

DRURY ACCESS RAMP PROJECT

Appendix N – Archaeological Assessment

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Abbreviations

Abbreviation	Term
AEE	Assessment of Environmental Effects
AUP	Auckland Unitary Plan (Operative in Part 2016)
CIA	Cultural Impact Assessment
CHI	Cultural Heritage Inventory (Auckland Council)
CVA	Cultural Values Assessment
HNZPT	Heritage New Zealand Pouhere Taonga
LVA	Landscape and Visual Assessment
NES Contaminated Soil	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
NES Freshwater	National Environmental Standards for Freshwater 2020
NIMT	North Island Main Trunk
NOR	Notice of Requirement
NZAA	New Zealand Archaeological Association
P2B	SH1 Upgrades Project between Papakura to Bombay
RMA	Resource Management Act 1991
RIA	Relevant Iwi Authorities
SH1	State Highway 1 Motorway, the Southern Motorway
SH22	State Highway 22, Great South Road
SRS	Site recording scheme (New Zealand Archaeological Association)
the Project	Proposed Access Ramp at Drury Interchange
Waka Kotahi	Waka Kotahi NZ Transport Agency

EXECUTIVE SUMMARY

This report comprises an Archaeological and Historic Heritage Assessment to support the Proposed Access Ramp at Drury Interchange (the Project).

This archaeological and Historic Heritage Assessment has been undertaken in accordance with the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) and the Resource Management Act 1991. The proposed works areas were the subject of both desktop study and field survey to determine if there are any known archaeological or historic heritage constraints on the Project. This utilised a combination of archival research, grey literature, and databases for the desktop portion of the research; and systematic survey of the proposed works areas to determine if anything is visible on the ground which could indicate any constraints.

This report does not address Māori heritage values, which will be covered by the relevant cultural values assessments.

The only recorded archaeological or heritage site recorded within the extent of works which may be affected is the Drury Railyards, recorded as site R12/742 in the NZAA SRS and as Item 11338 in the Auckland Council Cultural Heritage Inventory (CHI). This site has been determined to not meet the criteria of an archaeological site as defined in section 43(1)(b) of the HNZPTA. It also does not meet the requirements for scheduling under the Auckland Unitary Plan (AUP). This site does however provide the opportunity to update the CHI with any information gained during works.

Although no evidence of pre-European Māori archaeology was identified during the assessment of this project, there is reasonable cause to suspect that there may be some in situ sub-surface evidence of Māori land use, especially in the vicinity of the Hingaia Stream.

This report outlines the measures required to mitigate the effects outlined above, which include the following:

- A Historic Heritage Management Plan (HHMP) should be prepared and implemented during construction of the Project, to guide works during construction including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- The HHMP should address the opportunity to update the CHI with information sourced through the period of construction works;
- Any earthworks within 50 m of the identified extents of archaeological sites or waterways (Figure 5-1) should be monitored by an archaeologist, at least 4 weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required;
- An authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage New Zealand under Section 44 of the HNZPT Act. The Authority should be obtained in advance of any earthworks commencing to minimise delays should archaeological remains be exposed once works are under way; and
- Where effects on known (or unknown) archaeological sites cannot be avoided, undertaking archaeological investigation and recording utilising standard archaeological practice of any affected archaeological sites should be undertaken in accordance with the Authority.

With the adoption of the above measures, the potential effects on archaeology and historic heritage of the Project are considered to be less than minor.

1 INTRODUCTION

1.1 Project Background Drury Interchange

This Report supports the application lodged by Waka Kotahi NZ Transport Agency (Waka Kotahi) for the construction of a new southbound access ramp at Drury Interchange (The Project).

The Project is considered in the context of the Papakura to Bombay Project (P2B). P2B is a Waka Kotahi project set to improve the safety and functionality of State Highway 1 (SH1) and provide for long term growth in the south of Auckland. Waka Kotahi has structured P2B in to five stages. The most pertinent of these is Stage 1B1, which pertains to the approved upgrades of Drury Interchange. Stage 1B1 was approved under the COVID-19 Recovery (Fast Track Consenting) Act 2020 (“FTA”).

In addition, the proposed site for the Project interfaces the following consented and future developments in the area:

- Future development areas in Drury which are detailed in section 2.1 below;
- Realigned SH1 corridor and SH22 / Great South Road as consented in Stage 1B1 of the Papakura to Drury (“P2D”) project by Waka Kotahi;
- Future proofing works along North Island Main Trunk (NIMT) rail corridor by KiwiRail as part of Papakura to Pukekōhe (P2P) rail electrification works; and

1.2 Project Description Drury Centre Access Ramp

The proposal is for the construction of a new southbound access ramp from SH1 to provide direct connection to future development areas in Drury Town Centre. The approximate location of the proposed off-ramp in relation to the surrounding existing and planned environment is referred to in the AEE and shown in Figure 1-1 below.

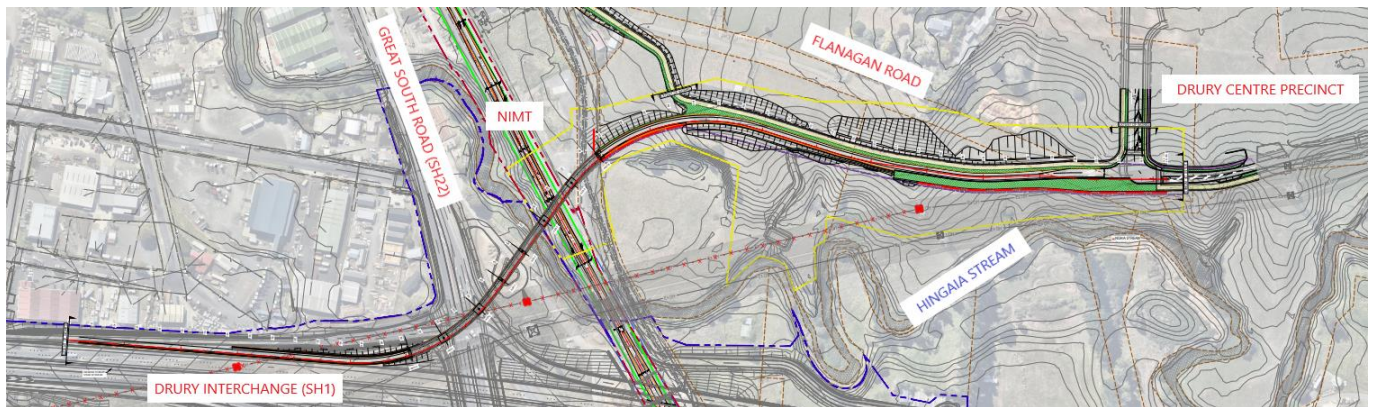


Figure 1-1 Indicative location plan of the Drury Access Ramp Project

In relation to archaeological and historic heritage and any potential for effect, the following works are proposed for the Project:

- Construction of a 245m long seven span structure bridge from southbound lane of SH1 to an area off Flanagan Road;
- Foundation piling works for bridge support; and
- Establishment of a left-hand shoulder lane on the bridge with a minimum width of 2m and right -hand shoulder 1m in width.

Further details of the proposed off-ramp are shown on the plans attached as **Appendix B**.

1.3 Purpose of this Report

This report on actual and potential effects on archaeology and historic heritage forms part of a suite of technical reports prepared for the Project. Its purpose is to inform the AEE for:

- NoR for alteration to the existing Designation 6706 for which Waka Kotahi is the Requiring Authority under section 181 of the RMA; and
- Resource consent application for national environmental standard matters under NES-CS and NES-F; and
- Resource consent application for regional matters under the AUP.

The report will:

- Describe the existing archaeological landscape and historic heritage environment and identify the relevant archaeological sites or locations of historic heritage in that environment within the Project area.
- Assess the effects on the identified areas or structures affected by the proposed works.
- Recommend mitigation and management measures to address potential adverse effects.

In assessing the effects related to archaeology and historic heritage, the main elements associated with the proposed works that are assessed in this report are:

- During the construction phase, the effects of:
 - Ground disturbance associated with the construction of the bridge and topsoil stripping and cut and fill activities associated with construction.

1.4 Māori Cultural Values

This is an assessment of effects on archaeological and historic heritage values and does not include an assessment of effects on Māori cultural values. Such assessments should only be made by Mana Whenua. Māori cultural concerns may encompass a wider range of values than those associated with archaeological sites. The historical association of the general area with Tangata Whenua is evident from the recorded sites, traditional histories and known Māori place names.

Engagement for the Project design and consenting phase in relation to archaeology with Mana Whenua has occurred through the relevant Mana Whenua forums.

2 METHODOLOGY

2.1 Statutory Context

Archaeology and historic heritage requires consideration under the following legislation in respect of the Project works:

2.1.1 Heritage New Zealand Pouhere Taonga Act 2014

All archaeological sites, whether recorded or not, are protected by the provisions of the HNZPTA and may not be destroyed, damaged or modified without an authority issued by Heritage New Zealand Pouhere Taonga (Heritage NZ).

An archaeological site is defined in the HNZPTA as:

- Any place in New Zealand, including any building or structure (or part of a building or structure), that—
 - 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;
 - Provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and
- Includes a site for which a declaration is made under section 43(1) of the HNZPTA.

2.1.2 Resource Management Act 1991

Historic heritage is defined under the Resource Management Act 1991 (RMA) as:

- Those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from archaeological, architectural, cultural, historic, scientific, or technological qualities;
- Historic heritage includes:
 - Historic sites, structures, places, and areas;
 - Archaeological sites;
 - Sites of significance to Māori, including wāhi tapu; and
 - Surroundings associated with the natural and physical resources.

These categories are not mutually exclusive, and some archaeological sites may also include above ground structures or also be places that are of significance to Māori.

Under the RMA, the protection of historic heritage from inappropriate subdivision, use, and development is identified as a Part 2 matter of national importance (section 6(f)). There is also a general duty under section 17 of the RMA to avoid, remedy or mitigate any adverse effects on the environment arising from an activity, which includes effects on historic heritage.

Where resource consent is required or a notice of requirement is prepared for any activity impacting historic heritage, the assessment of effects is required to address cultural and historic heritage matters.

2.2 Research and Fieldwork Methodology

The following digital resources were consulted:

- Archaeological site records were accessed from the New Zealand Archaeological Association (NZAA) Site Recording Scheme (SRS) through ArchSite (<http://archsite.org.nz>).
- The Heritage New Zealand Pouhere Taonga (HNZPT) digital library was searched for relevant reports on previous archaeological investigations (<https://dl.heritage.org.nz/greenstone3/library/collection/pdf-reports/>).
- Modern aerial images and land parcel information were accessed from Land Information New Zealand (LINZ) data service (<https://data.linz.govt.nz/data>).
- Historic aerial imagery was accessed from Retrolens (<https://retrolens.nz/>).
- Historic maps and plans held by LINZ were accessed using QuickMap.
- Digital NZ was searched for records of old maps and plans.
- The National Library/Alexander Turnbull Library was searched for historic photographs of the site (<https://natlib.govt.nz/>).
- Soil types were determined using the New Zealand Land Resource Inventory (NZLRI) soils portal (<https://lris.scinfo.org.nz/layer/48066-nzlri-soil/>).
- SmartMaps was used to access Manaaki Whenua Landcare Research soil data (<https://smap.landcareresearch.co.nz/maps-and-tools/app/>).
- Manaaki Whenua was also searched for historic and pre-human environmental information (https://ourenvironment.scinfo.org.nz/maps-and-tools/app/Wetlands/wetlands_historic).
- Design drawing (523844-W00001-DRG-MC-0001) issued by Aurecon on 25 July 2022.

Map data was incorporated into the project GIS. Site survey was undertaken by Leela Moses of CFG Heritage Ltd on 02 March 2023, using visual inspection, probing with 1.1 m gum spear, and spade width test pits to examine subsoils.

2.3 Limitations and accuracy of data

Archaeological sites have been recorded since the 1950s and the quality of site information is variable. Sites were initially recorded on 100 yd grid references, which were converted to 100 m grid references as the map data became metricated in the 1980s. This has led to sites potentially only having a 200 m accuracy.

Since the mid-1990s, sites recorded by hand-held GPS are generally located to ± 5 m. To ensure all archaeological sites that could be impacted by works are assessed, a 200 m buffer was placed around the Project area and all sites contained within that buffer were subject to categorical desktop assessment to see if they were likely to be impacted by the proposed extent of works. Any sites within 200 m of the Project which could not be ruled out by this method will be considered as within the Project corridor until able to be proven otherwise.

This Report only assesses tangible archaeological and heritage values within the proposed extent of works. The Report does not address Te Ao Māori or intangible values associated with the cultural landscape. It is acknowledged that only Mana Whenua can comment on these values.

3 EXISTING AND PAST ENVIRONMENT

The following is an overview of the existing *archaeological landscape and historic heritage* in the Project area. A detailed overview of the existing environment can be found in Section 1 of **Appendix A**.

3.1 Planning Environment

3.1.1 Designations

The primary designation which covers the majority of the Project corridor is Designation 6706, which is described in **Table 2-3-1** below. The corresponding planning environment maps are contained in **Appendix J**.

Table 2-3-1: The Designation in the Project area

Reference No.	Requiring Authority	Designation and Purpose	Location	Conditions
Designation 6706	Waka Kotahi	Motorway purposes between Auckland and Hamilton	SH1, north of Takanini interchange to the south of Quarry Road, Drury	Designation Conditions Set 6706

There are a number of designations that overlap the Project corridor, which are described in **Table 2-3-2** below. The corresponding existing environment maps are contained in **Appendix J**.

Table 2-3-2: Overlapping designations in the Project area

Reference No.	Requiring Authority	Designation and Purpose	Location
Designation 6302	KiwiRail	NIMT Railway Line	South of the Drury Interchange.
Designation 6566	Watercare Services Ltd	Water supply purposes – pump station and associated structures	Flanagan Road and NIMT

3.2 Background

3.2.1.1 Environmental Context

Drury is located within the Manukau Lowlands, an area of relatively flat land situated in the south-eastern corner of the Manukau Harbour. The Project area is within the Hingaia Catchment, which feeds into the Hingaia Stream and empties into the Manukau Harbour.

The Manukau Harbour is New Zealand's second largest harbour, with an area of about 365 km² and a shore length of approximately 460 km. It was formed by the development a Quaternary dune barrier (Awhitu Peninsula) that enclosed a large bay between Port Waikato and the Waitakere Ranges (Kelly 2008:3). The Manukau Harbour has been instrumental in both pre-European Māori and historic settlement within the Project area.

The geology of the general area is dominated by late Pliocene and early Pleistocene non-marine sediments belonging to the Puketoka formation of the Tauranga group (Edbrooke 2001:47). The soils in the area are generally well-draining, to poor clays. This provides opportunities for horticulture at higher elevations where drainage is better, and the exploitation of wetlands where drainage is poor.

3.2.1.2 Māori Settlement

The foothills of the Hunua Ranges were used for extensive cultivation areas and settlement, including the settlement at Ōpaheke, where modern day Drury is located. Ōpaheke has long been regarded by Mana Whenua as having a strategic position for Tāmaki Makaurau (Te Roopu o Kaitiaki o Papakura 2010). The confluence of waterways enabled people to visit, trade, and often aided people to access areas of land faster than by foot. Several complex inter-tribal relationships developed around the Manukau Harbour shoreline. Māori occupation in the area is under-recorded archaeologically and it is possible many of the Māori settlement sites associated with land use have been damaged and obscured since the 1850s, especially within confiscated lands following the Waikato Wars.

Although there is an under representation of recorded Māori archaeological sites in the area, this can also be attributed in some way to the landscape. That is, the poorly drained areas of the lowlands would not have been attractive for settlement but would have been exploited for their birds and other wetland resources (Te Roopu Kaitiaki o Papakura 2010:7; Tatton 2001:45). This would not have left much of an archaeological footprint but would have played a vital role in Māori settlement and resource exploitation.

As well as the importance of these resources, the area was significant to Māori as a link between the Auckland Isthmus, the Waikato, and the Hauraki Gulf. A significant pā at Maketu overlooked the Ararimu Track, the inland route to the Waikato (Clarke 1983) and the Hauraki Gulf was accessed via an overland route through to present day Clevedon and the Wairoa River (Tatton 2001).

3.2.1.3 European Settlement

Missionaries had been travelling and staying with local Māori at Ōpaheke since 1834, and the strategic location of the confluence of waterways was not lost on the Government.

The Government made the initial purchase in 1842 of the first of two Papakura blocks (the second taking place in 1847), followed by a claim made by Adam Chisholm for at least two Papakura blocks during the suspension of pre-emption in 1843-1844. This area was initially referred to as Chisholm's Bush. However, the claim was disallowed by the Government in 1848, when the Government took possession of this land (Brown and Brown 2017).

The first Government sales just north of what was then called Slippery Creek (now Drury) took place in 1852 (*New Zealander* 1 September 1852:4). In June 1854, the 35,000-acre Hunua Block was sold by the Government, and in August 1855 sections in the village of Drury were offered for sale (Brown and Brown 2017).

Prior to the sale of the Hunua Block, Thomas Runciman made an application for the recently abandoned Tuhimata Run (Morris 1965) in 1852. Thomas and Isabella Runciman had four children and lived in a two-story house with a cattle station on the land between the Hingaia and the Ngaakooroa Streams where present-day Drury is located. Old newspaper records show they were living here by 1852 (Simms 1999; *New Zealander* 22 May 1852:2). A. Kennedy travelled through New Zealand in 1852, and in his note book he records "... Mr Runciman has a cattle station... the site of his cottage is good, having on his left a tidal creek connected to the Manukau, on his right a considerable stream of freshwater..." (cited in Morris 1965: 78). The location of the Runciman homestead is recorded on the SRS as R12/1131 and is located between Bremner Road and the sports fields next to the Ngaakooroa Stream (Figure 3-2).

3.2.1.4 Land Wars

Māori remained alienated from their land following the often-fraudulent land purchases of the 1840s, and unease had been building from the 1850s. By 1856, the concept of a Māori king was being openly discussed. However, the Crown saw the Kīngitanga movement as a direct attack on British sovereignty and by the late 1850s the seeds of the land war had already taken root. The Kīngitanga movement opposed the sale of Māori land and although some were receptive to leasing, the Crown saw this as a further obstruction to development and immigration. In the 1860s the Taranaki Wars had caused European settlers of the Papakura and Drury unease, some of whom were concerned that nearby Māori could "be so infatuated as to attempt to create disturbance within this Province." (*New Zealander* 1 December 1860:6).

Construction of Great South Road began in December 1861 under the orders of Governor Grey who was preparing for war with Māori (O'Malley 2019:259). The road was constructed by British Army troops and provided access to North Waikato from Auckland. By March 1863 the road construction was complete, and Grey had by then obtained additional British troops and armour-plated steamers (O'Malley 2019:103).

Tensions between Māori and Europeans in the Auckland and Waikato districts gradually increased and in July 1863 Governor Grey issued an ultimatum to the Waikato tribes around Auckland to immediately swear an oath of allegiance to the Queen and to put down their arms. Those who did not comply were told to remove themselves to the Waikato, beyond the Mangatāwhiri, effectively declaring themselves as rebels against the Government (O'Malley 2019).

Drury was an important gateway between the Waikato and Auckland for both Māori and Pākehā and was established as a military garrison by the Crown. The access to the Manukau Harbour through the Pahurehure Inlet and its location on the Great South Road meant the town served as a supply base and staging post for the Waikato Wars. The water access at Drury made it easy to get supplies from Onehunga, as these did not need to travel down the Great South Road, which was often congested and boggy in sections, especially near Papakura.

Captain Mairis of the Royal Engineers recommended the construction of two stockades (redoubts) in the area (*New Zealander* 1 December 1860: 6). Records cited by Brown and Brown (2017:23) explain “one of which was built alongside Great South Road in Drury, on land owned by A B Abraham (present day site 217-219 Great South Road, opposite the Jolly Farmer Inn)”. A newspaper article from 1865 explains that: “on the bend of the road, about midway between the Farmers and Raven’s, stands an old redoubt... going to fast decay...” (*New Zealander* 8 August 1865:3). This most likely refers to site R12/123. Drury also hosted a headquarters for General Cameron’s 65th Regiment Camp (R12/755), which was located on the western side of the Hingaia Stream. These redoubts and the 65th regiment camp are shown in Figure 3-1.

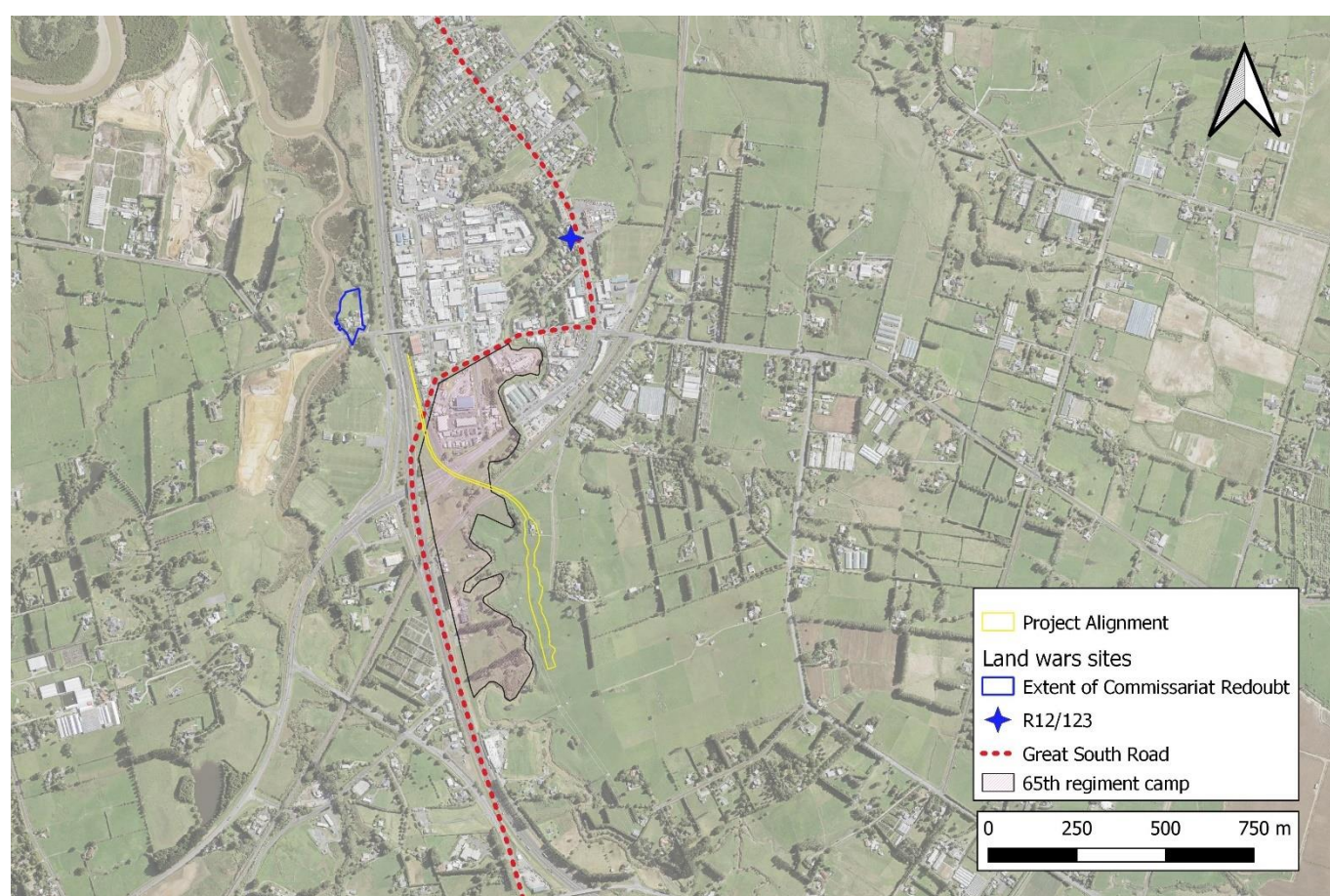


Figure 3-1 Land wars sites in context with proposed works.

The other redoubt, now known as the “Commissariat Redoubt” (R12/756) lies north of the Bremner Road across the road from Runciman’s Homestead. The redoubt was established to act as a base for supplies of food and equipment

for the British campaign in the 1860s land wars. A wharf was located in this position, which may have been Runciman's original wharf. No evidence of this wharf remains.

3.2.1.5 Post War Settlement

To increase security, consolidate territorial gains, and display government presence, in 1864 the New Zealand Government encouraged South African and British citizens to move to New Zealand by offering free 5 to 40-acre blocks. These immigrants were to occupy land that had been confiscated following the land wars. The scheme did not take off, after the promised financial incentives were not provided (Morris 1965). Around Drury and Runciman many of the proposed subdivisions seen on early plans were to accommodate for those arrivals, most of which did not eventuate.

Old newspaper records from 1865 provide information on some sites and note the size of Drury. One article explains that the population was between 400 and 500 people, at which stage it had two hotels. One of the two hotels was Farmers Hotel, which is sometimes known as Young's Hotel. The other is the Great South Road Hotel, better known as Raven's Hotel (*New Zealander* 8 August 1865:3). Importantly, the article also describes three stores – the Middlemass store, the Rhodes store, and the Simpson "new" store. Only the Middlemass store is on the SRS, added during a recent assessment of Drury (Trilford 2020), yet Morris (1965) notes that the Rhodes store was opened to service supplies for the military during the land wars, so was likely built before 1862. The absence of the other likely stores such as butcheries further supports the likelihood of potential unrecorded historic heritage sites in the area.

3.3 Archaeological Background

The Project footprint is in an under-recorded archaeological landscape. Many sites were recorded as part of ad-hoc surveys for development, while some were more recently recorded by Auckland Council heritage staff during a coastal survey (2010), but there has been little large-scale systematic landscape survey. Several sites related to the land wars were added more than 15 years ago and have never been updated or investigated properly, with some never actually being visited by an archaeologist. The pre-contact Māori archaeological footprint in the area, especially around Drury, is barely recorded, with only Ōpaheke (R12/1132) recorded in the vicinity.

Recent growth in the area has led to the development of the Drury-Ōpaheke Structure Plan. This was developed to guide growth for the next 30 years and commissioned the first large scale desktop study of the area (Brown and Brown 2017). This desktop study discussed general themes and the history of the area, and likely places of settlement. Although the study was extensive and sets a good foundation for future research, it was hampered by the lack of previous systematic survey in the area.

Since the structure plan was developed, several large-scale archaeological projects have been undertaken in and around Drury, which have aided in a better understanding of the archaeological landscape. These include the Auranga Development on the western side of the Ngaakooroa Stream and its associated watermain (Cruickshank 2015a 2015b), PC48, 49 and 50 (Cameron and Clough 2019a; Cameron and Clough 2019b; Baquié et al. 2019), the Drury Local AEE (Trilford, 2020) and the Drury Central Train Station (Cruickshank 2021a), and Papakura to Pukekura Stage 1B1 motorway upgrades (Cruickshank 2021b).

The southern portion of the proposed works area (south and east of the Hingaia Stream) was subject to archaeological research and survey as part of the PC48 zoning change for Kiwi Properties (Cameron and Clough 2019). No archaeological or historic heritage sites were identified within the proposed works area, but it should be noted that a post-1930s house was identified at 116 Flannagan Road. This was deemed to not be of historical significance and was not assessed as part of that report (Cameron and Clough 2019).

3.4 Results

3.4.1 Desktop assessment

There are nine archaeological sites and three CHI items recorded within 200 m of Drury Access Ramp Project (Figure 3-2). Of these 12 archaeological or heritage sites, 11 were determined to not be affected by the works and were

discounted from further research or discussion (Table 3). The only site which has the potential of being affected by works in the Drury Railyards (R12/742, CHI item 11388), and was singled out for further research.



Figure 3-2: Map of the project area showing archaeological sites and CHI items within 200m

Table 3-3: List of archaeological and historic heritage sites identified within 200m of the proposed works area

NAME	NZAA ID	CHI	Potential	Reason	Response
Flanagan Homestead	R12/1125	22183	Nil	Outside scope of works	No further mitigation of site required
Runciman homestead site	R12/1131	22177	Nil	Outside scope of works	No further mitigation of site required
	R12/1151	23172	Nil	Outside scope of works	No further mitigation of site required
Flanagan's mill site	R12/1172	23173	Nil	Outside scope of works	No further mitigation of site required
	R12/1173	23174	Nil	Outside scope of works	No further mitigation of site required
Drury Railyards	R12/742	11388	Low	Possible that NIMT related features within scope of works	Further research required
Commissariat Redoubt	R12/756	14072		Outside scope of works	No further mitigation of site required

NAME	NZAA ID	CHI	Potential	Reason	Response
Flannagan's mill site (original)	R11/967	14081	Nil	Outside scope of works	No further mitigation of site required
65 th Regiment Paddock	R11/911		Nil	Outside scope of works	No further mitigation of site required
Drury Presbyterian Manse		23324	Nil	Outside scope of works	No further mitigation of site required
Drury Presbyterian Church		14374	Nil	Outside scope of works	No further mitigation of site required
Runciman Oak		1870	Nil	Outside scope of works	No further mitigation of site required

3.4.1.1 R12/742 Drury Railyards

The Drury Railyards are located at 103 Flanagan Road (Lot 1 DP 160625). This site was originally recorded during an assessment of the proposed route for the Waikato water source project in 1995 (Clough, 1995). At that stage, it was recorded as possibly being from the late 19th or early 20th century. Later research undertaken by Bickler et al. (2011) indicated that this is the site of a second railyard, built in 1918, with the original railyards further north on the line, near Waihoehoe Road. That pre-1900 railyard has been recorded as R12/1139.

Bickler (2011) noted that the site had been subject to heavy disturbance, with most of the obvious elements of the railyards dismantled and removed when it was shut down in 1972 (Rail Heritage Trust of New Zealand). The remaining features which were recorded in 1995 onwards consisted of a basalt and concrete loading ramp, and a steel structure thought to be a truck stop for loading ballast and a basalt retaining wall.

A water pipe was installed in 2002, and in 2011 a Watercare bulk supply point (BSP) was installed in the northeast corner of the lot. As part of the works, fill from the build was deposited on the remainder of the property, avoiding the three identified features mentioned above (Bickler et al. 2011:16).

The property was visited on 20 November 2015 by CFG Heritage Ltd as part of a watermain installation from the BSP for the Auranga Development (Cruikshank 2015b). It was noted that the railyards property is considerably overgrown, with grass over a metre in height in some places. Two of the main features of the site were identified; the basalt and concrete loading ramp and the steel truck stop. The basalt retaining wall was not relocated. Both the basalt and concrete ramp and steel truck stop appeared to be in fair condition.

The railyards were assessed again in 2019 as part of the archaeological and heritage assessment of PC48 (Cameron and Clough 2019). They were determined as having limited 20th century archaeological value and did not meet the criteria required to be included in the AUP (OP) Schedule of Historic Heritage (Schedule 14.1).

Recently the Railyards were assessed as the new Drury Central Train Station will encroach into the northeast portion of the lot. Cruikshank (2021) determined that the Railyards do not meet the requirements of an archaeological site as defined in section 43(1)(b) of the HNZPTA, and again did not meet the criteria required to be included in the AUP (OP) Schedule of Historic Heritage (Schedule 14.1).

3.4.2 Field survey

The proposed footprint south and east of the Hingaia Stream was surveyed on foot by Leela Moses of CFG Heritage Ltd on 02 March 2023. The field survey included utilising a 1m gum probe and 250 mm wide spade test pits to examine subsoils. These test pits were immediately backfilled.

The extent of works within the current motorway designation was not surveyed as this area has been considered extensively modified and any archaeological or historical heritage sites within this area can be considered destroyed. The reserve to the north of the Hingaia Stream was not able to be surveyed as it is currently a staging area for the NIMT replacement bridges as part of the Papakura to Drury Stage 1B1 Motorway improvements. This area was previously surveyed (Cruickshank 2015), and no visible archaeological features were noted but grass coverage had obscured the ground surface at that time.

The proposed works area consists of paddocks sloping to the west towards the Hingaia Stream. The house at 116 Flannagan Road has been removed and visibility of the paddocks is fair. Recent earthworks for the installation of a monitoring bore were also inspected to see if any archaeological material was present.

Three shovel test pits were undertaken where probing indicated sub-surface deposits (Figure 3-3). These test pits all contained gravel directly beneath the topsoil but it is not clear if it is naturally occurring or imported.

No archaeological features were identified, but it should be noted that the area has been subject to agricultural and horticultural practices since the mid-19th century which may obscure sub-surface features, especially those associated to pre-European Māori land use.



Figure 3-3: Map with test pit locations



Figure 3-4: View South of proposed works area. Hingaia stream is to the right of frame

4 ASSESSMENT OF EFFECTS

The following sections discuss the positive effects and the potential adverse impact of the Project works on archaeology and historic heritage. If relevant – Further detail on the assessments is provided in [Section X](#) of [Appendix A](#).

This assessment of effects has taken into consideration the statutory requirements described in Section 2.1 of this report in respect of the impact on archaeology and historic heritage.

4.1 Assessment of Values

NZAA sites and CHI items are assessed following two sets of criteria where required; those set out in the HNZPT (2019), and the Auckland Council RPS criteria set out in the Auckland Council Methodology and guidance for evaluating Auckland's historic heritage (Auckland Council 2019). These values only relate to archaeological and heritage values. Other interested parties, in particular mana whenua, may hold different values regarding the proposed works. These have been applied to recorded sites and potential archaeological sites.

4.1.1 Drury Railyards (R12/742; CHI 11338)

4.1.1.1 HNZPTA Criteria

This railyard does not meet the criteria of an archaeological site as defined in section 43(1)(b) of the HNZPTA. It was built in 1918, and any investigation undertaken in this site would not provide significant evidence relating to the historical and cultural heritage of New Zealand. This site was therefore not assessed under the criteria set out in the *Guidelines* but was instead assessed below under the AUP (OP) Chapter D17 rules, as it is listed in the CHI as item 11388.

4.1.1.2 AUP RPS criteria

Historical	The 1918 station and railyards are part of railway history along the NIMT. This site has moderate historical value.
Social	This site has been heavily modified and visibility is low. It has low social value.
Mana whenua	Only Mana whenua can comment on the value of the site to them.
Knowledge	There is limited physical evidence remaining on the surface, and unknown subsurface deposits. Some information regarding the construction and use of railway stations/yards in the early 20th century could be gained from this site. The site has moderate knowledge value.
Technology	There is unlikely to be any unique or innovative technological attributes remaining at this site. This site has no technology value.
Physical	There are few notable or representative elements of style and construction remaining at this site. This site has low physical value.
Aesthetic	There is very limited surface remains at this site and much of them have been damaged. This site has low aesthetic value.
Context	This site has contextual value in terms of its place within the growth and development of the NIMT and Drury itself. This site has moderate contextual value.

This site has moderate values based on its highest values, which are its historical, knowledge, and context values. Retention of these values is desirable but it does not warrant any special protections and any loss of heritage values can be mitigated. This site has moderate heritage values, and is not recommended for scheduling.

4.1.2 Potential pre-European Māori sites (unrecorded)

4.1.2.1 HNZPTA Criteria

There is the potential for pre-European Māori archaeological features to be encountered within the works area. This would likely be associated with cooking and occupation areas, most often represented by midden/oven sites.

Condition	The condition of these potential pre-European Māori archaeological features is unknown
Rarity	Midden/Oven sites are the most common archaeological site, both regionally and nationally.
Context	Any pre-European Māori archaeological features encountered during works would be part of the larger context of the settlement and land use around Ōpaheke and the wider area prior to the arrival of Europeans.
Information	Any 19th century archaeological features encountered would be able to provide information on construction and use of structures in the 19th century.
Amenity	These structures would be on private land, and due to the nature of the works, these would not be visible to the public. The use of interpretive signage could improve the amenity of the potential sites.
Cultural	These sites would be associated with Mana whenua.

4.1.2.2 AUP RPS criteria

Potential sites cannot be assessed under these criteria.

4.2 Assessment of effects

The construction methodology has been attached in Appendix A and is summarised here where relevant to archaeology and heritage effects. The extent of works is approximately 1050m and is broken into three stages for discussion in this assessment.



Figure 4-1: Three stages of works and their associated effects

4.2.1 Stage 1

Stage 1 covers the first 300m within the current southern motorway designation (6706) associated with the Drury interchange. This portion of works is within an extensively modified area, and there is no reasonable cause to suspect any in situ archaeological material would exist within the footprint of works in this section of works.

4.2.2 Stage 2

Immediately after Stage 1, works will require the construction of a 250m bridge over Great South Road, the Hingaia Stream and the NIMT. This will include six piers, with piers 3, 4 and 5 occurring within reserve in the vicinity of the Hingaia Stream (Appendix B). Although no archaeological material has been identified in this reserve during previous surveys (Cruickshank 2015), it is possible that some sub-surface archaeological features, especially pertaining to pre-European Māori land use may be encountered in the reserve during works.

4.2.3 Stage 3

This stage covers the final 500 m from the southern bridge abutment to the end of works. This is within paddocks alongside Flannagan Road and will require approximately 1.3 Ha of topsoil stripping and cut and fill. It can be assumed that any archaeological material encountered within this stage of works would be destroyed and would not be able to be avoided.

4.3 Summary

The only recorded archaeological or heritage site recorded within the extent of works which may be affected is the Drury Railyards, recorded as site R12/742 in the NZAA SRS and as Item 11338 in the Auckland Council CHI. This

site has been determined to not meet the criteria of an archaeological site as defined in section 43(1)(b) of the HNZPTA. It also does not meet the requirements for scheduling under the AUP (OP) RPS criteria. This site does however provide the opportunity to update the CHI with any information gained during works.

Although no evidence of pre-European Māori archaeology was identified during the assessment of this project, there is reasonable cause to suspect that there may be some in situ sub-surface evidence of Māori land use, especially in the vicinity of the Hingaia Stream.

Although any archaeological sites encountered within the proposed works area (either known or unknown) are likely to be destroyed, the subsequent archaeological investigations undertaken would help provide information about the sites and would provide an opportunity for that information to be presented to the public through the use of interpretive panels or displays. This would provide education through an understanding of the past environment around the station.

5 RECOMMENDATIONS

Based on the consideration of the statutory framework/requirements set out in Section 2 of this report and the assessment of potential adverse effects on the environment, the following mitigation and management measures are recommended:

- A Historic Heritage Management Plan (HHMP) should be prepared and implemented during construction of the Project, to guide works during construction including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- The HHMP should address the opportunity to update the CHI with information sourced through the period of construction works;
- Any earthworks within 50 m of the identified extents of archaeological sites and waterways Including flood plains, (Figure 5-1) should be monitored by an archaeologist, at least four weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required;
- An authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor should be applied for from Heritage New Zealand under Section 44 of the HNZPT Act. The Authority should be obtained in advance of any earthworks commencing to minimise delays should archaeological remains be exposed once works are under way; and
- Where effects on known (or unknown) archaeological sites cannot be avoided, undertaking archaeological investigation, and recording utilising standard archaeological practice of any affected archaeological sites should be undertaken in accordance with the Authority.

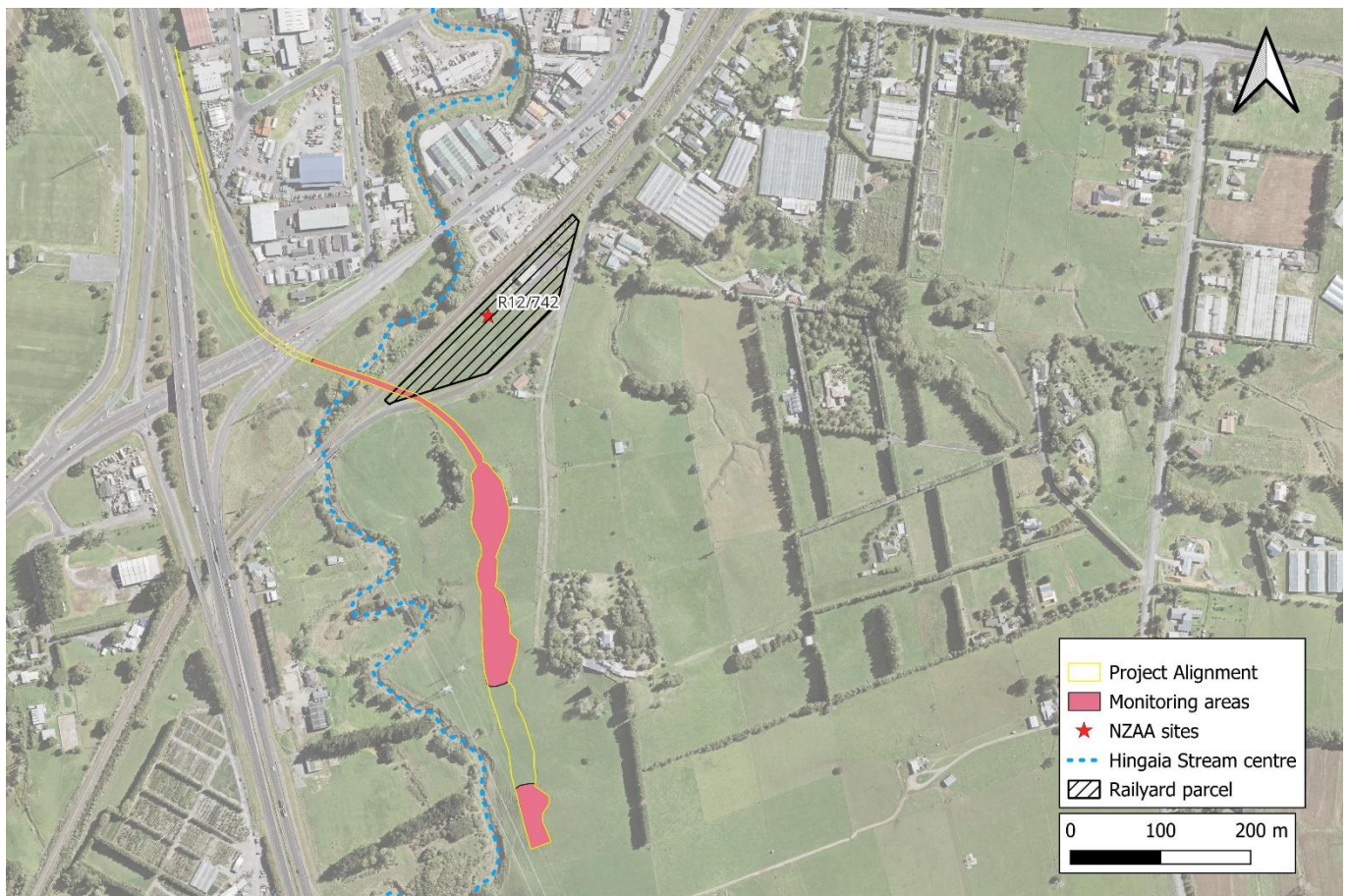


Figure 5-1: Map of recommended archaeological monitoring areas

6 CONCLUSION

This report has been prepared to provide an assessment of archaeology and historic heritage impacted by the Project.

Positive archaeology and historic heritage effects of the Project are:

- Improved stormwater management to provide treated water which will help prevent contamination of archaeological sites situated near to waterways;
- Avoidance of known archaeological sites (where possible);
- Providing opportunities for recording of little known or unknown historic heritage discovered through the course of construction of the Project; and
- Providing opportunities for bringing historic heritage stories to life through ongoing project design and the project Urban Landscape Design Framework (ULDF).

Potential adverse effects of the Project area:

- The potential for damage of unknown and unrecorded archaeological or historic heritage sites, which would not be able to be avoided by works.

These effects can be managed or mitigated by:

- Preparation and implementation of a HHMP, which will guide works during construction including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection, and investigation;
- A General Archaeological Authority to modify or destroy potential archaeological sites that may be encountered within the Project corridor is to be applied for from Heritage New Zealand under Section 44 of the HNZPT Act. The Authority will be obtained in advance of any earthworks commencing to minimise delays, should archaeological remains be exposed once works are under way; and
- Ensuring that the recording of any archaeological or historic heritage features encountered during works will be undertaken by a suitably qualified archaeologist consistent with accepted archaeological practice and in accordance with the requirements of the Heritage New Zealand authority.

In summary, with the adoption of the above measures, the potential effects on archaeology and historic heritage of the Project are considered to be less than minor.

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APPENDIX A - CONSTRUCTION METHODOLOGY

APPENDIX B - DESIGN DRAWINGS



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