and Railyard with metal frame made from old rail tracks indicated by black arrow (looking northwest)**



### *New Zealand War Features*

As has been noted previously, apart from General Cameron's Headquarters, two military camps are believed to have been located within and in the vicinity of the Plan Change area. Based on historical research it is considered most likely that the former military camp associated with General Cameron's headquarters is situated in parts of the Plan Change area that were not covered by the site visit, as most of this area is not situated in the Kiwi Site. It is also noted, however, that surface evidence of the camps would likely have been obscured by agricultural uses and residential development over the years and that even with a survey of the area the presence of subsurface remains may not be detectable.

The second part of the Plan Change area thought to have contained a military camp is situated to the west of the Hingaia Stream on land between the railway tracks and the Great South Road and on an adjoining section of land that was formerly to the west of the Hingaia Stream prior to alteration of its course (as shown in the 1969 plan in Figure 17 and in the photograph in Figure 38). As noted previously, the sale plan from the early 1860s of property owned by Mr Abraham (Figure 9) showed a military camp situated to the west of the Hingaia Stream. As can be seen on Figure 39, this part of the Plan Change area appears to be within the area indicated as a camp on the old plan. Although no evidence of subsurface archaeological deposits or features associated with the camp was identified during the site visits for this assessment, it is noted that the area along the Great South Road was modified during the construction of the Southern Motorway. As well, the land formerly to the west of the Hingaia Stream was only able to be partially surveyed as there was stock present. It is also noted that this does not necessarily preclude the presence of archaeological remains on the land that was visited, as it has been impacted through use as a dairy farm over many years, which would have likely obscured any evidence of archaeological features on the ground surface.



**Figure 38. Photograph of the land within the Plan Change area where part of the old military camp may have been located**

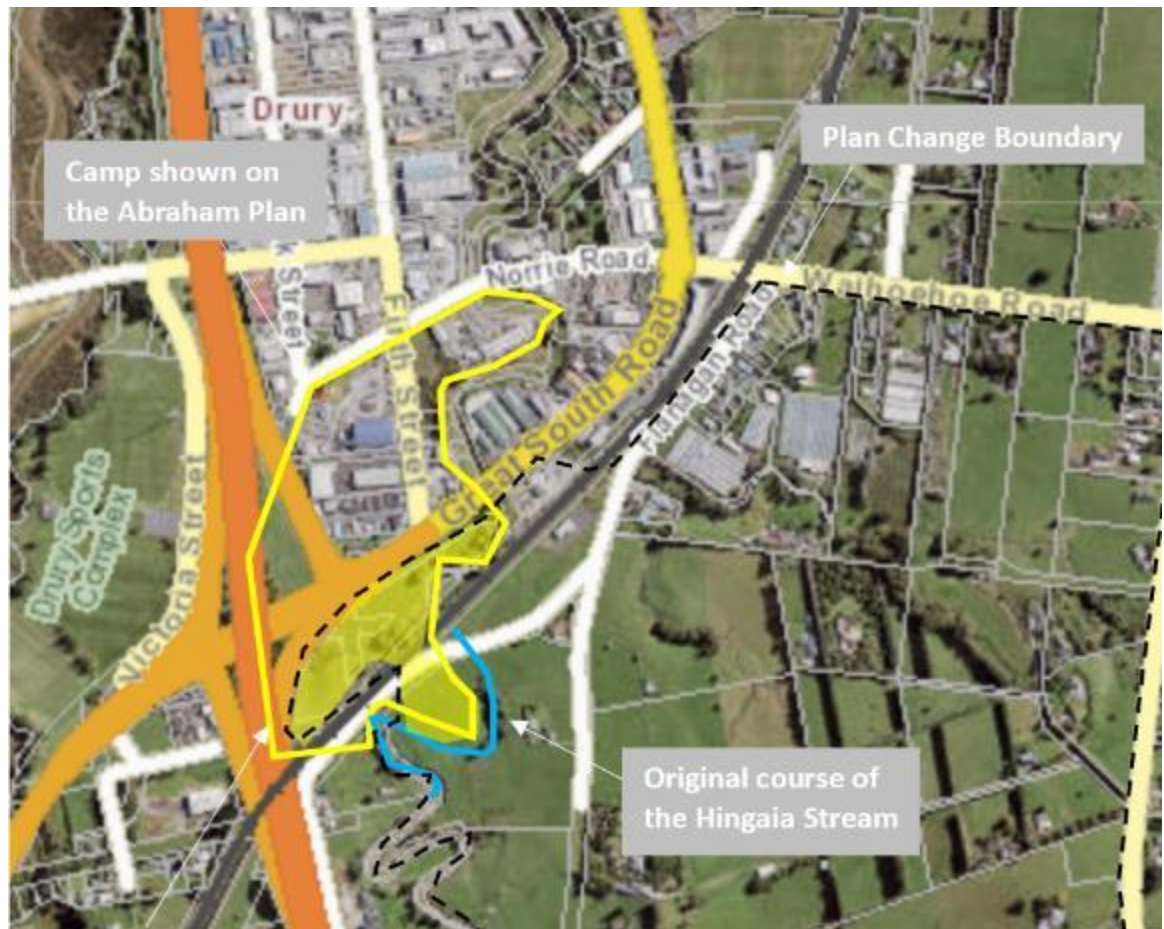


Figure 39. Aerial photograph showing the location of the camp shown on the 1860s Abraham plan (Figure 9) outlined in yellow, with the section in the current Plan Change area shaded yellow (source: Auckland Council Geomaps)

## DISCUSSION AND CONCLUSIONS

### Summary of Results

There are five recorded archaeological sites in the Plan Change area. These are R12/742 (the former Drury Station and Railyard), R12/1122 (the Drury Tramway/ Mineral Railway), R12/1125 (the Flanagan Homestead), R12/967 (the Flanagan Mill) and R12/755 (the house used as General Cameron's Headquarters). There is also one recorded archaeological site bordering the Plan Change area, R12/911 (a reported military camp) which is located on land on the western side of the Hingaia Stream.

R12/742, the former railyard and station has been previously surveyed in 1995 and 2011 and several above ground features have been identified, such as a metal frame and stone foundations/ramps. It is not known if any of these features predate 1900. It is also noted that subsurface archaeological features related to the early 20<sup>th</sup> century station and railyards may be present.

A small section of R12/1122, the Drury Tramway and Mineral Railway is believed to be located in the northeast corner of the Plan Change area. As the property is not located on land owned by Kiwi, it was not able to be accessed at this stage and the presence of any remains associated with the site is not able to be determined at this time.

R12/1125, the Flanagan Homestead, a historic building located at 120 Flanagan Road has been recorded as an archaeological site based on historical research and an architectural assessment which indicate that it was constructed prior to 1900. As the Flanagan Homestead has been determined to predate 1900 and is situated on Kiwi land, a heritage evaluation has been prepared and will be presented in a separate report. The grounds of the homestead are expected to contain subsurface archaeological remains associated with its use. R12/967 represents the location of an old mill on the Flanagan Farm. There is very little information available about the mill and it is considered unlikely that any evidence remains apart from two mill stones that are now on display in Papakura.

R12/755 is the house located at 111 Fitzgerald Road, which is believed to have been used by General Cameron as his headquarters in 1862, during the construction of the Great South Road. As the house is not located on land owned by Kiwi, it was not able to be accessed at this stage. Based on historical research and local knowledge it is believed that parts of this house were removed in the 1890s and used in the construction of the Flanagan Homestead, located at 120 Flanagan Road.

R12/911 is the reported location of a military camp and located outside of the Plan Change area. The site has been surveyed, but the nature of the visible surface features has not been confirmed. It is noted that a military camp on land owned by the Runciman family and situated to the north of the reported archaeological site probably extended southwards into the north-western part of the Plan Change area, on land now bordering the Southern Motorway and on an adjoining section of land formerly to the west of the Hingaia Stream prior to diversion of its course. As well, it is considered likely that both the officers and soldiers camps associated with General Cameron's Headquarters were also located within the Plan Change area.

In addition, the results of the background research and site visits show that Plan Change area has the potential to contain additional subsurface archaeological remains associated with early European settlement of Drury, in particular the Flanagan family, who have lived and farmed there since the late 19th century. Apart from the recorded mill and homestead sites, potential heritage features include two additional houses dating to the first half of the 20th century, a 1930s house at 133 Fitzgerald Road and a house believed to be of similar date at 116 Flanagan Road. As well, an old hay barn, well and the site of an old cottage dating to the early years of the 20th century near the house at 133 Fitzgerald Road have also been identified.

## **Maori Cultural Values**

This is an assessment of effects on archaeological values and does not include an assessment of effects on Maori cultural values. Such assessments should only be made by the tangata whenua. Maori cultural concerns may encompass a wider range of values than those associated with archaeological sites.

## **Survey Limitations**

It should be noted that archaeological survey techniques (based on visual inspection and minor sub-surface testing) cannot necessarily identify all sub-surface archaeological features, or detect wahi tapu and other sites of traditional significance to Maori, especially where these have no physical remains.

## **Archaeological Value and Significance**

The Auckland Unitary Plan Operative in Part (AUP OP) identifies several criteria for evaluating the significance of historic heritage places. In addition, Heritage NZ, has provided guidelines setting out criteria that are specific to archaeological sites (condition, rarity, contextual value, information potential, amenity value and cultural associations) (Heritage NZ 2006: 9-10). Both sets of criteria have been used to assess the value and significance of the archaeological sites R12/742 (The Drury Station and Railyards) and R12/967 (The Flanagan Mill) (see Table 4 through Table 7).

R12/1125, the Flanagan Homestead building has been evaluated and the results are presented in a separate assessment report. An evaluation of the archaeological values of any subsurface remains associated with the homestead that may still exist, again based on the above-mentioned criteria is provided below in Table 8 and Table 9.

There are also two other recorded archaeological sites in the Plan Change area. The first is R12/755, the house believed to have been used as a military headquarters by General Cameron during the New Zealand Wars. This property is currently not owned by Kiwi and is not available for survey and an evaluation of the historic heritage value of the house and the archaeological values of any subsurface remains on the property are not included in the current assessment. The latter is mentioned as it is also considered likely that unrecorded subsurface archaeological remains related to the domestic use of the house in the 19th



century as well as use during the New Zealand Wars are present on the property at 111 Fitzgerald Road as a photograph shows the officers' tents pitched around the house.

The fourth site is R12/1122, the Drury Tramway/Mineral Railway. It is noted that an evaluation of the Mineral railway has been undertaken by Auckland Council with the following recommendation:

'The tramline/mineral railway route likely meets the criteria for inclusion in the heritage schedule based on the historical significance criterion. However, evaluation for scheduling is not recommended because the route is almost 4 km long, and passes through multiple properties. Scheduling would not, in my opinion, provide reasonable use of the land.' (Brassey 2017: 18).

The archaeological value of sites relates mainly to their information potential, that is, the extent to which they can provide evidence relating to local, regional and national history using archaeological investigation techniques, and the research questions to which the site could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pa are more complex sites and have higher information potential than small midden (unless of early date). Archaeological value also includes contextual (heritage landscape) value. Archaeological sites may also have other historic heritage values including historical, architectural, technological, cultural, aesthetic, scientific, social, spiritual, traditional and amenity values.

Overall, site R12/742 is considered to have limited 20<sup>th</sup> century archaeological value based on the criteria discussed, although it is noted that the site has moderate historical and contextual value as part of the transport and industrial history of Drury. Site R12/967 is considered in general to have limited archaeological value, although through its historical connection with the Flanagan family and early European settlement of Drury it is considered to have moderate local value. Site R12/1125 is considered to have to have limited value apart from historical and information/ knowledge criteria, for which it is considered to have moderate local significance.

**Table 4. Assessment of the archaeological values of site R12/742 (Drury Station and Railyards) based on Heritage NZ criteria (Heritage NZ 2006: 9-10)**

Value	Assessment
Condition	A survey in 2011 noted that the above ground features (stone and metal) were suffering from ongoing decay and there was slumping of a basalt retaining wall. The condition of subsurface features is not known.
Rarity	Rail stations and railyards are common features in the area, including both closed stations and functioning ones.
Contextual value	The site is part of the transportation history of the wider South Auckland area.
Information potential	The history and design of the railyards and station are well documented. There may be some potential for information on the layout an association with nearby saleyards through archaeological investigation.
Amenity value	There is some potential for public education and enjoyment of the site if it were to be preserved and made accessible.
Cultural associations	The site is associated with European settlement (saleyards).
Other	No other values have been identified.

**Table 5. Assessment of the historic heritage significance of site R12/742 (Drury Station and Railyards) based on the criteria in the AUP OP (Chapter B5.2.2)**

Criterion	Comment	Significance Evaluation
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 idea or early period of settlement within New Zealand, the region or locality	The station is part of the transport/ industrial development of the Drury area, including the original 1875 Drury Station to the north, the Runciman Station to the south and the “Mineral Railway”	Moderate (local)
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	The site does not have any particular association with the local community or cultural groups.	Limited
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	To be determined by mana whenua	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	The history of railway development in the area is well documented. There is some potential for information on the layout and association with nearby saleyards through archaeological investigation.	Limited
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	There are no technological innovations associated with the site.	Little
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The old station and associated buildings are no longer present. The only above ground remains consist of stone loading ramp, retaining wall a metal frame made from old rail tracks.	Limited
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	The above ground remains do not have any distinctive features.	Limited
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The site is part of the transportation history and landscape of the broader South Auckland area.	Moderate

**Table 6. Assessment of the historic heritage significance of site R12/967 (the Flanagan Mill) based on the criteria in the AUP OP (Chapter B5.2.2)**

Criterion	Comment	Significance Evaluation
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 idea or early period of settlement within New Zealand, the region or locality	The site represents part of the early settlement and farming of the Drury area.	Moderate (local)
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	The site does not have any particular association with the local community or cultural groups.	Little
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	To be determined by mana whenua	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	As physical remains are not expected, the site does not have potential to provide information from further investigation.	Little
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	There are no technological innovations associated with the site.	Little
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	There are no notable features associated with this site.	Little
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	There are no above ground remains at the site. The mill stones, if returned to the site, would have educational/ interpretive value to commemorate the Flanagan Farm and early European settlement of the Drury area.	Limited (local)
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The site is part of the early European farming landscape of Drury and the surrounding area.	Limited

**Table 7. Assessment of the archaeological values of site R12/967 (the Flanagan Mill) based on Heritage NZ criteria (Heritage NZ 2006: 9-10)**

Value	Assessment
Condition	No features of the mill have been able to be identified on the Flanagan Farm and it is likely that no physical remains have survived. Two mill stones (no longer at the site) are still in existence and are in good condition.
Rarity	Mills were common features in the area and the site type is not rare.
Contextual value	The site is part of the early European settlement landscape of the Drury area.
Information potential	The site is not expected to have any physical remains.
Amenity value	There is some potential for public education and enjoyment of the site if the mill stones were returned and incorporated into a reserve.
Cultural associations	The site is associated with early European settlers (the Flanagan family).
Other	No other values have been identified.

**Table 8. Assessment of the archaeological values of site R12/1125 (the Flanagan Homestead) based on Heritage NZ criteria (Heritage NZ 2006: 9-10)**

Value	Assessment
Condition	The condition of any subsurface remains is unknown. The house is in good condition (Matthews and Matthews 2018)
Rarity	Late 19th century homesteads are common in the broader area, but only two pre-1900 structures have been identified in the Plan Change area.
Contextual value	The site is part of the early European settlement landscape of the Drury area.
Information potential	The house has the potential to provide information on its materials and structural history through archaeological investigation. Archaeological investigation of subsurface remains has the potential to provide information on the locations, functions and lifestyle of the occupants of the homestead and early settlers in the Drury area.
Amenity value	The site is on private property and has not been accessible to the public. As the subsurface remains are not able to be viewed, they at present have no aesthetic value. However, the homestead has value as it is distinctive in its surrounding context as a Victorian villa farm house set within landscaped grounds within the wider rural landscape.
Cultural associations	The site is associated with early European settlers (the Flanagan family).
Other	The homestead has both architectural value as a good representative example of a Victorian timber villa in the Drury locality and technological value as it incorporates evidence of early pit sawn timber components as well as c.1880s residential construction techniques The homestead has considerable local value



**Table 9. Assessment of the historic heritage significance of site R12/1125 (the Flanagan Homestead) based on the criteria in the AUP OP (Chapter B5.2.2)**

Criterion	Comment	Significance Evaluation
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 idea or early period of settlement within New Zealand, the region or locality	The homestead has considerable local historical significance for its long association with the Flanagans, who were an early farming family in the area.	Considerable (local)
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	The house is believed to be of considerable local significance for its social values. The long association with the Flanagan family is reflected in the naming of Flanagan Road.	Considerable (local)
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	To be determined by mana whenua	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	The homestead dates from the late-19th century and has potential to provide knowledge on the Flanagan family and local area through archaeological investigation of the house and any associated subsurface remains.	Considerable (local)
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	The homestead incorporates evidence of early pit sawn timber components as well as c.1880s residential construction techniques and materials and is considered to be moderate significance in terms of its technological values.	Moderate
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The homestead has considerable local value as a good representative example of a Victorian timber villa in the Drury locality. While some modifications have been made over time, the house retains much of its exterior and interior form, fabric and detailing.	Considerable (local)
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	The homestead has moderate local significance for its aesthetic values; it is distinctive in its surrounding context as a Victorian villa farm house set within landscaped grounds within the wider rural landscape. Mature trees to the east side as well as plantings to	Moderate (local)

	the east frame views from the house to the north.	
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The house and any associated archaeological remains have considerable local value in terms of the contribution it makes to the local historical context. It has collective value as part of a group of inter-related houses associated with early farming families in Drury, reflecting the largely rural nature of the community. It is one of a small number of Victorian era buildings in Drury together with St John's Anglican Church built in 1863 and other early buildings such as the Drury Hall.	Considerable (local)

## Potential Effects of the Proposal

### Recorded Archaeological Sites

Five archaeological sites are located within the Plan Change area and may be affected by future development (shown on Figure 40 and Figure 41). These are R12/742 (former Drury Railyards and Station), a section of R12/1122 (The Drury Tramway/Mineral Railway), R12/755 (the house believed to have been used by General Cameron during the New Zealand Wars), R12/1125 (The Flanagan Homestead) and R12/967 (the location of the Flanagan Mill). As the project is at the planning stage, consideration could be given to complete or partial avoidance of these sites.

As the historic heritage evaluation of R12/755 (house at 111 Fitzgerald Road) has not been undertaken potential effects from future development cannot be determined at present. As well, the archaeological value of the property, which contained the officers' camp during General Cameron's use of the house, has not been evaluated as the location has not been able to be determined, although it is possibly located within the current property boundary of 111 Fitzgerald Road. The property is proposed to be zoned for mixed use, which should provide some flexibility for avoidance of archaeological sites. However, if future development is planned that will affect the house and property (as shown on Figure 41) an evaluation of archaeological/heritage values should be undertaken to determine the level of effects.

The archaeological evaluation of R12/742, the former Drury Railway Station and Railway, has shown the site has limited to moderate archaeological value. It is noted that the moderate values arise from its historical place and contextual setting within the development of early transport infrastructure in the broader South Auckland Area. The site itself has been abandoned for many decades and the physical remains have not been evaluated as retaining any significant features. The zoning for this land is currently proposed metro centre and it is considered likely that it may not be able to be avoided by future development. Based on the evaluation findings, the overall level of effects if the site (or parts of it) cannot be avoided by future development is considered to be minor and can be mitigated through recording of both above ground and any sub-surface remains.

R12/1122, the Drury Tramway/ Mineral Railway has been assessed as meeting the criteria for scheduling based on historical value in a report prepared for Auckland Council. However, it has been recommended in that report that it not be scheduled based on its location on a large number of private properties, the fact it is considered to have little practical/utility or scenic value and that there is little physical evidence remaining. Based on these findings, the overall level of effects if the part of the site within the Plan Change area cannot be avoided by future development is considered to be minor and can be mitigated through recording of any identifiable remains.

The Flanagan Homestead, R12/1125, is of 19th century date and its grounds have the potential to contain 19th century remains in the forms of rubbish dumps, a well and possibly stone garden walls. As this area is proposed to be zoned as Metro Centre, it is considered likely that it will be directly affected by future development. A historic heritage evaluation of the homestead building has been undertaken separately and the results and recommendations provided in separate report. Any subsurface remains associated with the

homestead are generally considered to have limited significance apart from historical and information/ knowledge criteria for which they are considered to have moderate local significance. Based on these findings if the site cannot be avoided by future development, the level of effects on subsurface archaeology is considered to be minor and can be mitigated through recording of any identifiable remains.

As the Flanagan Mill site R12/967 is located in an area planned to be zoned as open space, the development is not expected to directly affect it, although it could be affected by landscaping or other works. Based on the limited value of the site and the fact that it is likely that no physical remains have survived, the overall level of effects on the site from future development are considered to be minor. However, the site is considered to have moderate local historical value through its association with the Flanagan family. As the site is located in proposed open space, it could be commemorated through interpretive signage and display of the two mill stones that were removed from the Flanagan property some years ago, providing a beneficial effect.

### **Unrecorded Subsurface Archaeological Remains**

Based on historical research it is also considered likely that additional unrecorded subsurface archaeological sites are located within the Plan Change area and will be exposed during future development. The remains are expected to be associated firstly, with early European settlement, particularly at the location of a hay barn, former cottage and well at 133 Fitzgerald Road, which are believed to date from the early 20th century but may be earlier (shown in Figure 40).

Archaeological remains associated with the New Zealand Wars are also likely to be present – specifically, the locations of two military camps used by soldiers during 1862-1864. The first of these camps is thought to be located in the vicinity of the property at 111 Fitzgerald Road (as shown in Figure 41). As most of this part of the Plan Change area is not currently owned by Kiwi, it was not included in the site visits. However, it is noted that even after surface scanning and limited subsurface testing, it may not be possible to determine if any subsurface remains are present and unless modifications to the area can be shown to have destroyed any archaeological remains, the presence of subsurface archaeological deposits and features should be considered possible. When future development is planned that will affect the area shown in Figure 41, a survey should be carried out and an evaluation of the archaeological values should be undertaken to determine the level of potential effects and recommend appropriate mitigation measures.

The second location is in the northwest part of the Plan Change area where two sections of land have been identified as possibly containing the location of a former military camp. The northernmost part is located between the existing railway line and the Great South Road in an area planned to be zoned open land and the development is not expected to directly affect it, although it could be affected by landscaping or other works. Based on modifications to this area from improvements to the Great South Road over the years and construction of the Southern Motorway, it is considered likely that any archaeological remains would have been destroyed or damaged by these works. As such, the overall level of effects from any works in this area are considered to be minor and can be mitigated through recording of any remains that may still be present. The other section is located on



an adjacent piece of land that, prior to realignment of the course of the Hingaia Stream, was located on its western side (where a military camp is believed to have been located according to historical research). This area was able to be partially accessed during the second site visit but no surface evidence of archaeological features was identified. However, as noted above this does not preclude the possibility of subsurface archaeological remains being present. As the zoning for this land is proposed metro centre, it is expected that it will be affected by future development. Once layout and design have been finalised it will be necessary to determine the level of effects and recommend appropriate mitigation measures.



**Figure 40. Aerial photograph showing the locations of archaeological sites R12/742 (The former Drury Station and Railway, R12/967 (The Flanagan Mill) and location of the hay barn, well and former cottage at 133 Fitzgerald Road (source: Auckland Council Geomaps)**





Figure 41. Aerial photograph of the Plan Change area showing the areas of archaeological potential associated with the New Zealand Wars period shaded red and recorded archaeological sites R12/755, the house believed to have been used by General Cameron at 111 Fitzgerald Road, and R12/911, the reported location of a military camp indicated (source: Auckland Council Geomaps)

## Resource Management Act 1991 Requirements

Section 6 of the RMA recognises as matters of national importance: ‘the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga’ (S6(e)); and ‘the protection of historic heritage from inappropriate subdivision, use, and development’ (S6(f)).

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when ‘managing the use, development and protection of natural and physical resources’. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) as ‘those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological’. Historic heritage includes: ‘(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Maori, including wahi tapu; (iv) surroundings associated with the natural and physical resources’.

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other historic heritage sites. The plans are prepared under the rules of the RMA. The Auckland Unitary Plan (Operative in part) (AUP OP) is relevant to the proposed activity.

The Plan Change area contains five recorded archaeological sites, none of which are scheduled in the AUP OP. These sites are: R12/742 (former Drury Railyards and Station), a section of R12/1122 (the Drury Tramway/Mineral Railway), R12/755 (the house believed to have been used by General Cameron during the New Zealand Wars), R12/1125 (the Flanagan Homestead) and R12/967 (the location of the Flanagan Mill). There is also potential for additional unrecorded archaeological remains to be present within the Plan Change boundaries.

An evaluation of archaeological values has been prepared for R12/742, R12/967 and R12/1125 and levels of effects predicted based on the proposed zoning in the Plan Change area. It is also noted that Auckland Council has prepared a review of management options, which concluded that R12/1122 should not be scheduled on the AUP OP. Preliminary mitigation measures for the above sites are included in this report, but further assessment and detailed mitigation recommendations will be required once future development plans have been prepared.

As R12/755 is not currently able to be accessed, a heritage evaluation should be conducted once the property is accessible. It will also be necessary to prepare an archaeological assessment if future development plans will affect the property.

## Heritage New Zealand Pouhere Taonga Act 2014 Requirements

In addition to any requirements under the RMA, the HNZPTA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ (Section 42).

An archaeological site is defined by the HNZPTA Section 6 as follows:

**‘archaeological site** means, subject to section 42(3), –

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

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

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

(b) includes a site for which a declaration is made under section 43(1)’

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)). Applications that relate to sites of Maori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapu and are subject to the recommendations of the Maori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

At present, five archaeological sites have been recorded within the Plan Change boundary. Based on the findings of the background research and site visits it is considered likely that other unrecorded sub-surface archaeological remains related to the New Zealand Wars and early European Settlement may also be present.

If modification of a pre-1900 archaeological site/s is necessary for future development, an Authority issued under the HNZPTA would be required prior to the commencement of site works. This would also apply to unrecorded archaeological sites in the Plan Change area.



## **Conclusions**

This assessment has identified existing and potential heritage constraints in the subject land in the form of five recorded archaeological sites and the potential for unrecorded archaeological sites to be present. Although the full effects on archaeological and historic heritage values is not yet known, it is recommended that future development plans should take account recorded archaeological sites and avoid them where possible. If avoidance is not possible, an authority issued by Heritage NZ would be required before any modification or destruction of the recorded sites (as well as any unrecorded archaeological sites) occurs as a result of future development. Mitigation measures would also be required for any impacts on recorded and unrecorded archaeological sites.

## RECOMMENDATIONS

- **R12/742**, the early 20th century Drury Railway Station and Railyards, should be avoided during future works. If this is not possible appropriate mitigation measures included under the resource consent conditions could be employed most likely in the form of archaeological monitoring and recording (preservation by record).
- **R12/1122**, a section of the Drury Tramway/Mineral Railway running through the northwest corner of the Plan Change area, should be surveyed once the property becomes accessible to determine if any surface remains are present; and once future development plans have been determined a detailed assessment of effects should be prepared and appropriate mitigation measures be recommended, most likely in the form of archaeological monitoring and recording (preservation by record).
- **R12/967**, the reported site of a possible late 19th century mill associated with the Flanagan family on the Hingaia Stream bordering the western edge of the Plan Change boundary, should have a buffer zone provided around it to preserve any remains that might be present; and works (including vegetation clearance, landscaping and planting) within the reserve should avoid this area. It is also recommended that the mill stones associated with the mill site be returned to the property and incorporated into the development with appropriate interpretation.
- If future development is planned that will affect **R12/755**, the house believed to have been used by General Cameron during the New Zealand Wars, a heritage evaluation should be undertaken. Based upon the results of the evaluation appropriate mitigation measures should be recommended, with avoidance (preservation in situ) as the preferred option or, if this is not possible, relocation.
- If future development affects the grounds of **R12/1125** (The Flanagan Homestead), that are likely to contain subsurface archaeological remains, an archaeological authority issued by Heritage NZ must be obtained for any modification or destruction of the site and appropriate mitigation measures would have to be employed, most likely in the form of archaeological monitoring and recording (preservation by record). Note that if demolition of the house is proposed, an archaeological authority would also be required, with mitigation in the form of archaeological investigation and recording.
- As additional unrecorded subsurface archaeological features and deposits associated with military use of the Plan Change area during the New Zealand Wars and early European settlement are likely to be present, mitigation in the form of archaeological monitoring, or possibly investigation, is likely to be required under authority from Heritage NZ.
- If no authority has been obtained and subsurface archaeological evidence should be unearthed during future development (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), or if human remains should be discovered, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) must be followed. This requires that work ceases within 20m of the discovery and that the Auckland Council, Heritage NZ, Mana Whenua and (in the case of human remains) the NZ Police are notified. The relevant authorities will then determine the actions required.
- If modification of an archaeological site does become necessary, an Authority must be applied for under Section 44(a) of the HNZPTA and granted prior to any further work being carried out that will affect the site. (*Note that this is a legal requirement*).

- Since archaeological survey cannot always detect sites of traditional significance to Maori, such as wahi tapu, the tangata whenua should be consulted regarding the possible existence of such sites in the Plan Change area.

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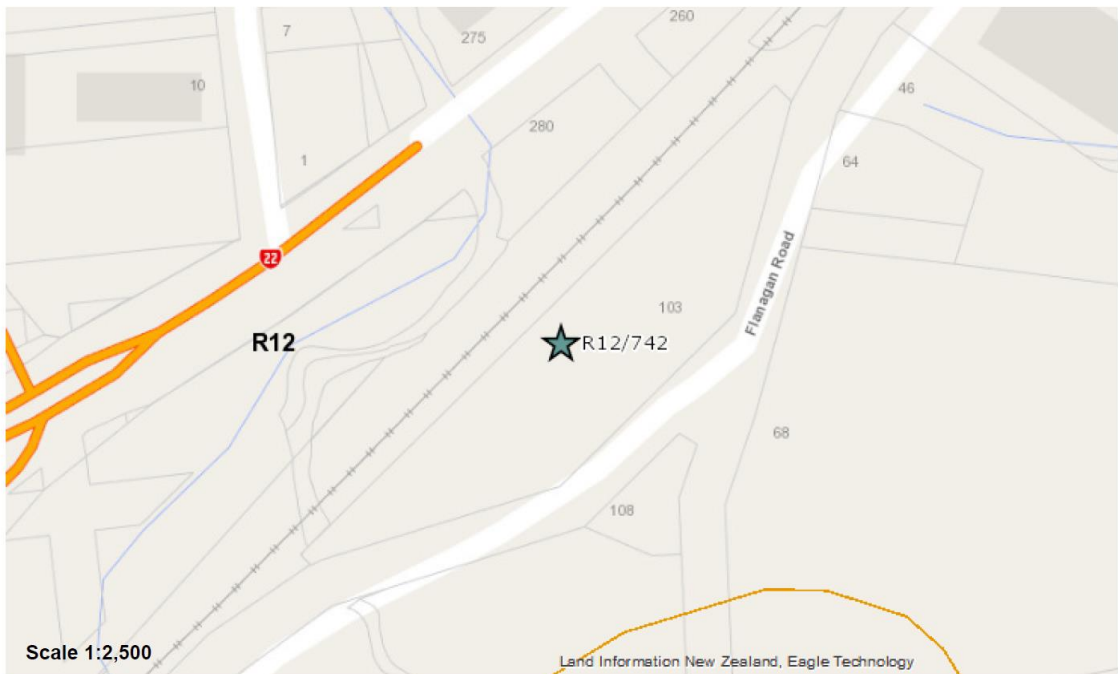
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- Daily Southern Cross* Volume XIII Issue 914 1 April 1856
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- New Zealand Herald* Volume XL Issue 12204 25 February 1903
- New Zealand Herald* Volume XXVII Issue 8420 22 November 1890, Supplement.
- New Zealand Herald* Volume II Issue 514 6 July 1865
- New Zealander* Volume XIV Issue 1257 5 May 1858 Supplement
- New Zealander* Volume 13 Issue 1138 14 March 1857
- New Zealander* Volume 8 Issue 658 4 August 1852
- Pukekohe and Waiuku Times* Volume 3 Issue 252 1 December 1914
- Te Aroha News* Volume V Issue 256 18 April 1888

## APPENDIX A: SITE RECORD FORMS

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/742</p> <p><b>SITE TYPE:</b> Transport/ communication</p> <p><b>SITE NAME(s):</b></p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM)</b> Easting: 1773261      Northing: 5891495      Source: On Screen</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/742</p>	
 <p>Scale 1:2,500</p> <p>Land Information New Zealand, Eagle Technology</p>	
<p><b>Finding aids to the location of the site</b></p> <p>103 Flanagan Rd, alongside railtracks</p>	
<p><b>Brief description</b></p> <p>Railyards including two subways, stock loading ramp and associated walling.</p>	
<p><b>Recorded features</b></p> <p>Building foundations (unspecified), Railway, Stock yard/ enclosure, Stone row</p>	
<p><b>Other sites associated with this site</b></p>	

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# NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R12/742
<p><b>Site description</b></p> <p>Updated: 30/07/2013, Visited: 19/07/2012 - NZTM E1773261 N5891495 (On Screen). Assessment carried out in 2011 confirmed evidence of some earthworks along with a high stone ramp and metal remains of garage still visible. Monitoring of earthworks for Watercare pumpline and infrastructure was undertaken under Authority 2012/456 in 2012 although no archaeological or heritage features found.</p> <p>Bickler, S., Shakles, R. and Z. Burnett. 2013. Watercare Drury Pump Station, 103 Flanagan Road, Drury: Interim and Final Archaeological. In Fulfilment of NZHPT Authority No. 2012/456. Unpublished report for Watercare Services Ltd.</p> <p>Inspected by: Bickler, Simon.</p> <p><b>Condition of the site</b></p> <p>Updated: 30/07/2013, Visited: 19/07/2012 - Visible structures still in reasonable shape. Ramp and Stone loading platform present and in good shape (as described before). Subsurface elements are in unknown condition.</p> <p><b>Statement of condition</b></p> <p>Updated: 13/11/2013, Visited: 19/07/2012 - Fair - Some intact features, but others may be unclear or damaged</p> <p><b>Current land use:</b></p> <p>Updated: 13/11/2013, Visited: 19/07/2012 - Grazing, Services</p> <p><b>Threats:</b></p> <p>Updated: 13/11/2013, Visited: 19/07/2012 - Services/ utilities</p>	

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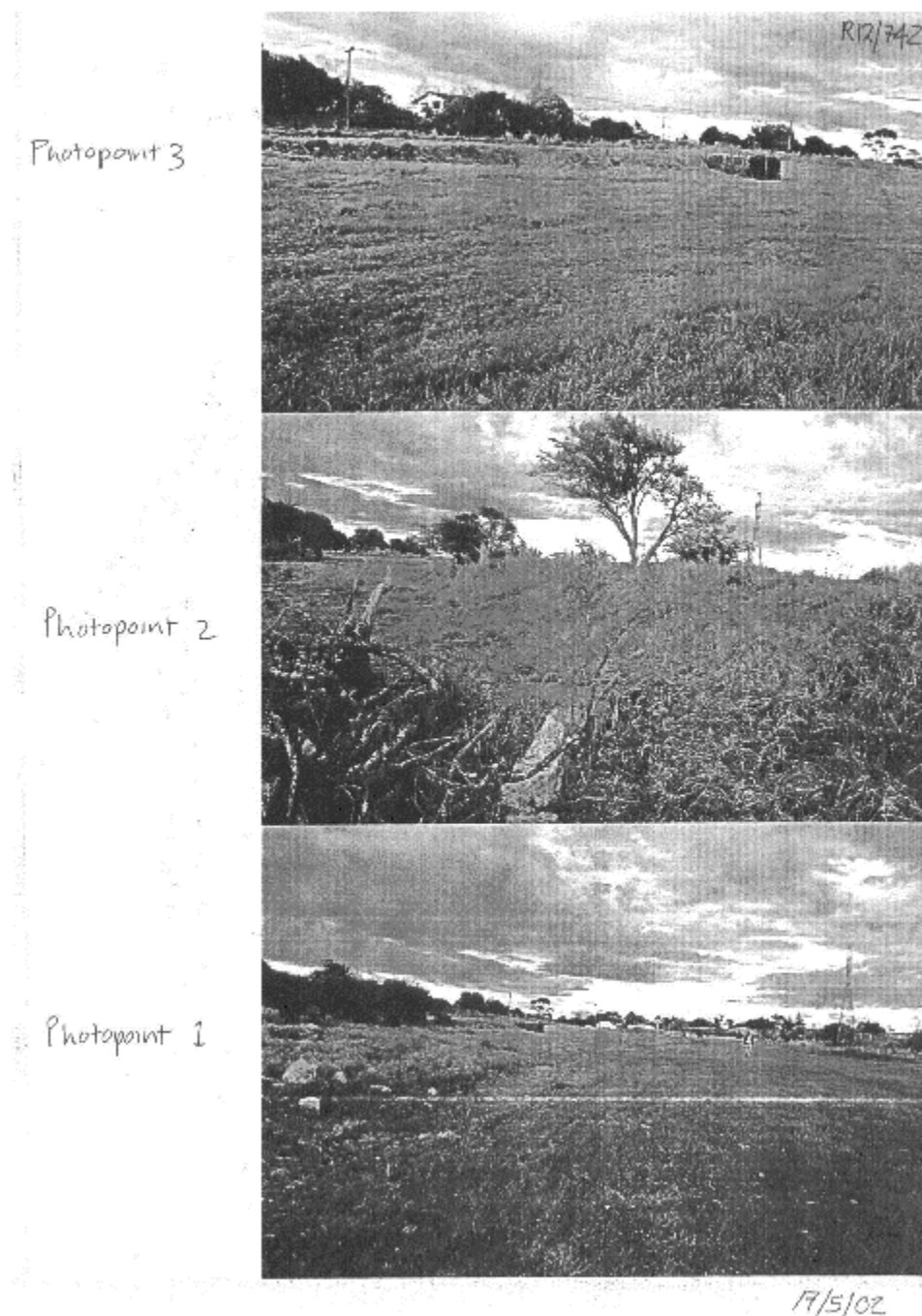
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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: R12/742

Supporting documentation held in ArchSite



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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION



Photopoint 4



Photopoint 5

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION		CHI COMPUTER NUMBER	11388
<b>SITE RECORD FORM (NZMS260)</b>		NZAA METRIC SITE NUMBER.	R12 / 742
NZMS 260 map number	R12	DATE VISITED	1995, 17 May 2002
NZMS 260 map name	Pukekohe	SITE TYPE	RAILYARDS
NZMS 260 map edition	Edition 1 1980	SITE NAME	Drury Railyards

<b>Grid References:</b>	<b>Easting:</b>	2683645	<b>Northing:</b>	6453160
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**1. Aids to relocation of site** *(attach a sketch map):*  
Flanagan's Road, Drury, Papakura

**2 State of Site and possible future damage:**

NZAA Condition Partly damaged, risk of severe damage Has had the Waikato pipeline put through the old rail route and through the two subways, portions of which still exist A gas pipeline has been installed through the northern subway crossing the line of the Waikato pipeline and tracks The majority of the area has been recently re-formed and topsoiled following the pipeline work Stone walling under grass in the vicinity of the loading ramp has reportedly been scavenged as landscaping material The stone stock-loading ramp in still present and in good condition Steel truck stops are still standing

**3. Description of site** *(Supply full details, history, local environment, references, sketches, etc If extra sheets are attached include a summary here)*

Located on west side of Flanagan's Road 600m from the junction with Waihoi Rd, Drury between road and railway line A number of stone walls - loading ramps and a buried subway, the latter not observed but information supplied by local informant Probably dates from the late 19th to early 20th century when Drury served as a cattle, dairy, coal and ceramic supply town Site is adjacent to proposed Waikato River pipeline route and will require and NZHPT authority to be modified

**Additional Notes**

1 Additional information May 2002 by Matt Felgate, Greg Walter, Vanessa Tanner GPS locations were taken on the two subways, the stock loading ramp and associated walling A steel erection at the centre of the site is reported to be a truck stop built in the 1960s to ensure track ballast stone originating at Stevenson's quarry was deposited in the correct location for loading into ballast packing equipment

2 Additional information by Vanessa Tanner 2002 It is difficult to determine the extent of the site as there is very little surface remains Reports describe it as being a larger and more complex than the surface remains would suggest The western side of the site has been destroyed for laying the Waikato pipeline, which has only recently been completed The site is as described by Clough on the previous SRF There is one loading platform 6m x 6m x 2.5m high and made of rough boulders Also visible is the ramp leading up to the platform, this is grassed

<b>4 Owner</b>	Contact Mrs B Hollmes	<b>Tenant/Manager.</b>
<b>Address:</b>	PO Box 193, Drury	<b>Address</b>

**5 Nature of Information** *(hearsay, brief or extended visit, etc.)*

**Aerial Photographs** *(reference numbers, and clarity of site)*

**Photographs** *(reference numbers, and where they are held)* ARC CHI

<b>6. Reported by:</b>	Rod Clough, Matt Felgate	1995 2002	<b>Filekeeper</b>	
<b>Address:</b>			<b>Date:</b>	1995

**7. Keywords:** RAILWAY, HISTORIC, STONE WALLS, DRURY

**8. New Zealand Register of Archaeological Sites** *(for office use)*  
NZHPT Site Field Code.

**Latitude S**

<input type="text" value="BB"/>	Type of site
<input type="text" value="--"/>	Local environment today
<input type="text" value="AE"/>	Land classification

**Longitude E**

<input type="text" value="BC"/>	Present condition and future danger of destruction
<input type="text" value=""/>	Security code
<input type="text" value="MO"/>	Local body

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (METRIC)  Metric map number sheet <i>R12</i> Metric map name <i>PUKEKOHE</i> NZMS 260 map edition		NZAA METRIC SITE NUMBER <i>R12/742</i> DATE VISITED <i>OCT 1995</i> SITE TYPE <i>HISTORIC</i> SITE NAME <i>MAORI</i> OTHER <i>Drury Railyards</i>											
Grid Reference Easting <span style="margin-left: 100px;">8 3 6</span>		Northing <span style="margin-left: 100px;">5 3 2</span>											
1. Aids to relocation of site (attach sketch map)  <i>On west side of Flanagan's Road 600m from the junction with Waihoihoi Rd, Drury. In pasture between road and rail</i>													
2. State of site and possible future damage <i>Adjacent to proposed Waukato Pipeline route and will require an authority of to be modified</i>													
3. Description of site (Supply full details: history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) <i>An number of stone walls - loading ramps and a buried subway, the latter not observed but information supplied by local informant. Probably dates from the late 19th to early 20th century when Drury serves as a cattle, dairy, coal and ceramic supply town.</i>													
4. Owner Current - Contact Mrs B Hollmes (not owner but is related) Address PO Box193 Drury 09 294 8179		Tenant/manager Address											
5. Nature of information (hearsay, brief or extended visit) <i>Part of pipeline survey</i>  <i>Photographs (reference numbers and where held) Report and photographs held by Watercare (Mark Bourne)</i>  <i>Aerial photographs (reference numbers and clarity of site)</i>													
6. Reported by <i>Rod Clough</i> Address <i>209 Carter Road,</i> <i>Oratia, Auckland</i>		Filekeeper Date <div style="text-align: center;">03 DEC 1996</div>											
7. New Zealand Historic Places Trust (for office use)													
<table border="1"> <tr><td></td><td>Type of site</td></tr> <tr><td></td><td>Local environment</td></tr> <tr><td></td><td>Land classification</td></tr> </table>			Type of site		Local environment		Land classification	<table border="1"> <tr><td></td><td>Present condition and future danger of destruction</td></tr> <tr><td><i>MD</i></td><td>Local body <i>Papakura</i></td></tr> </table>			Present condition and future danger of destruction	<i>MD</i>	Local body <i>Papakura</i>
	Type of site												
	Local environment												
	Land classification												
	Present condition and future danger of destruction												
<i>MD</i>	Local body <i>Papakura</i>												

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

**SITE RECORD FORM (NZMS260)**

NZMS 260 map number R12  
NZMS 260 map name Pukekohe  
NZMS 260 map edition Edition 1 1980

CHI COMPUTER NUMBER

11388

NZAA METRIC SITE NUMBER.

R12 /742

DATE VISITED: 1995, 17 May 2002

SITE TYPE: RAILYARDS

SITE NAME: Drury Railyards

Grid References:

Easting:

2683645

Northing:

6453160

**Additional Information Sheet**

**State and Condition**

NZAA Condition Partly damaged, risk of severe damage

Has had the Waikato pipeline put through the old rail route and through the two subways, portions of which still exist. A gas pipeline has been installed through the northern subway crossing the line of the Waikato pipeline and tracks. The majority of the area has been recently re-formed and topsoiled following the pipeline work. Stone walling under grass in the vicinity of the loading ramp has reportedly been scavenged as landscaping material. The stone stock-loading ramp is still present and in good condition. Steel truck stops are still standing.

**Additional Information**

Additional information May 2002 by Matt Felgate, Greg Walter, Vanessa Tanner. GPS locations were taken on the two subways, the stock loading ramp and associated walling. A steel erection at the centre of the site is reported to be a truck stop built in the 1960s to ensure track ballast stone originating at Stevenson's quarry was deposited in the correct location for loading into ballast packing equipment.

Additional information by Vanessa Tanner 2002. It is difficult to determine the extent of the site as there is very little surface remains. Reports describe it as being a larger and more complex than the surface remains would suggest. The western side of the site has been destroyed for laying the Waikato pipeline, which has only recently been completed. The site is as described by Clough on the previous SRF. There is one loading platform 6m x 6m x 2.5m high and made of rough boulders. Also visible is the ramp leading up to the platform, this is grassed.

**ARC Monitoring Network:**

Yes

**Photographs**

ARC CHI

**FILE**

Vanessa Tanner

05 APR 2004

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

**SITE RECORD FORM (NZMS260)**

NZMS 260 map number R12  
NZMS 260 map name Pukekohe  
NZMS 260 map edition Edition 1 1980

CHI COMPUTER NUMBER

11381

NZAA METRIC SITE NUMBER: K12.742

DATE VISITED: 1995, 17 May 2002

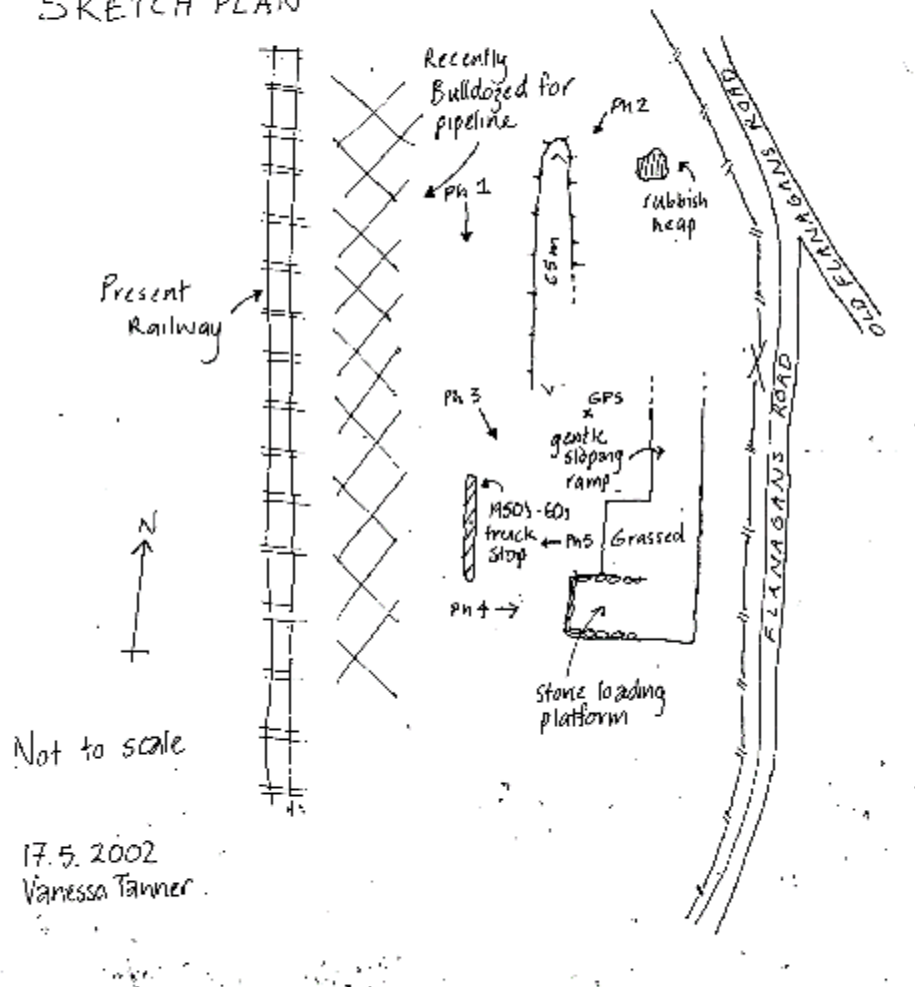
SITE TYPE: RAILYARDS

SITE NAME: Drury Railyards

Grid References: Easting: 2683643 Northing: 6457136

Additional Information Sheet

**SKETCH PLAN**



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

Earth mound and concrete associated with site (at northeastern end)



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

View of stone platform during monitoring of earthworks (looking SE) Simon Bickler



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

View of garage area during monitoring of earthworks (looking SW) Simon Bickler



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

Cut and fill diagram for WaterCare Pumpstation work. From Simon Bickler (2013) NZHPT report


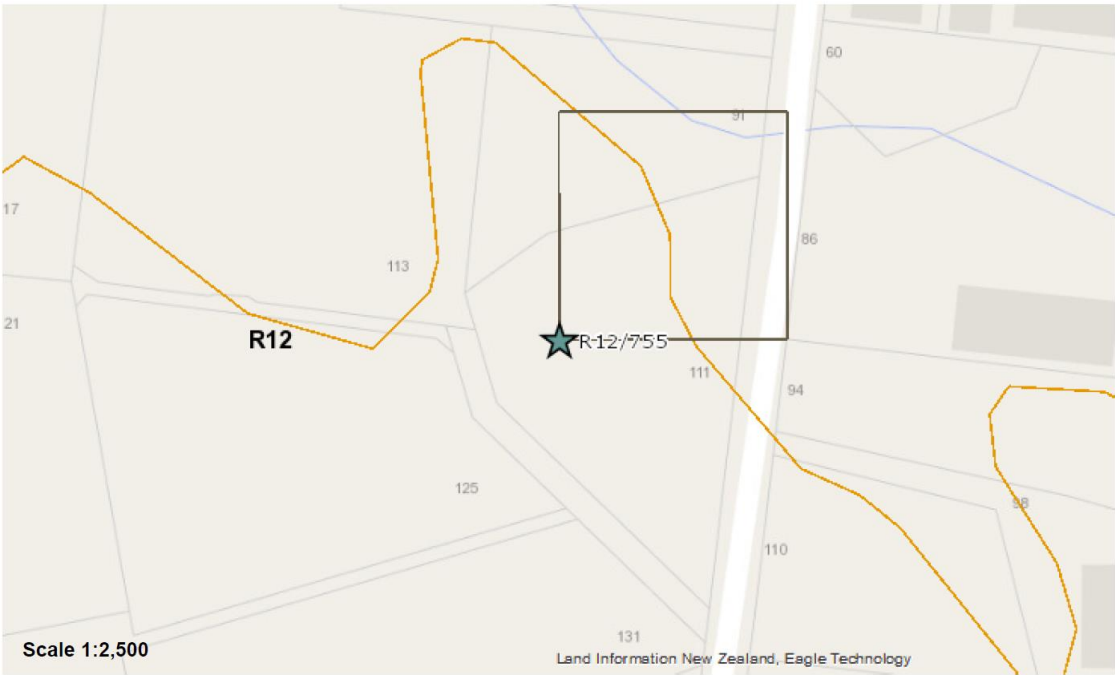


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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/755</p> <p><b>SITE TYPE:</b> Military (non-Maori)</p> <p><b>SITE NAME(s):</b></p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM)</b> Easting: 1773921      Northing: 5891336      Source: CINZAS</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/755</p>	
	
<p><b>Finding aids to the location of the site</b></p>	
<p><b>Brief description</b> MILITARY CAMP/HQ</p>	
<p><b>Recorded features</b></p>	
<p><b>Other sites associated with this site</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

<b>SITE RECORD HISTORY</b>	<b>NZAA SITE NUMBER:</b> R12/755
<p><b>Site description</b></p> <p><b>Condition of the site</b></p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

<b>SITE RECORD INVENTORY</b>	<b>NZAA SITE NUMBER: R12/755</b>
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Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION		CHI COMPUTER NUMBER	14071
<b>SITE RECORD FORM (NZMS260)</b>		NZAA METRIC SITE NUMBER	R12 / 755
NZMS 260 map number	R12	DATE VISITED	Not visited
NZMS 260 map name	Pukekohe	SITE TYPE	MILITARY HEAD QUARTERS/ MILITARY CAMP
NZMS 260 map edition		SITE NAME	General Camerons H Q , 65th Regiment Camp

<b>Grid References</b>	<b>Easting</b>	2684300	<b>Northing</b>	6453000
------------------------	----------------	---------	-----------------	---------

**1 Aids to relocation of site** *(attach a sketch map)*  
111 Fitzgerald Road, Drury, Papakura District

**2 State of Site and possible future damage**  
Unknown

**3 Description of site** *(Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here)*  
According to Auckland Historical Society (1993 12) "This house in Fitzgerald Road, Drury, at that time was owned by the Chamberlain family, was General Cameron's H Q during the road-building period and the early stages of the war. Part was removed in the 1890s to provide material for the Flanagan homestead, which stands on Flanagan Road about 500m to the west [ ] The table-land between the two houses is said by the residents to have been the camp of the 65th Regiment (p 4) [ ] there was a semi-permanent tented camp between Flanagan and Fitzgerald Roads. It has been occupied by the 65th Regiment during the road-building period, and during the war was occupied at various times by other regiments and militia. For a time, another camp, for the 18th Royal Irish, was established to the west."

<b>4 Owner</b>	<b>Tenant/Manager</b>
<b>Address</b>	<b>Address</b>

**5 Nature of Information** *(hearsay, brief or extended visit, etc )* Reported site Not visited  
**Aerial Photographs** *(reference numbers, and clarity of site)*  
**Photographs** *(reference numbers, and where they are held)*

<b>6 Reported by</b>	Vanessa Tanner	21/5/2002	<b>Filekeeper</b>
<b>Address</b>	Auckland Regional Council Private Bag 92012 Auckland		<b>Date</b> <i>4/8/05</i>

**7 Keywords** MILITARY CAMP, MILITARY HEAD QUARTERS, GENERAL CAMERON, LAND WARS, 65TH REGIMENT, GENERAL CAMERON

**8 New Zealand Register of Archaeological Sites** *(for office use)*  
NZHPT Site Field Code

<b>Latitude S</b>	<b>Longitude E</b>
HA	DD
Type of site	Present condition and future danger of destruction
Local environment today	Security code
Land classification	Local body




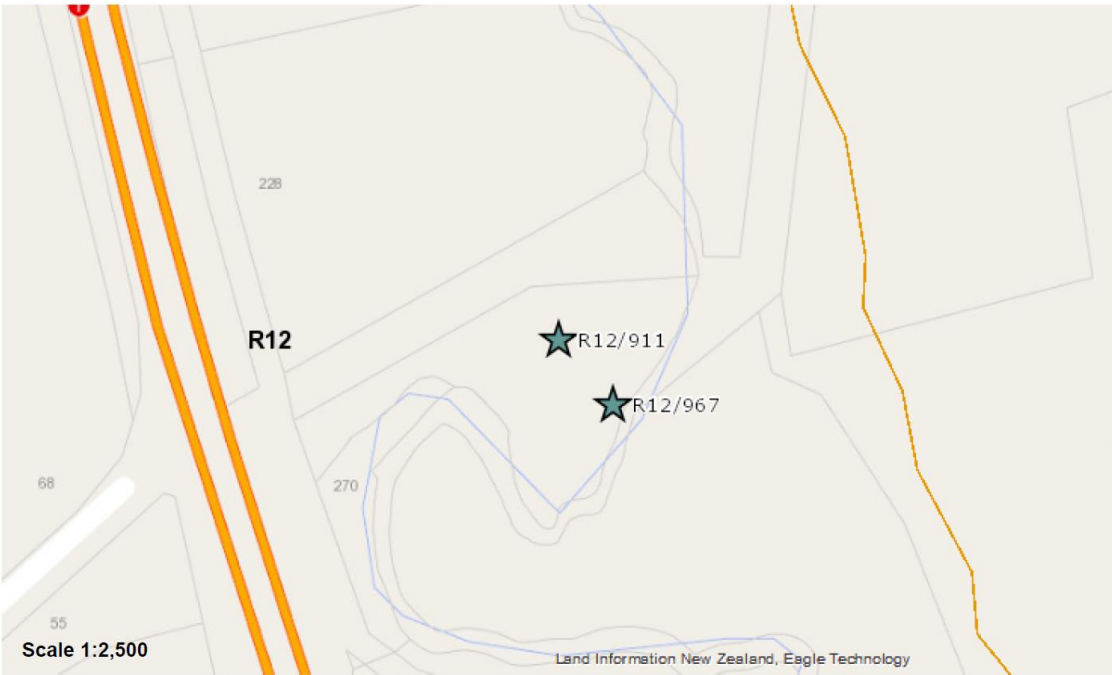
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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/911</p> <p><b>SITE TYPE:</b> Military (non-Maori)</p> <p><b>SITE NAME(s):</b> 65th Paddock 65th Regiment</p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM)</b> Easting: 1773206      Northing: 5890887      Source: Handheld GPS</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/911</p>	
	
<p><b>Finding aids to the location of the site</b> Hingaia Stream; Runciman; Great South Road.</p>	
<p><b>Brief description</b> The possible site of an encampment of the 65th Regiment during the New Zealand Wars.</p>	
<p><b>Recorded features</b> Ditch</p>	
<p><b>Other sites associated with this site</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

<b>SITE RECORD HISTORY</b>	<b>NZAA SITE NUMBER:</b> R12/911
<p><b>Site description</b></p> <p><b>Condition of the site</b></p> <p>Ditches are visible in paddocks. Some of the ditches show signs of recent excavation as drains. There are recent earthworks on the site connected with sewer works. (2002)</p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: R12/911

Supporting documentation held in ArchSite



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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION		CHI COMPUTER NUMBER	14081
<b>SITE RECORD FORM (NZMS260)</b>		NZAA METRIC SITE NUMBER	R12 / 911
NZMS 260 map number	R12	DATE VISITED	May 2002, Jul 2002
NZMS 260 map name	Pukekohe	SITE TYPE	MILITARY CAMP? (REPORTED)/ EUROPEAN DITCH AND BANK (HISTORIC)?
NZMS 260 map edition	Edition 1 1981	SITE NAME	65th Paddock, 65th Regiment trenches
<b>Grid References</b>	<b>Easting</b>	2683584	<b>Northing</b> 6452553

**1 Aids to relocation of site (attach a sketch map)**

Hingaia Stream, Runciman, Great South Road, Papakura District

**2 State of Site and possible future damage**

Ditches visible in Paddocks Hawthorne hedges and rubbish growing in some of the ditches Some ditches show signs of recent excavation as drains -Recent earthworks on the site connected with sewer works

**3 Description of site (Supply full details, history, local environment, references, sketches, etc If extra sheets are attached include a summary here)**

Reported by Ray Clarke, Barbara Howe and Anne Flanagan to have been the site of an encampment of the 65th regiment during the New Zealand Wars A series of ditches were seen and mapped using GPS (see the PDC GIS coverage "Observed") These may be farm drains but some of the reporters were told these were the fortifications of the camp One ditch parallels the Hingaia Stream, in the vicinity of a natural ford, and this ditch seems unlikely to have been a drain and may have served a defensive function in the past Flanagan's Mill, the reported former location of the millstones in record 14080, is reported by Barbara Howe to have been located at this ford (see GIS coverage "observed", feature "other" for the location of the ford ) Howe also reports the ford was reputed to have been a military crossing point during the Waikato campaign

**Additional Notes**

1 Additional information by Nigel Prickett, Kim Tatton and Vanessa Tanner Jul 2002 - it is unlikely that these features are trenches associated with a military camp, but could possibly be a European ditch and bank fence structure or drains for farming

<b>4 Owner</b>	<b>Tenant/Manager</b>
<b>Address</b>	<b>Address</b>

**5 Nature of Information (hearsay, brief or extended visit, etc )**

Reports, visits

**Aerial Photographs (reference numbers, and clarity of site)**

**Photographs (reference numbers, and where they are held)**

ARC Papakura Disks 2 and 3

<b>6 Reported by</b>	Matt Felgate, Nigel Prickett, Kim Tatton, Vanessa Tanner	May 2002	<b>Filekeeper</b>
<b>Address</b>	Anthropology Department, University of Auckland		

**Date**



**7 Keywords** MILITARY CAMP?, EUROPEAN DITCH AND BANK (HISTORIC), FARMING

**8 New Zealand Register of Archaeological Sites (for office use)**  
**NZHPT Site Field Code**

**Latitude S**

HA

Type of site

Local environment today

Land classification

**Longitude E**

D12
M0

Present condition and future danger of destruction

Security code

Local body



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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION		CHI COMPUTER NUMBER	14081
<b>SITE RECORD FORM (NZMS260)</b>		<b>NZAA METRIC SITE NUMBER</b>	<b>R12 / 911</b>
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Hingaia Stream, Runciman, Great South Road, Papakura District

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Ditches visible in Paddocks Hawthorne hedges and rubbish growing in some of the ditches Some ditches show signs of recent excavation as drains -Recent earthworks on the site connected with sewer works

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<b>4 Owner</b>	<b>Tenant/Manager</b>
<b>Address</b>	<b>Address</b>

**5 Nature of Information** (hearsay, brief or extended visit, etc ) Reports, visits  
**Aerial Photographs** (reference numbers, and clarity of site)  
**Photographs** (reference numbers, and where they are held) ARC Papakura Disks 2 and 3

<b>6 Reported by</b>	Matt Felgate, Nigel Prickett, Kim Tatton, Vanessa Tanner	May 2002	<b>Filekeeper</b> <b>Date</b>
<b>Address</b>	Anthropology Department, University of Auckland		

**NZAA Filekeeper**  
**08 MAR 2007**  
**Auckland**

**7 Keywords** MILITARY CAMP?, EUROPEAN DITCH AND BANK (HISTORIC), FARMING

**8 New Zealand Register of Archaeological Sites** (for office use)  
**NZHT Site Field Code**

<b>Latitude S</b>	<b>Longitude E</b>
HA Type of site	D2 Present condition and future danger of destruction
Local environment today	Security code
Land classification	IV0 Local body


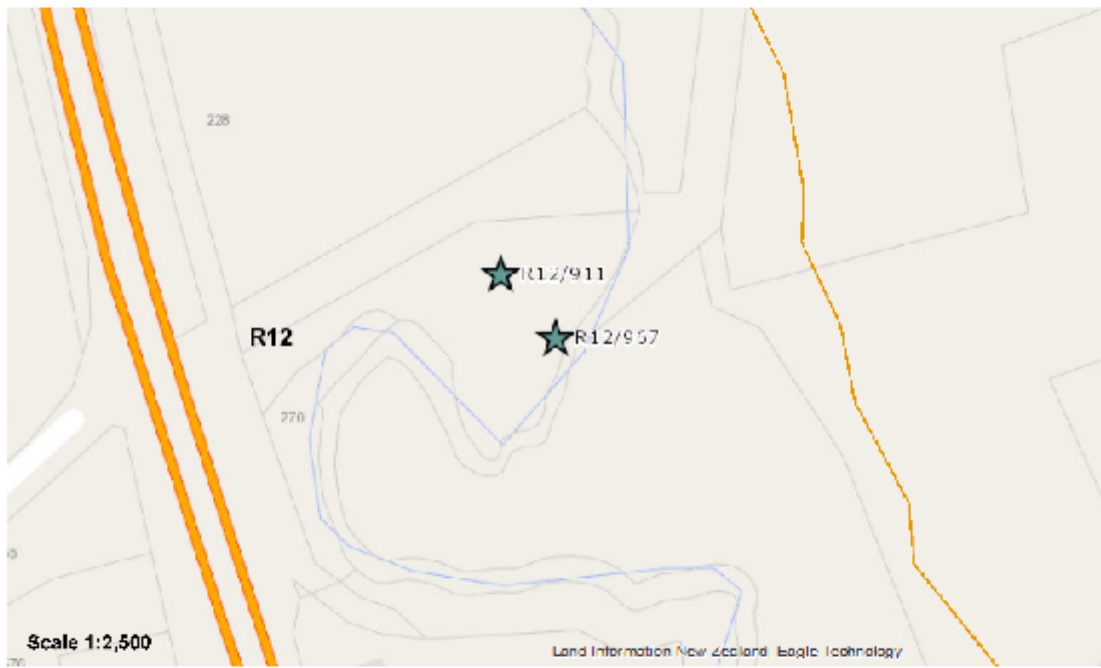


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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/967</p> <p><b>SITE TYPE:</b> Industrial</p> <p><b>SITE NAME(s):</b></p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM) Easting:</b> 1773230      <b>Northing:</b> 5890859      <b>Source:</b> Handheld GPS</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/967</p>	
	
<p><b>Finding aids to the location of the site</b> Tagel Road, Drury.</p>	
<p><b>Brief description</b> Ditches and terrace.</p>	
<p><b>Recorded features</b></p>	
<p><b>Other sites associated with this site</b></p>	

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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

<b>SITE RECORD HISTORY</b>	<b>NZAA SITE NUMBER:</b> R12/967
<p><b>Site description</b></p> <p><b>Condition of the site</b></p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: R12/967

Supporting documentation held in ArchSite

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<b>NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION</b> <b>SITE RECORD FORM (METRIC)</b> Metric map number: Q12, R12 Metric map name: Pukekohe Metric map edition:		NZAA METRIC SITE NUMBER: R12/967 DATE VISITED: Feb 19, May 2, 2008 SITE TYPE: Ditches, terrace (plus ford and dam) SITE NAME: European													
Grid Reference Easting <span style="border: 1px solid black; padding: 2px;">2</span> <span style="border: 1px solid black; padding: 2px;">6</span> <span style="border: 1px solid black; padding: 2px;">8</span> <span style="border: 1px solid black; padding: 2px;">3</span> <span style="border: 1px solid black; padding: 2px;">6</span> <span style="border: 1px solid black; padding: 2px;">0</span> <span style="border: 1px solid black; padding: 2px;">8</span>		Northing <span style="border: 1px solid black; padding: 2px;">6</span> <span style="border: 1px solid black; padding: 2px;">4</span> <span style="border: 1px solid black; padding: 2px;">5</span> <span style="border: 1px solid black; padding: 2px;">2</span> <span style="border: 1px solid black; padding: 2px;">5</span> <span style="border: 1px solid black; padding: 2px;">2</span> <span style="border: 1px solid black; padding: 2px;">5</span> North end of south ditch													
<b>1. Aids to relocation of site (attach a sketch map):</b> Tegel Foods Ltd, Tegal Rd Drury. Site is at northern end of Tegal landholdings, on east side by Hingia Stream. Flanagan Farm opposite side of stream.															
<b>2. State of site and possible future damage:</b> Two ditches on site. Northern ditch has been infilled as part of resource consent process. Southern ditch in pasture and unlikely to suffer damage other than by stock action or natural means.															
<b>3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here):</b> South Ditch: Research indicates that the southern ditch was a mill race associated with Flanagan's Mill which was most likely on the 'stream terrace' (44 x 11 paced metres at widest point) to the northeast of the north end of the race (coords at south end: E2683586 N6452484). To the east of the race is a ford across the stream, reputedly used by the Military during the NZ Wars period (1860s). The 65 <sup>th</sup> Regiment had an encampment to the NE on Flanagan's farm. DP 1050, 1892, indicates that at this ford the dam was constructed relating to the mill.  North ditch: Coords for this ditch at the northern point on the Tegel property are E2683587 N6452600. It was reported to be up to 2m deep. It was infilled under resource consent as part of works to create a new greywater disposal field. The ditch continues north across two further properties and is bounded by a hedge/trees. These properties were not entered. The hedge is marked on the 1874 plan SO 30A. Descendants of early settlers report that the ditch was a military trench relating to the 65 <sup>th</sup> Regiment. The 65 <sup>th</sup> and possibly the 18 <sup>th</sup> Royal Irish Regiment camped on these properties however it is considered that the ditch more likely relates to farming practices – paddock boundary and drainage. At this site a military camp is recorded in the ARC CHI as 14081. This is incorrect. See Harlow report May 2008.															
<b>4. Owner:</b> Tegel Foods Ltd Address: Tegal Rd, Drury		<b>Tenant/Manager:</b> Address: <div style="float: right; border: 1px solid black; padding: 5px; text-align: center;">           NZAA Filekeeper  <b>01 APR 2009</b>            Auckland         </div>													
<b>5. Nature of information (hearsay, brief or extended visit, etc.):</b> Site damage visit with Auckland HPT Photographs (reference numbers): Aerial photographs (reference numbers and clarity of site):															
<b>6. Reported by:</b> Dianne Harlow Address: c/- Architag 548 Manukau Road Auckland		<b>Filekeeper:</b> Date:													
<b>7. New Zealand Historic Places Trust (for office use)</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; height: 20px;"></td><td>Type of site</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Local environment today</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Land classification</td></tr> </table> </td> <td style="width: 50%; vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; height: 20px;"></td><td>Present condition and future danger of destruction</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Local Body</td></tr> </table> </td> </tr> </table>				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; height: 20px;"></td><td>Type of site</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Local environment today</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Land classification</td></tr> </table>		Type of site		Local environment today		Land classification	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 30px; height: 20px;"></td><td>Present condition and future danger of destruction</td></tr> <tr><td style="width: 30px; height: 20px;"></td><td>Local Body</td></tr> </table>		Present condition and future danger of destruction		Local Body
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ARCHITAGE 09.631.5717. Tegel Foods, Drury. Report to HPT on R12/967 30

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>ARCHSITE</b> archaeological site recording scheme</p> <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/1122</p> <p><b>SITE TYPE:</b> Commercial</p> <p><b>SITE NAME(s):</b> Drury tramway/mineral railway</p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM)</b> Easting: 1774443      Northing: 5890687      Source: On Screen</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/1122</p>	
	
<p><b>Finding aids to the location of the site</b></p> <p>Grid ref is nominal location on tramway route, which extended over 5km from ca 1776376 5890145 to 1772694 5892444. See attached sketch</p>	
<p><b>Brief description</b></p>	
<p><b>Recorded features</b></p> <p>Tramway</p>	
<p><b>Other sites associated with this site</b></p>	

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29/01/2019

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R12/1122
<p><b>Site description</b></p> <p>Updated 02/05/2018 (Field visit), submitted by robertbrassey , visited 23/11/2017 by Brassey, Robert Grid reference (E1774443 / N5890687)</p> <p>Horse drawn tramway originally built by Waihoihoi Coal Company to replace 1859- bullock road. Tramway opened 1862, closed ca 1864. Later upgraded to a narrow gauge steam powered mineral railway terminating at Drury station 1904-5 by Drury Coal Company (later Drury Fireclay, Brick and Potteries). Railway upgraded to wider gauge and linked by private siding to main line (1908-). Closed 1921. The route is visible on archival and contemporary aerial photographs, but only small sections are easily discernible on the ground</p> <p>Updated 02/05/2018 (Field visit), submitted by robertbrassey , visited 23/11/2017 by Brassey, Robert Grid reference (E1774443 / N5890687)</p> <p>Horse drawn tramway originally built by Waihoihoi Coal Company to replace 1859- bullock road. Tramway opened 1862, closed ca 1864. Later upgraded to a narrow gauge steam powered mineral railway terminating at Drury station 1904-5 by Drury Coal Company (later Drury Fireclay, Brick and Potteries). Railway upgraded to wider gauge and linked by private siding to main line (1908-). Closed 1921. The route is visible on archival and contemporary aerial photographs, but only small sections are easily discernible on the ground 5. Decline, closure and demolition (-1921).</p> <p><b>Condition of the site</b></p> <p>Updated 02/05/2018 (Field visit), submitted by robertbrassey , visited 23/11/2017 by Brassey, Robert</p> <p>Only small sections of the embankment are easily discernible on the ground (e.g. at 111 Drury Hills Road). There were many bridges on the original route and the remains of some of these may be present in waterlogged areas</p> <p>Updated 02/05/2018 (Field visit), submitted by robertbrassey , visited 23/11/2017 by Brassey, Robert</p> <p>Only small sections of the embankment are easily discernible on the ground (e.g. at 111 Drury Hills Road). There were many bridges on the original route and the remains of some of these may be present in waterlogged areas</p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R12/1122
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Supporting documentation held in ArchSite

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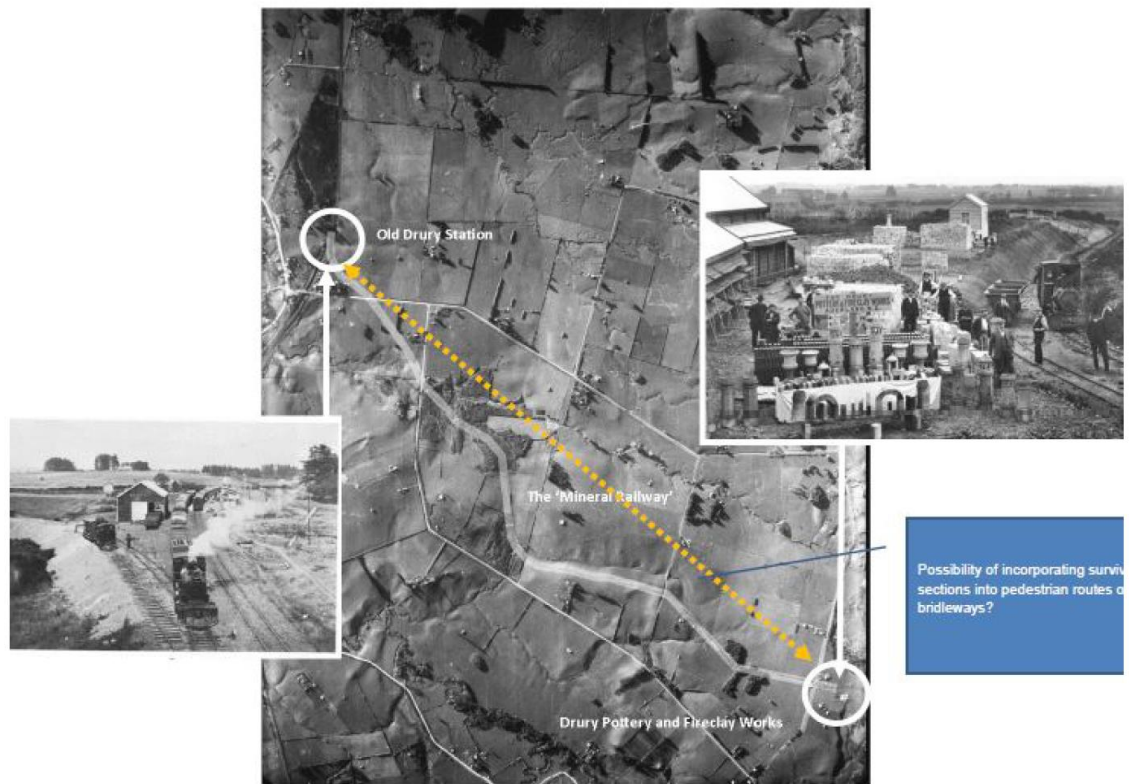
29/01/2019

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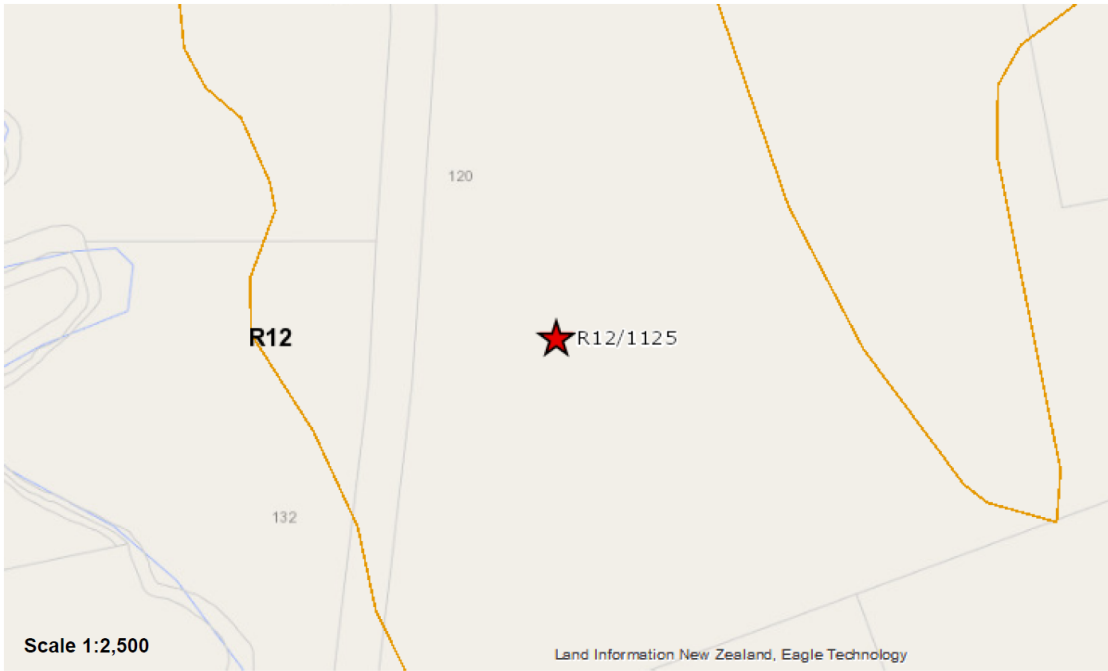


# NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Sketch plan of tramway route. Source: Plan.Heritage 2017. Historic Heritage Topic Report: Drury Structure Plan. Report to Auckland Council, August 2017.



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p><b>ARCHSITE</b> archaeological site recording scheme</p> <p><b>Site Record Form</b></p>	<p><b>NZAA SITE NUMBER:</b> R12/1125</p> <p><b>SITE TYPE:</b> Historic - domestic</p> <p><b>SITE NAME(s):</b> Flanagan Homestead</p> <p><b>DATE RECORDED:</b></p>
<p><b>SITE COORDINATES (NZTM)</b> Easting: 1773392      Northing: 5891137      Source: Handheld GPS</p>	
<p><b>IMPERIAL SITE NUMBER:</b>      <b>METRIC SITE NUMBER:</b> R12/1125</p>	
	
<p><b>Finding aids to the location of the site</b> The Homestead is located at 120 Flanagan Road, Drury on Lot 1 DP 165262</p>	
<p><b>Brief description</b></p>	
<p><b>Recorded features</b> Building - homestead</p>	
<p><b>Other sites associated with this site</b></p>	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R12/1125
<p><b>Site description</b></p> <p>Updated 01/02/2019 (Field visit), submitted by ellencameron , visited 17/01/2019 by Cameron Ellen Grid reference (E1773392 / N5891137)</p> <p>The following description is taken from Matthews and Matthews Architects Ltd Historic heritage Assessment of Flanagan Homestead, 120 Flanagan Road, Drury, Auckland (January 2018)</p> <p>The Flanagan Homestead was built around the 1880s with additions to the south in the 1970s. The roof form, as originally constructed, is a central gutter type with a hip across the front and projecting gabled bay. This is still evident within the roof space. The gable has plain barge boards with shaped ends and tongue and groove boards to the apex and a timber finial. A faceted bay window projects from this gabled end. The return verandah wraps around the north and east elevations. The roof is clad in corrugated iron and has boxed eaves. Two chimneys previously located along the east and west ridges have been removed. The central valley has been roofed over.</p> <p>A concave verandah wraps around the north and west sides, supported on square columns with chamfered corners on square bases. There is no balustrade. Another verandah has been added to the west elevation over a tiled deck.</p> <p>The house is clad in rusticated weatherboards with boxed corners to the north and west elevations and appears to have earlier, (weathered) ship-lapped weatherboards on the east side. The east wall retains three 6-over-6 light double hung sash windows, which are an earlier type than the double hung windows on the north and west elevation. These have profiled timber facings.</p> <p>19</p> <p>The window in the front room on the north elevation is a 2-over-2 light double hung sash with side lights. Aluminium joinery has replaced the original timber sashes in the bay window. An aluminium window has also been used in the upper part of the gable providing light to the attic space. The original north front door remains, with panelled base and glazed side lights and top lights, now with leadlight glazing.</p> <p>The west elevation has a double-hung sash window along with more recent French doors with side and top lights in aluminium.</p> <p>Additions and alterations have been made to the south end of the house with consent drawings dating from 1977 and 1986. The floor plan retains the central hall and three rooms to the east side, all with timber board and batten ceilings and timber floors (some carpeted). The hall has a timber panelled dado, timber archway and four-panelled doors. The rooms on the west side of the hall have been joined into one large room and opened to the hall. Plasterboard ceilings have been installed in these spaces. The kauri timber floor remains, infilled with timber to match where the removed chimney was located.</p> <p>The projecting diagonally orientated entrance on the west side was constructed as part of the 1980s alterations.</p> <p><b>Condition of the site</b></p> <p>Updated 01/02/2019 (Field visit), submitted by ellencameron , visited 17/01/2019 by Cameron Ellen</p> <p>The house is located close to ground level with no access beneath the house. It remains in use as a residence and generally appears to be in good condition. Some rust is evident to parts of the corrugated iron roof.</p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

<b>SITE RECORD INVENTORY</b>	<b>NZAA SITE NUMBER:</b> R12/1125
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Supporting documentation held in ArchSite

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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

Photograph taken by Ellen Cameron on 17 January 2019 - View of the Flanagan Homestead and front garden (looking south)



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

Photograph by Ellen Cameron taken on January 17 2019 Example of a low garden stone wall in the front garden of the Flanagan Homestead



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**NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION**

Views of the Flanagan Homestead taken from the Assessment Report (Matthews and Matthews Architects Ltd. January 2019)



North elevation



East side



West side



View to south end.