



PAPAKURA TO BOMBAY STAGE 2

ASSESSMENT OF HISTORIC HERITAGE EFFECTS

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If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency
Private Bag 6995
Wellington 6141

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Rev No	Date	Description	Author	Reviewer	Verifier	Approver
A	17/02/2024	Archaeology and historic heritage	Arden Cruickshank and John Brown	Hayley Glover		

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Abbreviations

Abbreviation	Term
AEE	Assessment of Environmental Effects
AUP:OP	Auckland Unitary Plan (Operative in Part 2016)
BPO	Best Practicable Option
CHI	Auckland Council Cultural Heritage Inventory
CVA	Cultural Values Assessment
DOC	Department of Conservation
EPA	Expert Consenting Panel
FTA	Covid 19 Recovery (Fast Track Consenting) Act 2020

FUZ	Future Urban Zone
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
LINZ	Land Information New Zealand
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
m	metres
NoR	Notice of Requirement
NoR 1	Alteration to the SH1 Designation 6706,
NoR 2	Alteration to the SH1 Designation 6700
NoR 3	Alteration to the SH1 Designation 6701
NoR 4	Shared User Path between Quarry Road and Bombay Interchange
NoR 5	Drury South Interchange Connections
P2B project	SH1 Upgrades Project between Papakura to Bombay
P2DS	Papakura to Drury South project
RMA	Resource Management Act 1991
SAVZ	South Auckland Volcanic Zone
SCMP	Stakeholder and Communications Management Plan
SEA-T	Significant Ecological Area – Terrestrial
SGA	Supporting Growth Alliance
SH1	State Highway 1 Motorway, the Southern Motorway
SIIG	Southern Iwi Integration Group
SSESCP	Site Specific Erosion and Sediment Control Plan
SRS	Site Recording Scheme
SUP	Shared Use Path
ULDF	Urban and Landscape Design Framework

Glossary of Acronyms / Terms

Acronym/Term	Description
Auckland Council	Means the unitary authority that replaced eight councils in the Auckland Region as of 1 November 2010.
the Project	Stages 2 of the P2B project Project between Papakura to Bombay
Project Area	Area of land that is within the proposed designation boundary.

Proposed NoRs	This refers to the extent of all five NoR
NZTA	NZ Transport Agency Waka Kotahi

Executive Summary

This Report considers the actual and potential effects associated with the construction and operation of Stage 2 of the Papakura to Bombay (P2B project) project on archaeology and historic heritage. Stage 2 incorporates the remaining portion of the P2B project Project area south of Quarry Road to approximately 600 metres (m) south of the existing Bombay/Mill Road Interchange. Stage 2 is for route protection only and will set aside land required for the future upgrades of the SH1 corridor.

There are five Notices of Requirement (NOR) associated with this project but they have been assessed together. This report utilised a desktop assessment and field survey to assess the effects that Stage 2 of the Papakura to Bombay Project (P2B project) will have historic heritage items. Work undertaken for this Report commenced in September 2023.

During the historic heritage assessment for the Project, two main historic heritage themes emerged that are associated with the Great South Road; the Invasion of the Waikato and the subsequent rural settlement of the area following the Waikato Wars. In addition to these themes, this assessment identified three discrete heritage items which had the potential to be affected by physical works; the Ramarama Hall (Auckland Council Cultural Heritage Inventory item CHI 15071), part of an avenue of London Plane trees associated with St Stephen's School for Māori Boys (CHI 19790) and the Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled Site 1537).

The Bishop Selwyn Cairn Stone Monument is statutorily recognised in the AUPOP Schedule 14.1, but the other sites are not. Notwithstanding this, the project design has ensured that in addition to the scheduled cairn site, the Ramarama Hall will also be avoided through construction, negating any potential effects on these items.

There will be some effects on the avenue of London Plane Trees within the St Stephen's School land which cannot be avoided, and these are discussed in further detail in the Arboriculture assessment. This avenue has been previously modified with the construction of the existing SH1 flyover bridge in the late 20th century.

Overall, the adverse effects this project will have on historic heritage values are negligible, and through appropriate mitigation measures including the incorporation of heritage themes into the ULDF will have a positive effect on heritage.

The main recommendations that we have for this project include:

Preparation and implementation of a Historic Heritage Management Plan (HHMP) During the archaeological and historic heritage assessment for the Project, two CHI items, including one scheduled site in the AUP:OP, were identified within the proposed NoRs. This includes the Ramarama Hall (CHI 15071) and Bishop Selwyn Cairn Stone Memorial and its surrounds, a Category B scheduled site (item 960) in the AUP:OP. In addition to these items, works will be undertaken within the former extent of St Stephen's School which includes the stand of notable trees, and so was also assessed from a built heritage and landscape perspective. Although it is the intention to not affect the two recorded heritage items, some landscaping might be undertaken to enhance the locations and where possible, works will be minimised or redesigned to avoid these heritage items during the outline plan process.

Although detailed design is still to be undertaken, the positive and neutral effects of this Project will include:

- Avoidance of known archaeological sites;
- Providing opportunities for recording little known or unknown historic heritage that may be 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).

Regarding archaeology and historic heritage, the potential adverse effects identified in relation to the Project include:

- Potential modification of previously unrecorded archaeological sites through stormwater upgrade including construction of outfalls and ponds.

- The potential for encountering previously unrecorded in situ archaeological features associated with pre-European Māori land use and the construction of the Great South Road to be encountered within the extent of works; and,
- Modifications to modern landscape features and roading infrastructure which affects notable trees associated with St Stephen's School for Māori Boys

These effects will be mitigated through the following recommendations:

- Preparation and implementation of a HHMP, which will guide works during construction including induction requirements for contractors (and sub-contractors), protection measures for identified heritage places, and procedures for archaeological monitoring, inspection, and investigation;
- A General Archaeological Authority to modify or destroy previously unrecorded 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 SME consistent with accepted ICOMOS and HPTNZ best-practise archaeological practice and in accordance with the requirements of the Heritage New Zealand authority principles.

INTRODUCTION

This assessment of historic heritage effects report (Report) has been prepared to inform the Assessment of Effects on the Environment (AEE) for five Notices of Requirement (NoR) being sought by New Zealand Transport Agency Waka Kotahi (referred herein as 'NZTA) under the Resource Management Act 1991 (RMA), for Stage 2 of the Papakura to Bombay Project (P2B project) or 'the Project'.

1.1 Purpose and Scope of this Report

This Report considers the actual and potential effects associated with the construction and operation of the Project on the existing and likely future environment as it relates to the historic heritage effects and recommends measures that may be implemented to avoid, remedy, and / or mitigate these effects.

This Report should be read alongside the AEE (**Appendix A**), which contains further details on the history and context of the Project. The AEE also contains a detailed description of works to be authorised within each of the five NoRs, and the typical construction methodologies that will be used to implement this work. These have been reviewed by the authors of this Report and have been considered as part of this assessment of heritage effects. As such, they are not repeated here. Where a description of an activity is necessary to understand the potential effects, it has been included in this Report for clarity.

1.2 Report Structure

Although there are five NoRs associated with Stage 2, from an archaeological and historic heritage perspective there is no need to differentiate them. For ease of assessment, they have all been combined and will be referred to as the '**Proposed NoRs**'. Where appropriate, measures to avoid, remedy or mitigate effects are recommended.

Table 1-1 below describes the extent of each section, and where the description of effects can be found in this Report.

Table 1-1 Report structure

Sections	Section number
Description of the Project	2
Identification and description of the existing and likely receiving environment	4.4
Historic Heritage: Overview of the methodology used to undertake the assessment and identification of the assessment criteria and any relevant standards or guidelines	3
Assessment of specific historic heritage matters for Stage 2 NoR 1 - 5: Alteration to SH1 Designations, and NoR 4: SUP between Quarry Road, and Bombay Interchange: Drury South Interchange Connections	5.4
Overall conclusion of the level of potential adverse effects of the Stage 2 P2B project Project on historic heritage values.	6

PROJECT DESCRIPTION

2.1 Papakura to Bombay Project

P2B project is a NZTA led project to improve the transport capacity and functionality of the State Highway network and provide for long term growth in the South of Auckland. An indicative location plan of the P2B project area is illustrated in **Error! Reference source not found.** (below).

Further discussion of the different stages of the P2B project is contained in the AEE (**Appendix A**) and Design Construction Report (**Appendix C**), which support this application.

For clarity and by way of summary we note that:

- The previous stages of the P2B project, were approved under the Covid 19 Recovery (Fast Track Consenting) Act 2020 (FTA), as part of the Papakura to Drury South project (P2DS), this includes: Stage 1B1 and Stage 1B2; and,
- Stage 1B1 of the P2DS, was approved by the Expert Consenting Panel (EPA) in November 2022, Stage 1B2 was approved by the EPA in July 2023, both applications altered the existing SH1 Designation 6706 (Takanini to Drury Interchange), which is the subject of NoR 1.

2.2 Stage 2

NZTA is seeking five NoRs for Stage 2 of the P2B project, which are summarised in Table 2-1 Stage 2 P2B project Notice Package Summary-1 (below).

For clarity and by way of summary we note that:

- The Project area, which was formally known as Stages 2 and 3 under the P2B project, is now to be referred to as a single stage for route protection only, this is referred herein as 'Stage 2' or 'the Project',
- Stage 2 incorporates the remaining portion of the P2B project area south of Quarry Road to the existing Bombay/Mill Road Interchange,
- Stage 2 will protect land required for the future upgrades of the SH1 corridor.

NZTA is seeking to protect adequate land to authorise the following planned works:

- New interchange constructed at Drury South (one additional lane in both direction of the proposed interchange),
- Upgrades to existing Bombay Interchange (one additional lane in both directions),
- Upgrades to Ramarama Interchange,
- Continuation of a Shared User Path (SUP) from Quarry Road to Bombay Interchange; and,
- Stormwater management devices.

2.3 Statutory context

This assessment has been prepared to support the AEE and NoR process. If confirmed, the designations will authorise the District Plan land use components of the Project. Accordingly, when assessing the actual or potential effects on the environment of allowing the requirement in terms of Section 171 of the RMA, this assessment has been limited to matters that would trigger a District Plan consent requirement.

SH1 Papakura to Bombay project

October 2023



Figure 2-1 Indicative location plan of Stage 2 of NZTA's P2B project Project

Table 2-1 Stage 2 P2B project Notice Package Summary

Notice	Requiring Authority	Project	Purpose	Extent	Lapse Period
NoR 1	NZTA	Alteration to SH1 Designation 6706	Motorway between Takanini and Hamilton	SH1 CH 15160 to CH 15500 State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury	Given effect (ie. no lapse date)
NoR 2		Alteration to SH1 Designation 6700	Motorway	SH1 CH 15500 to CH 22740 State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay	
NoR 3		Alteration to SH1 Designation 6701	Motorway	SH1 CH 22740 to CH 24600 State Highway 1 from Bombay Road to Mill Road, Bombay	
NoR 4		Shared User Path	Designation for the construction, operation and maintenance of a shared path and associated infrastructure.	SH1 CH 15160 to CH 24580 State Highway 1 from Quarry Road, Drury to Bombay Interchange/Mill Road.	20 years
NoR 5		Drury South Interchange Connections	Designation for the construction, operation and maintenance of a new link road and associated infrastructure.	CH 300 to CH 1750 Adjacent State Highway 1 at Drury South Interchange, linking to Quarry Road to the east, and Great South Road to the west.	20 years

ASSESSMENT APPROACH AND METHODOLOGY

3.1 Preparation for this Report

Work undertaken for this Report commenced in September 2023. In summary, the preparation for this work has included:

- Desktop research of the route using multiple online and paper resources which are listed in the methodology section below.
- Field survey was undertaken on 27 October, 1 and 2 November and 16 December 2023. This field survey concentrated on known historic heritage items, as well as the portion of the proposed NoR which was near to the Hingaia Stream at two properties owned by Drury South Ltd on Harrison Road, Ramarama (Lot 1 DP 168213 and Lot 300 DP 526686). No other private properties were accessed for this assessment.
- Several workshops were undertaken with relevant experts for this project to ensure all potential effects on archaeology and historic heritage were addressed.

3.2 Methodology

The following resources were considered in this assessment:

- All recorded sites in the New Zealand Archaeological Association (**NZAA**) Site Recording Scheme (**SRS**) in the general vicinity were accessed from the New Zealand Archaeological Association Site Recording Scheme through ArchSite (<https://archsite.org.nz>, accessed 16 October 2023) and incorporated into the project specific Geographic Information System (GIS) workspace maintained by CFG Heritage.
- The HNZPT digital library (<https://www.heritage.org.nz/protecting-heritage/archaeology/digital-library>, accessed 29 September 2023) was searched for records of archaeological investigations in the area.
- The HNZPT List / Rārangī Kōrero (<https://www.heritage.org.nz/the-list>) was searched on 16 October 2023 to see if any listed items were within the scope of works
- Old maps and survey plans held by Land Information New Zealand (LINZ) were accessed on 16 October 2023 using QuickMap software.
- Aerial Photographs held by LINZ (<https://data.linz.govt.nz/>), Auckland Council (<https://geomapspublic.aucklandcouncil.govt.nz/>) and Retrolens (<https://retrolens.co.nz/>) were searched on 29 September 2023.
- Local soil information was searched on the S-Map Online database maintained by Landcare Research (<https://smap.landcareresearch.co.nz/>) accessed on 16 October 2023.
- Potential vegetation based on soil information was obtained from the Land Resource Information Systems database (<https://iris.scinfo.org.nz/>) accessed on 16 October 2023.
- Overland flow path dataset was obtained from the Auckland Council Open Data Portal (<https://data-aucklandcouncil.opendata.arcgis.com/>) on 29 September 2023.
- The Auckland Council GeoMaps GIS viewer (<https://geomapspublic.aucklandcouncil.govt.nz/>) and Auckland Unitary Plan Viewer (<https://unitaryplanmaps.aucklandcouncil.govt.nz/>) were accessed on 29 September 2023 and searched for any areas of Historic heritage significance.
- The files pertaining to CHI items of interest identified through the GeoMaps GIS viewer were requested from, and provided by the Auckland Council on 2 October 2023.
- Unitary plan changes were accessed on 29 September 2023 to see if any additional changes have been proposed which are not currently displaying in the Auckland Council GIS layers.

- Papers Past online database (<https://paperspast.natlib.govt.nz/>) was accessed on 16 October 2023 for historic newspaper articles;
- The National Library of New Zealand's DigitalNZ website (<https://digitalnz.org/>) was accessed on 16 October 2023 for old drawings, photographs, and plans;
- Several written texts on the history of the area;
- Stages 2 and 3 Papakura to Drury Specialist Briefing Pack 8 September 2023 (provided by the project team);
- Field survey of the proposed NoRs (undertaken on 27 October, 1 and 2 November 2023).

3.2.1 Limitation on accuracy of NZAA sites and CHI items

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, archaeological sites recorded by hand-held GPS are generally located to ± 5 m.

The Auckland Council CHI is not currently active, with the last upload of data taking place in February 2023 (Rachel Ford, Auckland Council Heritage Unit, pers. coms). These items have a similar accuracy issue as recorded archaeological sites, with some of the items having location issues.

STATUTORY CONTEXT

4.1 Notice of Requirement – District Plan requirements

This assessment has been prepared to support the AEE (**Appendix A**) and NoR process. If confirmed, the designations will authorise the District Plan land use components of the Project. Accordingly, when assessing the actual or potential effects on the environment of allowing the requirement in terms of Section 171 of the RMA, this assessment has been limited to matters that would trigger a District Plan consent requirement. Where regional consenting requirements are triggered, these will not be authorised by the designation, and will require further regional consents.

In order to demonstrate the split between Regional and District Plan matters, archaeological and historic heritage provisions (under either the Regional or District provisions of the AUP:OP) have been listed in tables and plotted on site plans in **Appendix A** of this Report. The tables and site plans assist to identify the potential archaeological and historic heritage effects of the construction of the Project, and whether these are Regional Plan, or District Plan matters under the AUP:OP.

4.2 Future regional resource consents

No regional resource consents are currently being sought for the Project. These will be sought at a later date, before construction commences. Although regional consents are not being sought at this time, archaeological or historic heritage effects arising in respect of activities that require regional consents have been considered as part of this assessment to inform design, and the proposed designation footprint. While archaeological and historic heritage effects in respect of regional consent matters have been considered for these limited purposes, a detailed assessment of Regional Plan matters is not proposed to be undertaken at this NoR phase.

4.3 Regional Plan and District Plan rules

The following Table 4-1 sets out the relevant rules that apply archaeological and historic heritage protection for the Project under the District Plan and the Regional Plan jurisdiction of the AUP: OP.

Table 4-1 AUP: OP Regional Plan and District Plan rules

AUP: OP jurisdiction	Reference	Rule	Where rule applies	Activity Status
RP	E12.4.1 (A10)	General Earthworks greater than 2500m ³	FUZ and rural zones	RD
RP	E12.4.1 (A33)	General Earthworks greater than 2500m ³	if works encroach into historic heritage overlay	RD

DP	E12.6.1	Accidental discovery rule	in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.	N/A
RP	E12.6.1	Accidental discovery rule	in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.	N/A

In addition to Regional or District provisions of the AUP:OP, historic heritage requires consideration under the following legislation in respect of the Project works.

4.3.1 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 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.

4.3.2 Heritage New Zealand Pouhere Taonga Act 2014

All archaeological sites, whether recorded or not, are protected by the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPT Act) 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 HNZPT Act 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 HNZPT Act.

4.4 Past, Existing and Future Environment

4.4.1 Environment

Stage 2 of the P2B project covers approximately 9.5km of the southern motorway (SH1) from Quarry Road to the Bombay / Mill Road interchange. It generally slopes downward south to north and runs parallel to the Hingaia Stream for most of the route.

The route straddles the Ngākōroa and Hingaia Catchments, dominated by waterways of the same names. These waterways originate around Pukekura at the southern extent of the Project area and empty into Ōtuwairoa / Slippery Creek before discharging into Te Mānukanuka / Manukau Harbour.

The project area is in the easternmost part of the South Auckland Volcanic Zone (SAVZ), a Quaternary basalt field that covers 300 km² extending from south of the Waikato River at Pukekawa and Onewhero, as far west as Waiuku, and to Drury in the north (Figure 4-1). The geology of the SAVZ mainly consists of basaltic lava, ash, lapilli and lithic tuff (Edbrooke 2001).

The area SH1 passes through is dominated by orthic granular soils of the Morrinsville family which are ideal for pre-European Māori horticulture. The lower lying areas are mainly gleys which would not be ideal for pre-European Māori horticulture or occupation due to water retention (Figure 4-2).

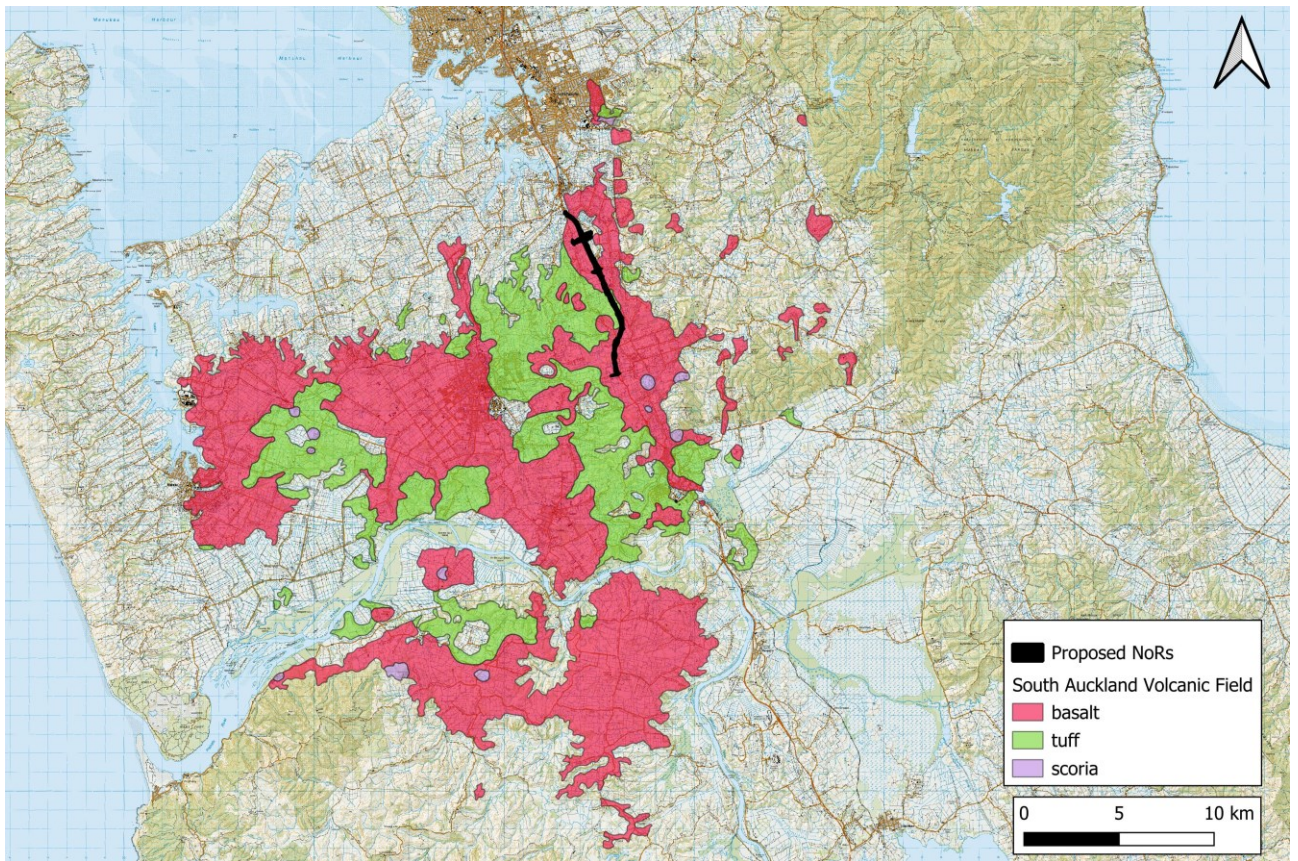


Figure 4-1 Project area showing the South Auckland Volcanic Field

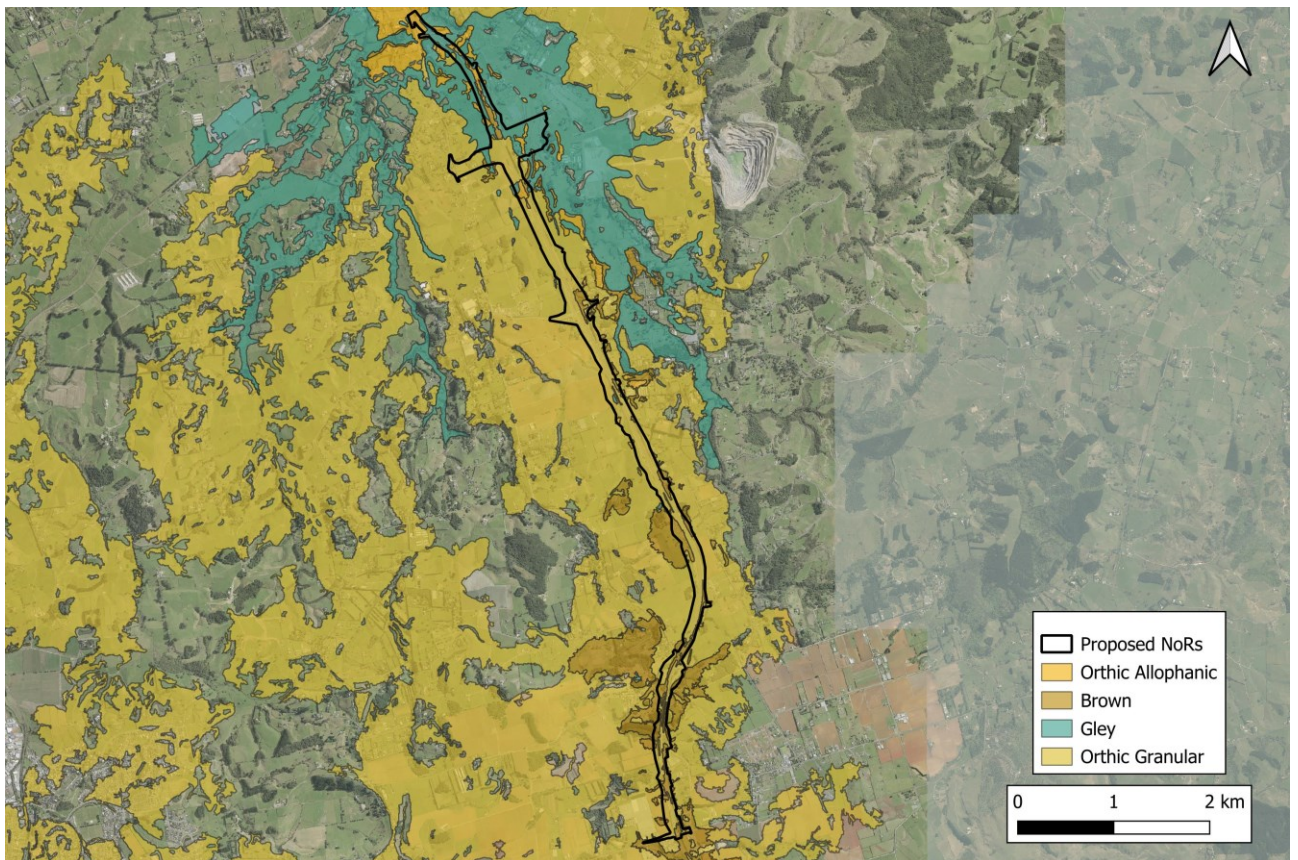


Figure 4-2 Project area showing soil types

4.4.2 Pre-European Māori settlement

Murdoch (1990) describes that at the time of European arrival, all those who lived in the wider area traced their whakapapa to the *Tainui* waka. He also notes that these people all associated to Te Waiohua, a confederation of several hapū and iwi in the region.

Although this project traverses a varied landscape, Pre-European Māori settlement in the area can be attributed to a focus around waterways, which acted as transportation routes and access to areas of cultivation. While a lot of the lowland areas were poorly drained and therefore would not have been attractive for settlement, they would have been exploited for their birds and other wetland resources (Te Roopu Kaitiaki o Papakura 2010: 7; Tatton 2001: 45). Conversely, the fertile soils noted in Figure 4-2 would have supported large areas of māra kai (cultivations) of kūmara, taro, uwhi and other root crops.

As well as the importance of these resources, the area was significant to Māori as a link between the Auckland Isthmus and the Waikato along Te Ararimu Track (**Error! Reference source not found.**-3). This track linked the two by skirting the Papakura Swamp and passing through the Hunua Ranges to the head waters of the Mangatāwhiri Creek which provided one of the main waka routes both to the Waikato and the Hauraki Gulf. The track was guarded particularly by Te Maketū pā (R12/5), a Ngāti Pou settlement dating from the 1700s, located approximately 1500 m east of Ararimu Road interchange. In the 1840s it was occupied by Te Ākitai under their chief Ihaka Takānini. At much the same time a new pā at Maketū had been built (R12/67), through which the track passed, and was occupied by Ngati Pou (Clarke 1983:261–266; Harlow et al. 2007).

In addition to Te Ararimu Track, access through this area was provided by the Ngākōroa and Hingaia streams (**Error! Reference source not found.**-3). The Ngākōroa runs to the west of SH1 and the Hingaia to the east. These waterways provided access to kāinga and pā, and their associated cultivation areas (Leonard 2020).

4.4.2.1 Ōpaheke / Drury

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 allowed people to access areas of land faster than by foot. Several complex inter-tribal relationships developed around the Te Mānukanuka 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 invasion of the Waikato. There is one recorded pre-European Māori site in the vicinity of Drury; Ōpaheke pā (R12/1132), which was only recently recorded in 2019 during Stage 1 of the P2B project Project.

4.4.2.2 Ramarama

One major settlement near Ramarama was Tuhimata pā, which was located west of Ramarama approximately near Patrick Lane. This settlement does not currently have a SRF associated with it and its general location has been identified from historic maps of the area (**Error! Reference source not found.**).

Further west of Tuhimata Pā is Te Māunu a Tūmatauenga, a heavily fortified pā taua, built and occupied by Ngāti Tamaoho's tūpuna of Ngā Oho, Te Uri o Pou and Ngā Iwi. The steep natural cliffs of the bluff made this one of the most impenetrable pā of Ngāti Tamaoho's rohe, and it was the site of many battles over generations of occupation (Leonard 2020). This pā is recorded as R12/1170.

Undoubtedly there would have been walking tracks that ran between these three pā, which would have bisected the project area. Although these tracks are unlikely to have an archaeological footprint, it is likely they passed through cultivation areas and smaller kāinga that would have been associated with cultivation.

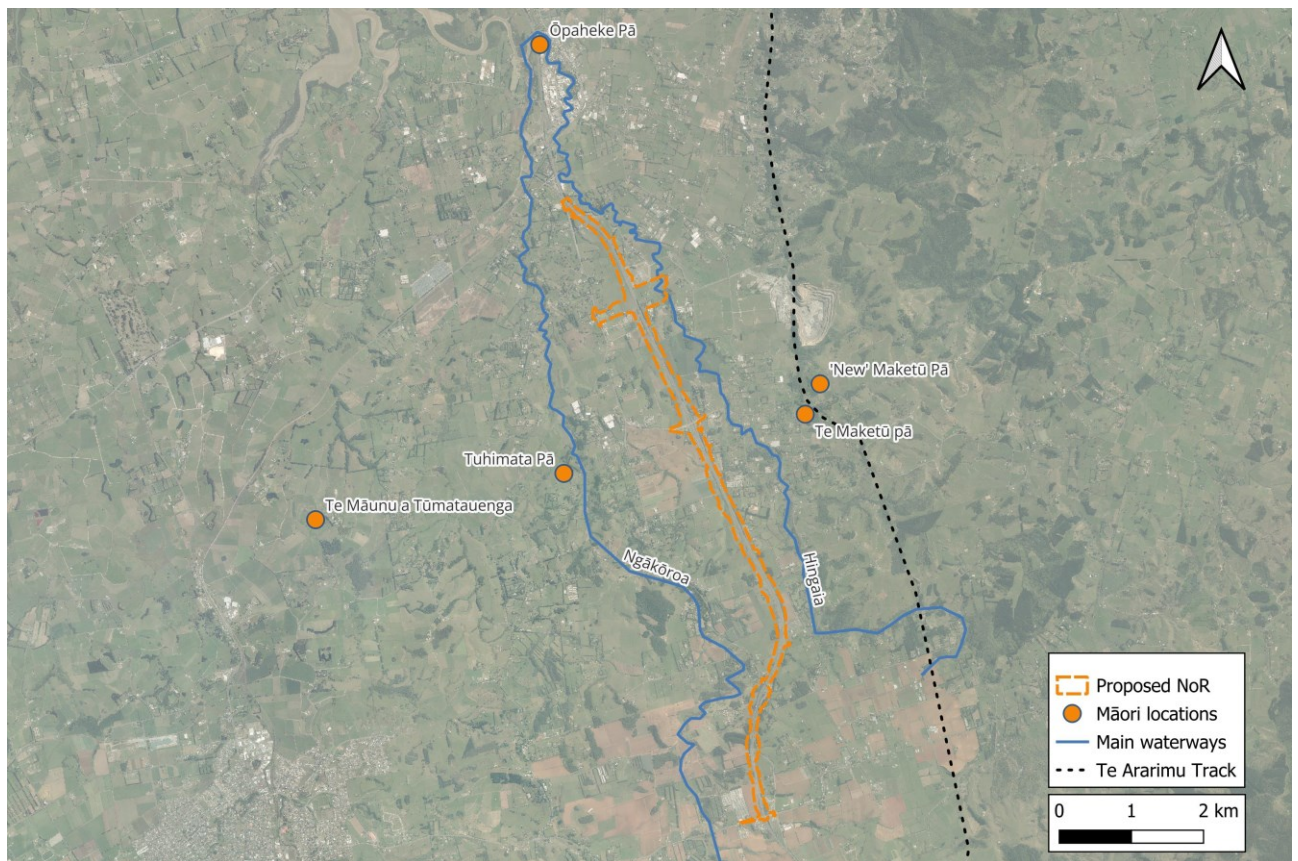


Figure 2-3 Māori points of interest near project area

4.4.2.3 Pukekura / Bombay

The Māori name for this area is usually recorded as Pukewhau, although the correct name for the area is Pukekura, as discussed in a Southern Integrated Iwi Group (SIIG) hui (20 May 2022) (Glover 2022).

Historic and archaeological research in the Pukekura area has been almost entirely constrained to European arrival and subsequent settlement, with little to no written documentation of pre-European Māori history, and no recorded pre-European Māori archaeological sites in Pukekura. This does not reflect a true absence of Māori sites but is a result of a lack of investigation and study prior to development, with numerous Māori sites recorded both north and south of Pukekura. Most of these sites surrounding Pukekura are pit/terrace sites, in line with the fertile soils in the area which would have been ideal for agriculture, as well as a defended pā (R12/351).

4.4.3 Historic settlement and themes

Historic settlement near the project area was mainly driven by the construction of the Great South Road and increased in the 1860s following the invasion of the Waikato. Early European settlement mainly consisted of farmsteads, but three main settlements emerged in the 19th century at Drury, Ramarama and Bombay. Into the 20th century the area remained predominantly rural, with the addition of St Stephen's School in 1931 in Pukekura and an increase in residential homes belonging to commuters as the Southern Motorway was extended south. These are discussed in more detail below.

4.4.3.1 The Great South Road

In 1853 surveyor H. Hayr defined what became known as the 'Hayr's Line', extending from the Māori settlement of Pokino (just north of modern day Pōkeno) through the bush to Drury, avoiding a commonly used but less direct Māori track. Hayr's line had the benefit of extending through land already purchased from Māori, and so he was commissioned by the surveyor general to open a bridle track along the line. Blocks were quickly surveyed and cleared along Hayr's Line, including the Baird's, Williamson's and Rhodes clearings, names that

would become synonymous with the upcoming invasion of the Waikato. During this time the improvement of this bridle track into a more useable road for riding and bullocks was begun by Thomas Runciman in 1856, who was contracted to clear a one chain (20 m) strip along the track at a rate of 12 shillings per chain.

While this clearance of Hayrs line was being undertaken, it was already being viewed as an extension of a larger project. By 1854 the road south from the expanding settlement of Auckland had reached as far as Papatoetoe, and was being referred to as 'Great South Road'. This road eventually reached Drury with a bridge over the Ōtuwairoa in 1856 which allowed for the movement of people and goods over land into Auckland (Lennard 1985:4), and was used by the Hochstetter and Haast expedition in 1859 (Barton and Ritchie 2021).

By 1861 Great South Road was only suitable for all weather conditions to just south of Papakura, after which it was impassable by troops in wet weather. Nervous of the perceived upper hand this gave the Kīngitanga movement, Governor Grey had Lt Gen. Cameron put his troops to work improving and extending the Great South Road to the Waikato River. Just before Christmas 1861, just shy of 2500 troops set to forming and metalling 11 miles of the road from Drury to Waikato with a stockade at Baird's Farm Camp to put military prisoners to work breaking rock for metal (Barton and Ritchie, 2021:6).

The rock used for metalling was obtained from Baird's Farm in the form of basalt boulders, which are still available in abundance today. A multitude of methods were applied to breaking the rocks, with one of the most effective methods cited being building up fires amongst the boulders until they were sufficiently heated, then dousing them with water to cause them to fracture (Lennard 1985:14).

Originally intended to be 30 ft wide, the road was reduced by Cameron to 12ft to have it completed by winter 1862. The road was largely completed by November 1862, extending to a large redoubt dubbed 'Queen's Redoubt' just south of modern day Pōkeno. The Queen's Redoubt, capable of stationing 1,000 troops directly on the northern border for Waikato Māori, did nothing to calm talk of invasion (Barton and Ritchie 2021: 5 - 11; Lennard 1986; O'Malley 2019).

4.4.3.2 Invasion of the Waikato

The alienation of Māori from their land in the wider area began in 1842, and a series of European purchases and claims were made. This continued until 1848, when the Government took possession of much of the land, part of which was later included in the sale of Crown land to settlers to establish the Village of Drury (Brown and Brown 2017).

Māori remained alienated from their land, 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. In the 1860s the Taranaki Wars had caused European settlers of 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).

In 1860, pre-empting unrest, Captain Mairis of the Royal Engineers recommended the construction of two stockades (redoubts) in Drury (*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)". This redoubt is recorded as archaeological site R12/123 and in the CHI as item 9443. The other redoubt, now known as the "Commissariat's Redoubt" (R12/756) was located north of Bremner Road, opposite Runciman's Homestead. The redoubt was established to act as a base for supplies of food and equipment for the British campaign (Barton and Ritchie 2021).

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). The Queens Redoubt, in Pokeno, became the headquarters and launch point for the 12 July 1863 invasion of the Waikato (Barton and Ritchie 2021; Lennard 1986).

Military encampments along Great South Road were not initially fortified, but five days after the invasion on 17 July 1863, a convoy traveling from the Queen’s Redoubt to Drury was attacked just south of Kerr’s Farm, leaving five dead and eleven wounded. In response, the Commissariat redoubt was fortified, and five new redoubts were constructed over the following month, with at least 100 men stationed at each post (Barton and Ritchie 2021: 14; Lennard 1986). Two of these redoubts were near to the proposed NoRs.

Kerr’s Farm Redoubt was constructed at the end of July 1863 to guard the settlers after a raid on the farms of William Kerr and Henry Alexander, where houses, livestock and belongings were destroyed (Lennard 1986: 43). It was occupied by 150 men of the 3rd Company of the 65th York and Lancaster Regiment (and possibly the volunteer militia). This redoubt is no longer visible but was located at the intersection of Great South Road and Ararimu Roads (Figure 4-4).

The Williamson Clearing Redoubt was an important location for the British troops who fortified the hill just south of Baird’s Farm after the ambush on Great South Road on 17 July 1863. The Redoubt was mentioned in the newspapers at the time (Daily Southern Cross 12 August 1863:3), and diary entries note that it was formidable, and formed of clay and large logs (Barton and Ritchie 2021:18). The redoubt is located at 52 Bombay Road (Pt Lot 13 Deeds Plan Whau 20) (4-3).

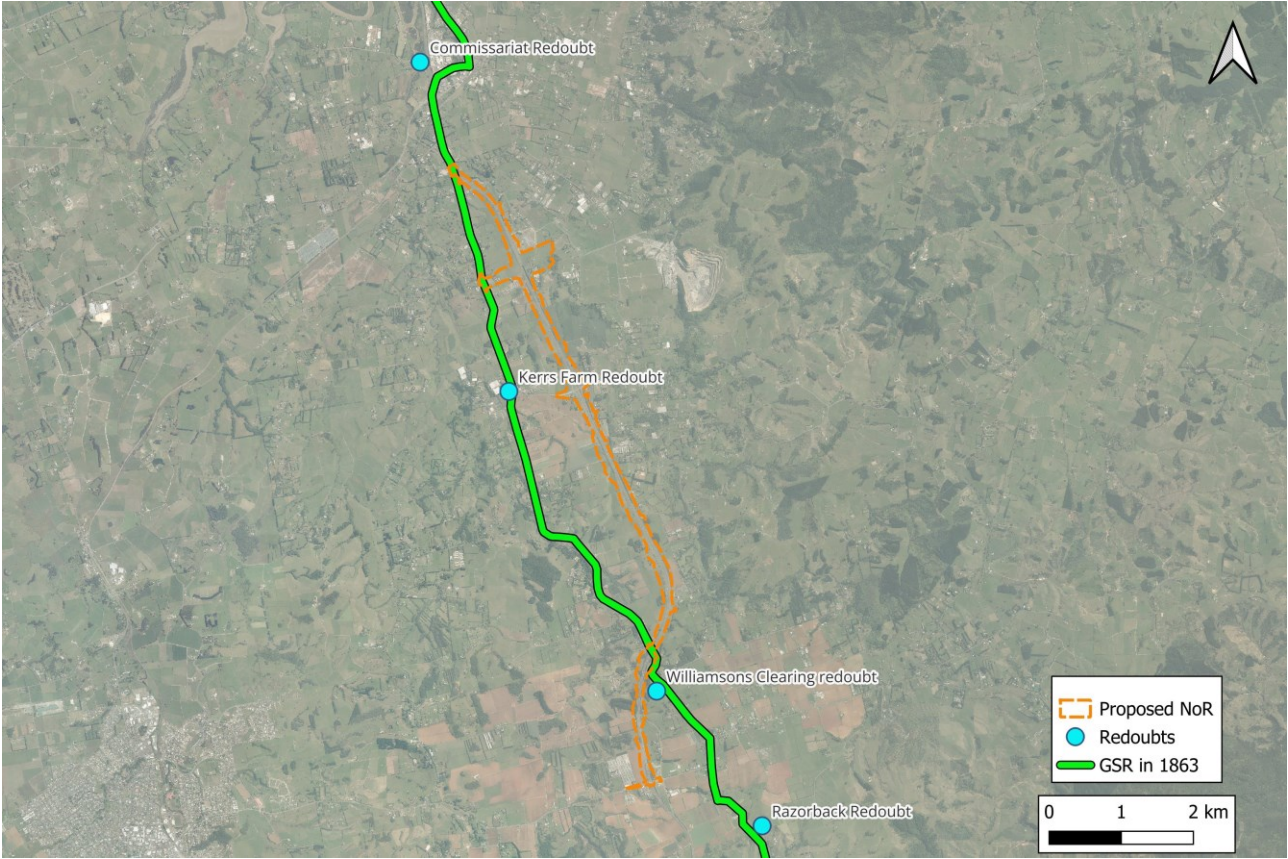


Figure 4-4 Great South Road and location of redoubts

4.4.3.3 Drury

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 Ngākōroa Streams where present-day Drury is located. 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 Ngākōroa Stream. Drury remained relatively rural until the invasion of the Waikato.

The coal mined from Waihoehoe from the 1850s was initially exported on a short self-acting tramway which was a ¼ mile long (around 400 m) (Brassey 2020) owned by the Waihoihoi [sic.] Coal Mining Company. From there, it was taken by bullock teams to Runciman's Wharf, likely travelling what is now Waihoehoe Road and Norrie Road (Brassey pers. comm.). The logistics of this approach to exporting the coal was not meeting expectations, and by 1860 there were plans to extend the tramway to Abraham's Point in Ngakoroa Stream where larger boats would be able to dock (Brassey 2020, *New Zealander* 11 January 1860:3). A brickworks and pottery were also being planned to take advantage of the tramway, along with the cheap fuel and good quality fire clay associated with the coal extraction.

There was an early fireclay brick industry, linked with the Waihoihoi Coal Mining Company established in the late 1850s, with some thousands of bricks a week produced and shipped from Drury. However this was short-lived, and had collapsed by 1885.

Drury was an important gateway between the Waikato and Auckland and was established as a military garrison by the Crown in 1863. The access to the Te Mānukanuka 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.

Drury remained a small, relatively self-sufficient township after the Waikato Wars with extractive industries and the established rural community being the main themes of settlement.

In 1875, Henry Chamberlain made moves to re-establish the coal industry in Drury that had collapsed in the 1860s, and to take advantage of the clays overlying the coal seams and manufacture earthenware (Brown and Brown 2017). However, nothing appears to have come from of this; when he put up 2200 acres of his land at Drury for sale in December 1880, it was reported of the auction that the bidding was quiet and the prices rather low (NZ Herald 16 December 1880:4).

In 1905 a new syndicate, the Drury Coal Company, reopened the Waihoehoe coal mine and built a new 'mineral railway'. This was followed by a brickworks in 1906 to make the most of the land. The Coal mine lasted until approximately 1914 and various brickworks companies were formed and closed until 1928 when Drury Potteries Ltd went into liquidation (Brown and Brown 2017).

Drury remained relatively static as a town for most of the 20th century, but has seen an increase in development and infrastructure investments in the past 10 years, most notably the Auranga Development on the western side of the Southern Motorway, and a return of a passenger train station which is currently under construction (Cruikshank 2021). much of the land around Drury has been rezoned as Future Urban (FUZ), which will lead to intensification of housing.

4.4.3.4 Ramarama

Historic settlement of Ramarama is intrinsically linked to the Waikato Wars, and the creation of the Great South Road. Prior to the invasion of the Waikato, a small number of Europeans had already settled the area (known during this time as Shepherd's Bush). As relations between Māori and the European settlers in the area deteriorated and some settlers in the area were attacked, the military moved in and built a number of redoubts to protect the fledgling settlements of South Auckland. One such redoubt was built in Ramarama, and although has been known by several names, will be referred to in this report as Kerr's Farm Redoubt.

Unfortunately, early plans of Ramarama (SO 865 or Roll 46), do not show any buildings in Ramarama. SO 865 dates to around 1854 and therefore predates the redoubt and Roll 46 does not include that level of detail. Both show heavy bush south of the intersection with Ararimu Road, although it appears the details on Roll 46 have been copied from SO 865 making it unclear how much of that bush was extant in 1863.

Ramarama has remained a rural community, with the main change for the community being the construction of the Southern Motorway in the 1960s which redirected traffic from the Great South Road. This led to the relocation of the Ramarama Hall (CHI 15071) which is discussed in further detail below.

4.4.3.5 Pukekura Bombay

The first European settlement in the area was known as Williamson's Clearing. This was a small area of grassed clearings and farms with forest and bush scattered through, rather than an established township (Cowan 1935). In the mid-1860s, prior to the arrival of settlers from the *Bombay*, the only settlers of Williamson's Clearing were Captain Jackson, followed by Misters Proude, Rutherford, Martyn, Love, Baird and Donnelly (Heerdegen 1940). Martyn, one of the first European settlers, arrived in Williamson's Clearing in 1858, buying several properties in the area. He kept a journal detailing his time there, and notes that the military arrived in June 1862 to camp in the area, having built Great South Road (Donovan 1965).

James Rutherford purchased approximately 1000 acres of land to the south of Martyn between 1858 and 1862, comprising of Lots 1,2 and 3 Parish of Mangatawhiri and Part Lot 7 Parish of Pukekohe (Auckland Deeds Books 6A.508; 7A.10; 7A.133; 7A.482). This estate became known as Pukewhau, with lots 2 and 3 later becoming the St Stephen's school grounds in the 20th century.

The settlement name was changed to Bombay in the 1860s, after the ship that brought many of the English settlers to the area. Mr Martyn, of Williamson's Clearing, was apparently one of the primary people who arranged for the *Bombay's* passage to New Zealand. He went to England and gathered emigrants, offering free passage and a 10-acre section to all men who went (Heerdegen 1940).

On this voyage, the *Bombay* sailed from London in November 1864 and arrived in Auckland in March 1865. The trip was rough and sailed through dangerous storms, including a squall ten days before their arrival in Auckland, where sails were ripped from the masts and the main mast broken. Another ship, the *Constance*, happened upon them and offered a tow. The *Curacoa* then took over and towed the *Bombay* to Auckland Harbour (Donovan 1965; Heerdegen 1940).

The Presbyterian Church on Rutherford's land was built and opened in September 1866. The Anglican Church (St Peter's in the Forest) was built shortly after, and was completed by 1869, with the Methodist Church opening in 1881 (Donovan 1965; Heerdegen 1940).

The first teacher in the community was Sam Breach, who taught children in a tent on his farm, from September 1865. This school was short-lived, and was disbanded in the summer for the burning season. From late February or March of 1866, a teacher from England, Mrs Evans, held a junior school at her home in Portsmouth Road. In 1871, Mrs Haszard began teaching, under the Auckland Education Board, at the Anglican Church. In 1872 a meeting was held to determine a location for a dedicated school, which ended up being on land gifted by Mr Haszard. The school was built by the end of the year and Mr and Mrs Forde took over teaching (Donovan 1965).

The community was growing and developing in the late 1860s, with two weatherboard homes built by 1868. A hotel was built by Mr Love around this time, called the Northumberland (Heerdegen 1940). Throughout the late 1800s a variety of stores were opened in the area, including groceries, a chemist, a surgery, a library and a post office (Donovan 1965). At least three mills were established around Bombay between 1874 and 1889, as a large amount of wheat was being produced (Donovan 1965; Heerdegen 1940).

Bombay continued to grow in the 20th century, with additional subdivision of the larger blocks for smaller farms. Although the focus of the area has not changed significantly since the 19th century, with horticulture and farming being the main industries for the community, one of the most significant additions to the area was the relocation of St Stephen's School to Bombay.

St Stephen's School was founded in Parnell in 1848 by Bishop Selwyn. Due to intensification of the city, and a desire to introduce a practical agriculture component to education, the school was moved to Bombay in 1929.

Construction was completed in 1931 when the school was officially opened. Part of the move included building a stone cairn to commemorate the founder of the school, who used to rest beneath a grove of Puriri Trees outside the new entrance to the school when he was on his missionary travels. The stone cairn and the grove of Puriri Trees are included in a category B scheduled extent (960) in the AUP:OP.

In the late 20th century Bombay became a focus for commuters, who could travel into Auckland thanks to the improvement of roads, most notably the Southern Motorway.

The Southern Motorway was completed from central Auckland through to Redoubt Road, south of Papatoetoe, in 1955. Construction continued southwards and in 1972 it terminated at Bombay, where drivers entered onto The Great South Road. In 1993, the southern end of the motorway was extended to Mill Road, near Bombay. The extension bypassed the traffic light-controlled crossroads at St Stephen's, known to be an accident blackspot and causing delays of up to two hours during holiday periods (NZTA 2008:12). This required realignment of the entrance to St Stephen's School, and effectively bisected the main school grounds from the site of the Bishop Selwyn Cairn and Puriri Grove.

4.4.4 Previous survey and investigation

4.4.4.1 Drury

Drury is situated within a relatively under-recorded archaeological landscape. With the exception of a coastal survey undertaken by Auckland Council (2010), prior to 2015 there was little large-scale systematic landscape survey in the area around Drury. Several sites related to the invasion of the Waikato were added more than 15 years ago and have never been updated or investigated properly, with some never actually being visited by an archaeologist (e.g., R12/756, the Commissariat Redoubt). The pre-contact Māori archaeological footprint in the area, especially around Drury, is barely recorded, with only Ōpaheke (R12/1132) recorded in the vicinity.

Murdoch (1990) argued that the limited environmental resources of the Manukau lowlands would not have sustained a large standing population, but rather would have been exploited for wetland resources such as eel and waterfowl, which was reiterated by Tatton (2001). These types of activities are unlikely to provide much of an archaeological footprint, but remnants of eel weirs and small temporary camps and associated cooking areas are likely to still exist in places. It is likely there are remains of archaeological evidence of land use in and around the waterways, especially so at the larger waterways like the Hingaia Stream and Ngākōroa Stream (Ngāti Te Ata Waiohua 2014).

Recent increases in proposed housing developments in the outskirts of Auckland have led to several archaeological surveys in the area (Bickler 2013; Clough 2000; Cruickshank 2014; Cruickshank et al. 2017; Foster 2007, 2014, 2015; Glover 2020; Prince and Clough 2003). Other surveys have included those for infrastructure work (e.g., Clough 1995).

Less than two km from the proposed works, the north portions of Jesmond Road were assessed in 2017 as part of a proposed plan change by Karaka and Drury Ltd (Cruickshank et al. 2017). The assessment undertook limited field survey of properties that were accessible and determined that while no archaeological deposits were identified in the area, it was possible that evidence of both precontact Māori land use and 1850s–1900s farming may be present within the area. As such, a precautionary approach was recommended for any works undertaken in the area (Cruickshank et al. 2017). Further east, a proposed shed construction at 387 Drury Hills Road was assessed to ensure no archaeological deposits were at risk of damage, and no new sites were found (Cruickshank 2014).

In 2013 Clough and Associates monitored works around the pump station on Flanagan Road, Drury, as it was near a recorded site R12/742, where the Drury Railway Station and Yards were situated (Bickler et al. 2013). However, this site refers to the station and yards built in 1918, not the original station, which was located further north, near Waihoehoe Road (R12/1139).

Recent growth in the area and rezoning of large tracts of Drury to a future urban zone 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. The themes identified included Māori settlement and use of the landscape resource, 19th-century European settlement and arrival of

industry and infrastructure, Military infrastructure and the Land Wars, and later 20th century development and expansion from agricultural towns to suburbs. 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. To this end, 'rapid' assessment of places through field survey and review of historical maps and photographs was undertaken to identify places of interest for further study, in particular in relation to Built Heritage, and appendices of potential places of interest developed.

Additional archaeological and heritage assessments have been undertaken for various Te Tupu Ngātahi projects within the Drury-Ōpaheke Structure Plan area including the Drury Local AEE (Trilford 2020) and the Drury Central Train Station (Cruickshank 2021) which have increased the overall understanding of the landscape.

4.4.4.2 Ramarama

No intensive archaeological survey has been undertaken in Ramarama, or in the surrounding area. Those which have been done are sporadic and related to either housing developments (Prince 2003; Shackles and Clough 2012; Cruickshank et al. 2015) or service installation and upgrades (Clough 1995; Druskovich 2005).

The most recent archaeological survey in Ramarama was undertaken by Arden Cruickshank of CFG Heritage Ltd (2016). This was for a housing development at 1356 Great South Road. Part of this assessment was trying to ascertain the likely location of the Kerrs Farm Redoubt. This was identified as a similar location as the CHI has identified, at the intersection of Ararimu and Great South Roads.

4.4.4.3 Bombay

Most recorded sites within Bombay are related to the colonial settlement of the area. These include the various redoubts and stockades from the Waikato War recorded by Bulmer in 1979 and visited by Spring-Rice (Marty's Farm Stockade R12/183, Baird's Hill stockade R12/184, William's Clearing Redoubt R12/187, Razorback Redoubt R12/185 and Rhodes Clearing R12/186), and sites relating to the construction of the Great South Road including stone-lined culverts (R12/781 and R12/757) recorded by Tanner for the Auckland Regional Council in 2003. There have been no systematic or thorough archaeological investigations across Bombay as a whole.

In 1997 the property opposite 253 Mill Road (229 Mill Road) was surveyed by Russel Foster. No evidence of archaeology was found (Foster 1997). A very brief review of recorded sites around Bombay was carried out by Rod Clough in 2000 for the Bombay to Tuakau transmission upgrade, but it did not involve any wider background research or field survey (Clough 2000).

In 2005, Simon Best and Matthew Felgate undertook a survey of a proposed extension to the quarry on Ridge Road. Site R12/930, a potential pre-1900 or turn of the century historic house site, was found with several ceramic and glass artefacts encountered during test pitting, as well as a potential well or latrine. A potential pre-European Māori terrace was also identified, but it could not be confirmed whether it was archaeological or natural and was not recorded (Best and Felgate 2005).

In 2009, Brent Druskovich monitored excavations at the site of R12/930 to determine whether any subsurface remains would be affected by proposed blasting at the quarry. Small scatters of fragmented glass and ceramic artefacts were found across the site as well as rubbish pits and a range of postholes (Druskovich 2009).

Ella Ussher carried out an assessment and survey in central Bombay at the Bombay Substation ahead of proposed extensions to the station and connections of new equipment (Ussher 2019). No surface evidence of archaeology was identified.

The most recent archaeological survey was undertaken by Hayley Glover of CFG Heritage Ltd for a proposed weigh station at 253 Mill Road. The creek which cuts through the property was inspected to see if there was any evidence of pre-European Māori or historic heritage associated with its use visible, but nothing was noted (Glover 2022).

4.4.5 Future archaeological and historic heritage environment

The future planning environment is discussed in more detail in the AEE for this project, but it is likely that future growth and infrastructure projects will lead to further systematic archaeological and heritage surveys which will increase the number of recorded sites in the general area and provide a better understanding of the archaeological and historic heritage landscape.

DESKTOP ASSESSMENT

5.1 Recorded and Scheduled Historic Heritage

There are 12 historic heritage places within 200 m of the proposed NoRs zone of influence identified from NZAA records, CHI and AUP schedules, and Heritage New Zealand List/Rārangi Kōrero (Table 5-1; Figure 5-1; Figure 5-2). Four sites are standing built heritage, three are historically recorded sites, three are archaeological sites and three are notable trees. Three of these sites were determined to be outside of the NoRs and two are associated with trees which will be discussed in the arboriculture report (if relevant). The remaining seven items are discussed in further detail below along with the Great South Road in the vicinity of Bombay to determine if there is any potential for the original road surface to have survived within the proposed NoRs. There were no other items of potential heritage interest identified along the route as part of the desk-based assessment, though some additional places of potential interest are identified through field survey and these are discussed in the fieldwork section following.

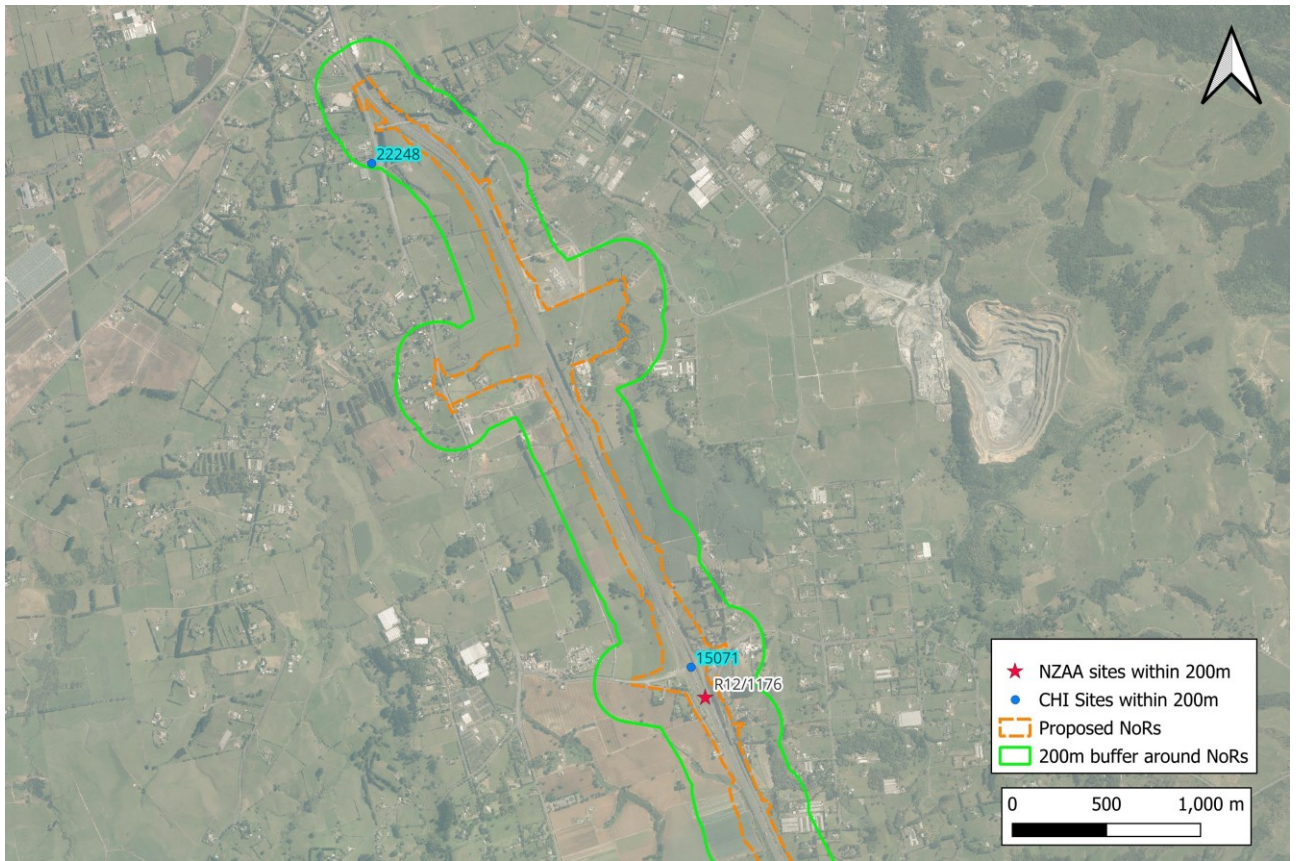


Figure 5-1 Heritage items around Drury and Ramarama within 200m of the proposed NoRs

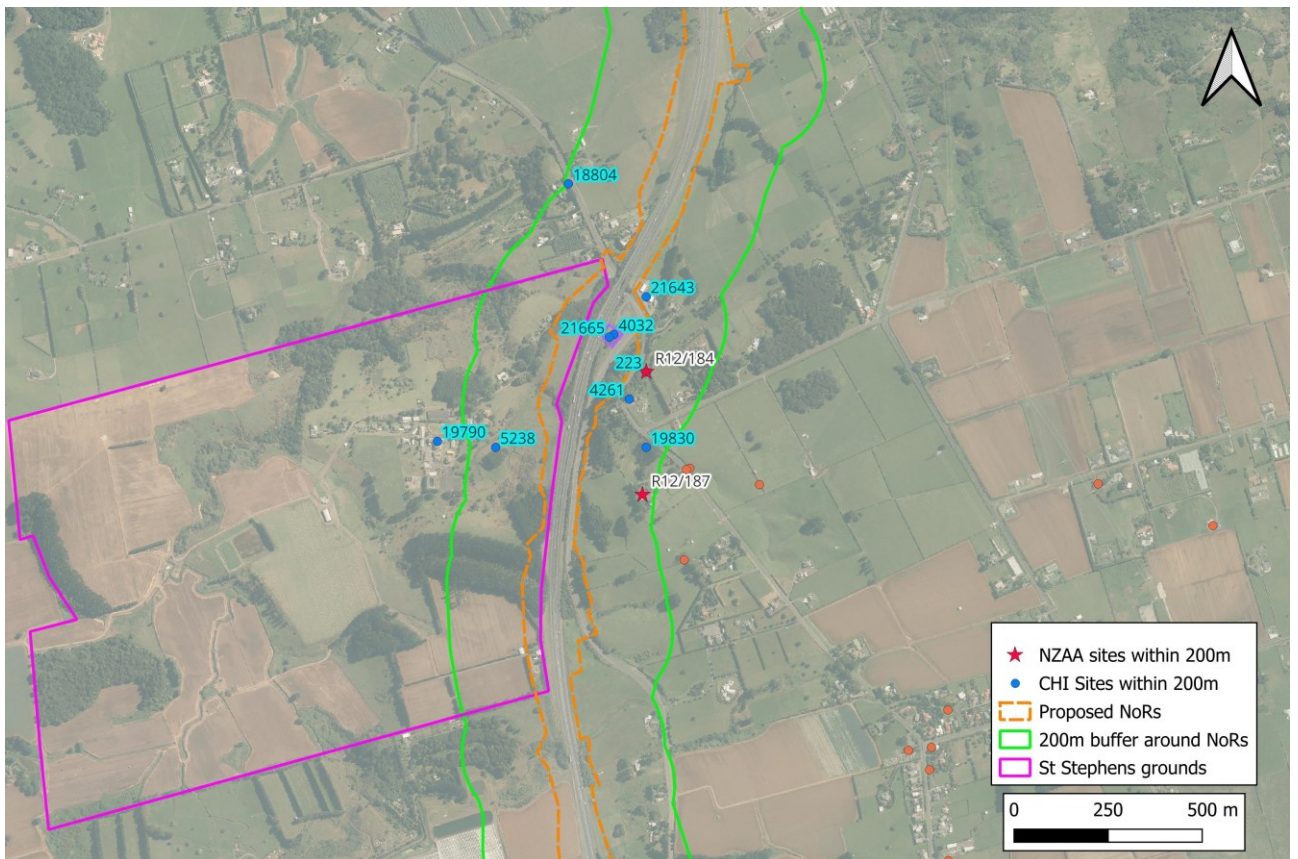


Figure 5-2 Heritage items around Bombay within 200m of the proposed NoRs

Table 5-1 Historic heritage items with 200m of the NoRs

<i>Name</i>	<i>NZAA</i>	<i>CHI</i>	<i>AUP schedule</i>	<i>Category</i>	<i>Potential</i>	<i>Reason</i>	<i>Response</i>
Bishop Selwyn Cairn Stone Monument Built Heritage		1800	960	B	Moderate	Within NoRs	Further research required
Baird's Hill: Baird's Camp Archaeological Site	R12/184	9550			Moderate	Potential for associated features to be within the NoR	Further research required
Northumberland Hotel (site of Loves Hotel) Historic Record		14873			Unknown	Location unknown	Further research required
Former site of British Military bridge Historic Record		16005			Unknown	Location unknown	Further research required
Williamson's Clearing Redoubt Archaeological Site	R12/187	9447			Unknown	Location extent	Further research required
Bishop Selwyn Puriri Grove Notable Tree		1868			Unknown	See arboriculture report	No further response
Norfolk Pine Notable Tree		1869			Unknown	See arboriculture report	No further response
Ramarama Hall Built Heritage	R12/1176	15071			Nil	Archaeological site destroyed, Hall in NoRs	Further research required

<i>Name</i>	<i>NZAA</i>	<i>CHI</i>	<i>AUP schedule</i>	<i>Category</i>	<i>Potential</i>	<i>Reason</i>	<i>Response</i>
Bombay Presbyterian Church Built Heritage		15881			Nil	Outside NoR	No further response
Former site of Jacob Carter's Blacksmith's Shop Historic Record		16006			Nil	Outside NoR	No further response
St Stephen's School for Māori Boys Notable Trees		19790				Grounds within NoRs (only notable trees are affected)	Further Research Required
Villa – Airton Built Heritage		22248			Nil	Outside NoR	No further response

5.1.1 Ramarama Hall (CHI item 15071)

The current hall was a replacement built in 1934 for the original 1880s Ramarama Hall which burnt down in 1928. It had originally been constructed at the same location as the original Hall (represented by archaeological site R12/1176) but was moved in 1969 to make way for the Southern Motorway.

The actual location of the hall is approximately 140m west of the CHI point which is in the centre of the motorway overbridge.



Figure 5-3 New District Hall at Ramarama. New Zealand Herald 11 December 1934 p.6.



Figure 5-4 Map of Ramarama interchange showing the location of the Hall (Red circle) compared to the CHI location and original location

5.1.2 Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled site 960)

This cairn was believed to have been constructed in the 1932 from recycled materials from the original St Stephen's School Building in Parnell, which was demolished in 1931 when the school moved to its current location (Donovan 1965). The cairn was built to mark the spot where Bishop Selwyn used to rest when undertaking his missionary trips into the Waikato.

The cairn is inside a small reserve on the side of Great South Road, which contains several Pūriri Trees. Although the trees themselves are recorded in the CHI as item 1868, the trees and the cairn are within a portion of the reserve which is scheduled in the Auckland Unitary Plan (AUP) as a Category B Historic Heritage Place (1537). The reserve is contained entirely within the NoRs (Figure 5-5).



Figure 5-5 Location of the Bishop Selwyn Cairn Stone Monument in relation to the extent of NoR 1

5.1.3 St Stephen's School for Māori Boys (CHI 19790) and former Rutherford Homestead

St Stephen's School is located within a parcel of land that likely contains heritage items which predate it. The parcel was originally Lot 2, Parish of Mangatawhiri which was granted to Symonds in 1854. It was then sold to Rutherford in 1861 and appears to have remained in the Rutherford family until 1928 when it was sold to the Anglican General Trust Board for the establishment of the new St Stephens School (Auckland Deeds Book 7A.133; Owen 2019).

St Stephen's School was established in 1931, designed by D.B. Patterson who also designed the Selwyn Cairn. The school buildings themselves are unaffected by these works but a portion of the avenue of notable trees leading to the school is within the NoRs. Although the school was established in 1931, the avenue and ornamental carriageway appear to be earlier and likely associated with the Rutherford Family's Pukewhau homestead.

The homestead is described in various sources (Donovan 1965; NZSG 2018; Owen 2019), but only when the property was proposed for sale in 1910 is confirmed that it was on Lot 2 PSH of Mangatawhiri, consisting of '...10 rooms, bath, scullery, wash-house storeroom, etc., with a large farm building 50 by 35 [feet] comprising stabling, buggy and wagon sheds and implement shed, also a granary building' (Auckland Star, 12 November

1910:7). DP 22441 (1923) shows an 'ornamental carriageway' which although is drawn on the wrong lot (**Error! Reference source not found.**), is likely associated with the homestead.

There is no evidence of this homestead on either survey plans or 1940s aerials, and it is likely that it was in the area where the headmasters house is located. The avenue and trees appear to terminate where the headmasters house was built, not the main school buildings, it would be assumed that if the avenue was planted at the same time as the school was constructed, it would lead to the front of the main building (Figure 5-6).

The original entrance to the avenue was modified when the Motorway was constructed. This is evident when comparing aerial map overlays. An overlay of mid-20th century aerial photography and modern satellite imagery shows the approximate locations of the Cairn and notable trees (Figure 5-7 and Figure 5-8). The two Norfolk Pines near the Cairn (Circled in green) are not apparent at this time.

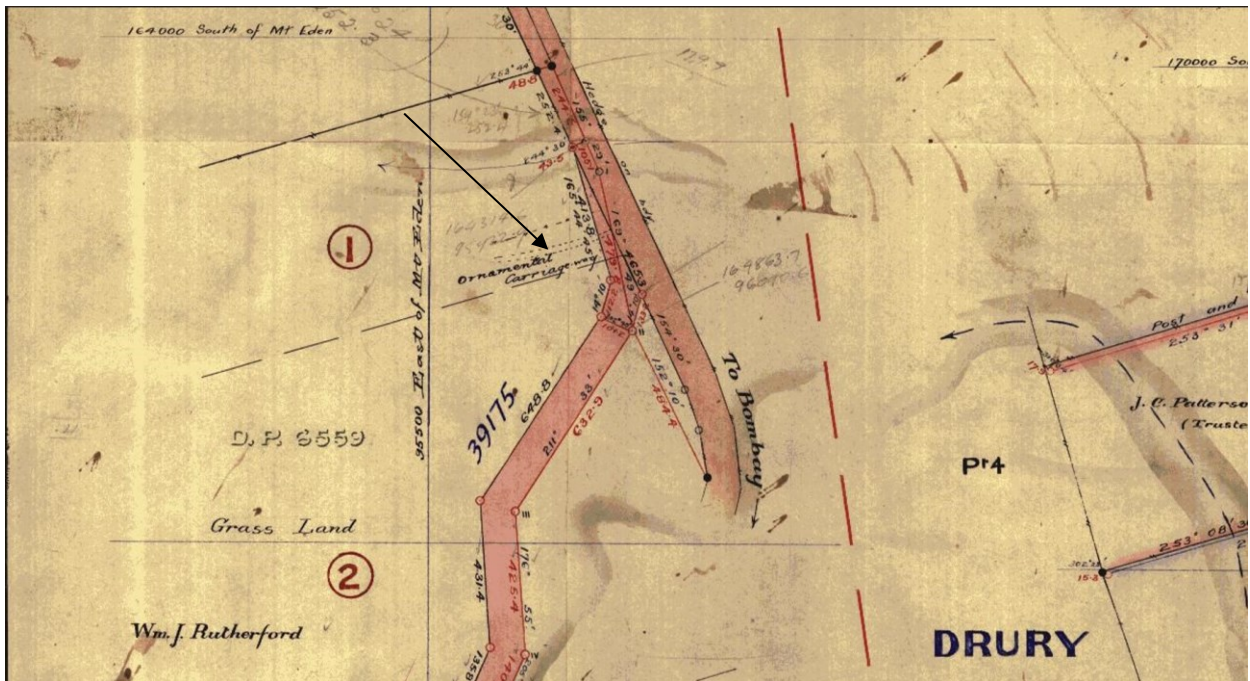


Figure 5-6 Detail of SO 22441 (1923) showing 'ornamental carriageway.' Note that is drawn on Lot 1, which appears to be an error



Figure 5-7 Detail of aerial photograph SN 192 277/35 (1942) showing the original avenue arrangement prior to the construction of the motorway. Note it terminates on the ridge near the headmaster's house, not the school buildings

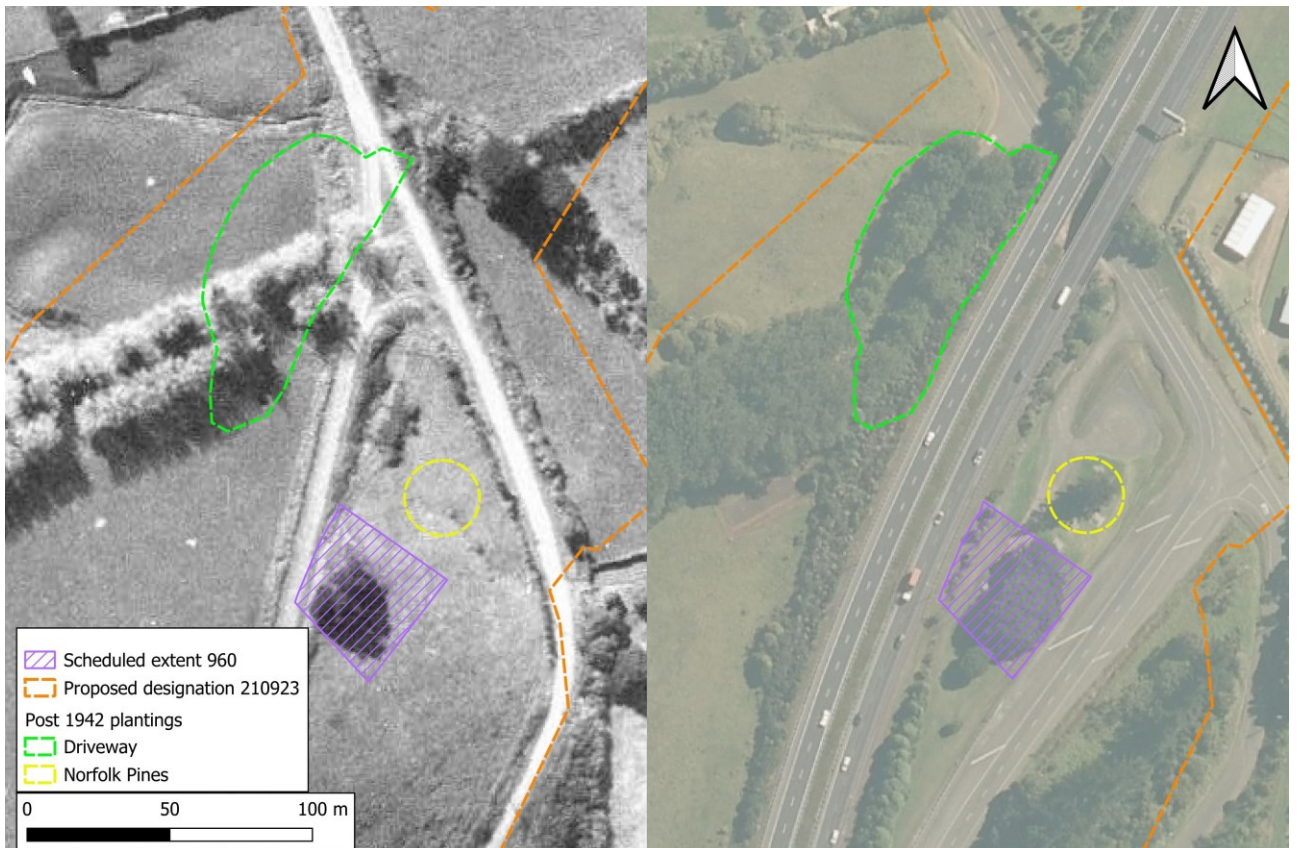


Figure 5-8 Comparison of aerial photograph SN1401 T/18 (1962) and modern satellite imagery

5.1.4 Baird's Hill: Baird's Camp (R12/184; CHI 9550)

This site represents a stockade that was built on the property in 1862 to house British army prisoners who had been sentenced to hard labour and were to be used to break rock into metal for the formation of the Great South Road. The scoria boulders were reported to be plentiful on Bairds Farm (Donovan, 1865:29) and were used for this purpose.

The site record for this stockade was created in 1979 but has not been updated since then. The location of the stockade is not known. Lot 5 Parish of Mangatawhiri was granted to Samuel Baird on 29 May 1855 (Auckland Deeds Index 7A p.64), so it can be assumed that the stockade was located somewhere in the granted block, most likely along the western boundary near the Great South Road.

There was also a military encampment here (Figure 5-9), but it appears they moved to the Williamsons Clearing Redoubt once it was built in 1863 (Barton and Ritchie 2021:19), so it can be assumed it was likely restricted to an open tent camp, and is not likely to have had any significant earthworks.

The location of the tents shown in Figure 5-10 has been approximated in Figure 5-11. The majority of the indicative area is within 1799A Great South Road (Lot 6 DP 156089). The southern portion of this indicative area has been truncated by the Southern Motorway and it is likely that any minor items such as buttons and clay pipes associated with the camp would have been heavily disturbed through ploughing and discing of the soil.



Figure 5-9 The 40th Regiment camped at Bairds Farm, c.1862. National Library of Australia item 5809128



Figure 5-10 1942 aerial (SN192 277/35) showing likely location of bridge (CHI item 16005) and an indicative location of the 40th Regiment camp at Bairds Farm.

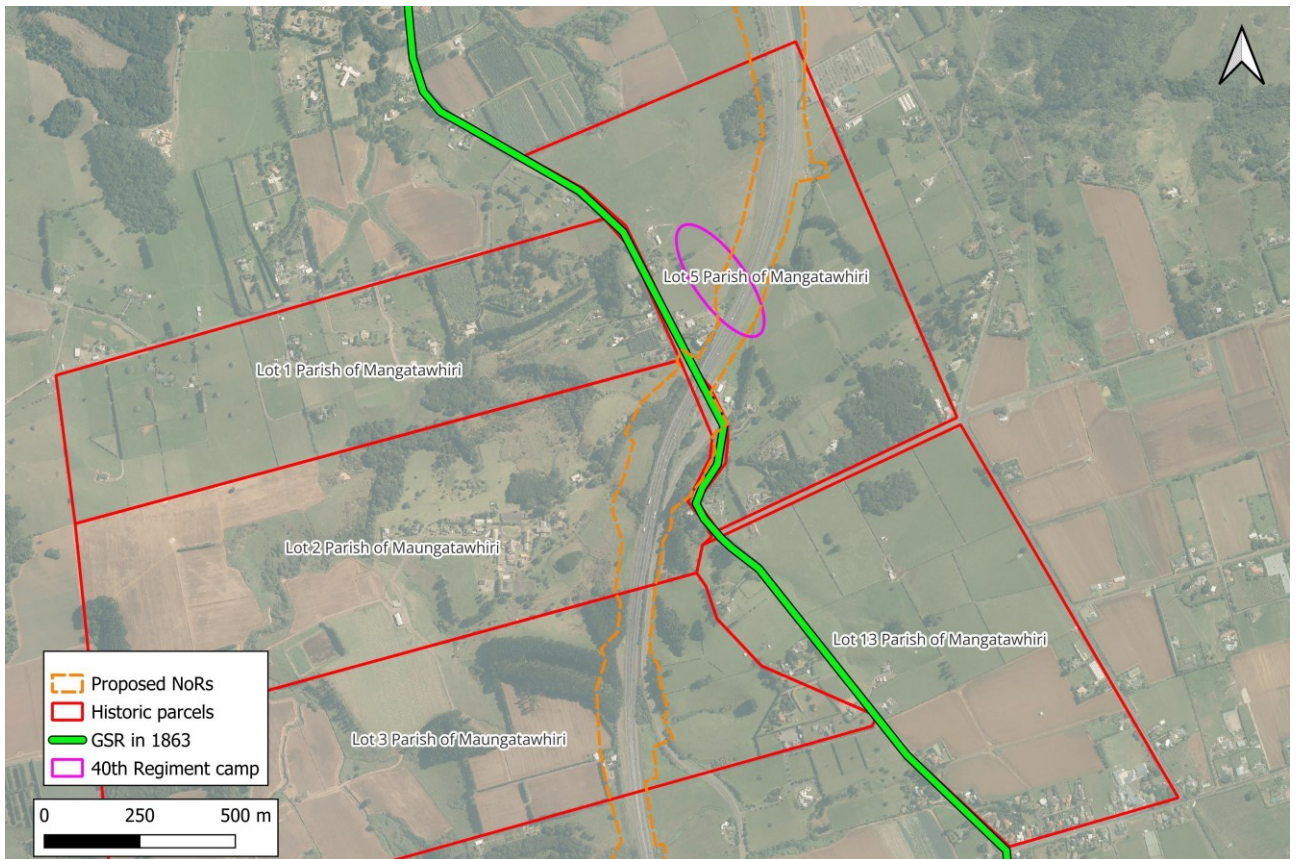


Figure 5-11 Original lots in relation to the 1860s alignment of Great South Road.

5.1.5 Northumberland Hotel (site of Loves Hotel) (CHI 14873)

This CHI item represents a purported short-lived hotel on Great South Road that served soldiers based at Bairds Farm. According to the CHI record, this hotel was recorded from Donovan (1965), but there does not appear to be any mention of the hotel in the book, and no mention of a hotel in this area applying for a bush licence. The names provided for the hotel are also problematic, as it states in the CHI record that it was known as Love's Hotel after the owner, and/or the Northumberland Hotel due to the Northumberland Regiment [sic] being stationed across the road from the hotel at Bairds Camp. There is no mention of someone with the last name of Love owning property in the 1860s, and the Northumberland 5th Regiment of Foot did not serve in New Zealand Wars.

The proposed location of the hotel is within Lot 1 Parish of Mangatawhiri which was granted to Lee on 29 September 1854. It was sold to Rutherford in 1861, who also owned Lots 2 and 3, with it remaining in the Rutherford family into the 20th century. The nature, location and archaeological potential of this hotel is unknown.

5.1.6 Former site of British Military bridge (CHI 16005)

This CHI item is for a bridge that was built across a small stream during the construction of the Great South Road in 1862 (**Error! Reference source not found.**). There is no mention of materials used, but it can be assumed that it was probably made from timber. This area has been heavily modified, and it is unlikely that anything remains of this bridge.

The location provided in the CHI does not line up with where the creek is intersected by the Great South Road, so an updated location is shown in **Error! Reference source not found.** The location appears to be where the current entrance to St Stephen's School was created during the construction of the Southern Motorway, and it is assumed that the creek has been culverted beneath the road.

5.1.7 Williamson's Clearing Redoubt (R12/187; CHI 9447)

Lot 13 Parish of Mangatawhiri was granted to Williamson on 4 July 1857 (Auckland Deeds Index 7A:222). The western extent of the lot was Hayr's line, the original track that was cut through the bush for the Great South Road. This was later modified during the 1863 formalisation of the Great South Road, which was re-surveyed through Williamsons land, around the eastern side of a prominent hill (Figure 5-12).

The Williamson Clearing Redoubt was an important location for the British troops who fortified the hill after the ambush on Great South Road approximately 2.5km north of this location near Kerrs farm. The Redoubt had been mentioned in the newspapers at the time (Daily Southern Cross 12 August 1863:3), and diary entries mention that it was formidable, and formed of clay and large logs (Barton and Ritchie 2021:18).

A vague site record for the redoubt was created in 1979, but it appears that it wasn't until 2009 when an archaeologist first visited the redoubt during an SRS upgrade project. Brent Druskovich went to the proposed location and spoke to a landowner who confirmed that the redoubt was at the location of his house at 52 Bombay Road. During construction of the current house on the property (approximately in the 1960s) an infilled ditch approximately 2m deep was encountered which was filled with 19th century glass bottles, metal objects and a redcoat jacket. Although the find was reported to the Auckland Museum, it was not followed up, and the finds no longer exist.

There are burials of Māori fighters who died during skirmishes reported on the property, but it is not clear if it is one burial or three. Druskovich provided three possible locations, and these are shown in Figure 5-12.

The redoubt and the potential burial sites are all outside of the proposed NoRs, and there is no reasonable cause to suspect that associated features are present within the proposed NoRs. No further research will be undertaken.



Figure 5-12 Location of Williamson's Clearing Redoubt (R12/187) and the three potential burial sites (labelled I, J and K after Druskovich's notes).

5.2 Field survey

In addition to the items discussed in 4.4.6, four properties were identified which had creeks that would be within the proposed NoRs. Given the importance of waterways to pre-European and early colonial travel, two of these properties (Properties 1 and 2) were inspected to see if any previously unrecorded pre-European Māori archaeological sites may be present nearby. The line of the Great South Road within the proposed NoRs was also inspected to see if there is any reasonable cause to suspect that there may be in situ portions of the original 19th century road structure beneath the current surface. Field survey was also undertaken to inspect the recorded Built Heritage and Notable trees that may be affected by future construction within the NoR footprint, and to determine whether there was any visible evidence for historically recorded but no longer extant sites identified in the desktop assessment.

5.2.1 Ramarama Hall (CHI 15071)

The hall faces south onto Maher Road and appears to have been extensively modified and renovated. The weatherboard cladding has been replaced with galvanised steel cladding, the windows are all modern aluminium joinery, and a galvanised steel portico has been installed to the front entrance. The western false front façade (Figure 5-13) has been removed, which presumably happened when the hall was reclad.



Figure 5-13 View northwest of Ramarama Hall

5.2.2 Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled site 1537)

The stone cairn is still in situ in the reserve and appears to be in good condition. There is minimal lichen growth and the writing is legible, which indicates that it has been maintained since it was reported as illegible by Lawlor in 1993 (Auckland Council CHI record 1800). The associated trees have been maintained at some stage with cut limbs lying nearby, but nothing lying near the cairn (Figure 5-14).



The inscription reads:

'This memorial is built of stone from the original building of St Stephen's School Taurarua.

Erected to mark the first stopping of George Augustus Selwyn, Bishop of New Zealand. When walking on his missionary journeys, here he rested at night, the Puriri trees his only shelter.

The land is the gift of James Rutherford his friend. 'in journeying oft.'

Figure 5-14 View east of stone cairn memorial to Bishop Selwyn. The Puriri Trees are visible behind. Photo Scale = 0.5m.

Associated with the Selwyn Memorial Cairn is a Puriri Grove which, along with an avenue of London Plane Trees west of the motorway, is recorded as a notable tree (CHI ref 1868; AUPOP Schedule 2152). As the plaque explains, Selwyn sheltered under the Puriri Grove, and so there is a brief association with this event. There are also two Norfolk Pines near the grove, on land originally part of the larger property to the west (1832 Great South Road) and are reportedly associated with the school avenue entrance (AUPOP Schedule 10. Id 2695). There is a CHI Record (CHI ref 1869) which states that there are Norfolk Pines planted from seeds gifted by Bishop Selwyn to James Rutherford. These appear to be different trees however, located on the School property. The Norfolk pines near the cairn are not apparent on aerial photographs from the mid-20th century (Figure 5-15). The Puriri Grove and the continuation of the plane tree avenue to the west of the motorway along the driveway to St Stephen's School are visible, and they provide broader context and landscape setting to the cairn.

5.2.3 St Stephen's School (CHI item 19790) and former Rutherford Homestead ornamental carriageway

The site is a large property, the majority of which is unaffected by the proposed NoRs. The school was closed in 2000 but is currently undergoing refurbishment prior to a planned re-opening in 2025¹. The school buildings themselves are not affected. The avenue entrance to the school will be partially affected through re-engineering of the SH1 motorway overbridge (Figure 5-15). The trees primarily affected are those planted late in the 20th century after the construction of the motorway overbridge, and not the older trees associated with the earlier ornamental carriageway apparently planted prior to the school being established.

The St Stephen's ornamental Ave. of Plane Trees are originally indicated on early mapping to be historically associated with the former Rutherford family. It appears this formed an original ornamental drive to the Rutherford homestead, and subsequently to the St Stephen's School.

The Arboricultural Assessment (attached at Appendix G of the application AEE) largely found that within the area to be affected, these trees have already been largely replaced during the construction of the current motorway alignment in the latter part of the 20th century.

As such their historical significance is reduced to a degree, because they are not all directly associated with the establishment of the school, or the earlier homestead.

On this basis, The Plane Tree Avenue at 1832 Great South Road is assessed as having moderate significance relating to context values (including some contextual association with the Selwyn Carin and Puriri Grove) and a moderate historical association with the former Rutherford Homestead.

The proposed designation extent will include a new SUP (NoR 4) to be constructed on the northern side of SH1, adjacent to 1832 Great South Road. The current design shows extensive battering to the north of the widened traffic lanes and associated SUP.

As currently proposed, it is anticipated that a group of London Plane trees currently growing directly adjacent to the northern side of SH1 on Road Reserve will require removal. Approximately 34, Notable, London Plane trees within 1832 Great South Road requiring removal to form the batter.

Furthermore, the anticipated re-alignment of the St Stephen's School entranceway will require works within the protected root zones of at least twelve (12) of the remained Notable London Plane trees, with further removals likely through the central section where the re-alignment of the existing roadway is required.

This will result in a moderate impact on associated heritage values only, because of the mitigating factors noted above. The recommendation to replant and replace with new trees will appropriately mitigate this impact.

¹ <https://www.stuff.co.nz/national/education/301028554/watch-inside-one-of-new-zealands-oldest-boarding-schools>



Figure 5-15 Entrance to St Stephen's School with avenue of plane trees

5.2.4 Baird's Hill: Baird's Camp (R12/184; CHI 9550)

This property was viewed from the road and is currently in pasture. Ground conditions are not known, but any material that would be associated with the 40th Regiment campsite would likely not be in situ due to the length of time farming has occurred on the property since the camp was established (Figure 5-16).



Figure 5-16 View east from entrance to 1799A Great South Road towards area where the 40th Regiment camped.

5.2.5 Northumberland Hotel (site of Loves Hotel) (CHI 14873)

The location or existence of this hotel is not known, but the streetscape of the original Lot 1 consists of houses with shelterbelts and privacy planting. No evidence of a hotel or 19th century structures was identified. There is no reasonable cause to suspect that any evidence associated with this purported hotel is within the proposed NoRs (Figure 5-17).



Figure 5-17 View southwest of Great South Road showing the frontage of Lot 1 PSH of Mangatawhiri.

5.2.6 Former site of British Military bridge (CHI 16005)

The indicative location of this bridge is directly outside the current entrance to St Stephen's School. There is a drain located in the swale on the northern side of the road, and the creek within the St Stephen's grounds has been culverted. It is assumed that these two are connected and follow the original creek line. No evidence of the bridge was identified, and it is likely that any evidence of it would have been removed when the bridge was replaced with a culvert. There is no reasonable cause to suspect that any evidence of this bridge would remain within the NoRs (Figure 5-18).



Figure 5-18 View south across Great South Road from drain to the unmodified portion of the creek. This is the suspected route of the culvert. Photo scale = 0.5 m.

5.2.7 Great South Road

This section of Great South Road, where it intersects with the proposed NoRs, was inspected to see if it is possible for any portions of the original road surface to remain in situ beneath the current pavement. Although the area has been subject to multiple upgrades including the southern motorway construction during the 1970s and again in the 1990s which likely extensively modified the road beneath the overpass and towards Bombay Road, it is possible that in situ portions of the Great South Road may be present beneath the current road surface west of the overpass (Figure 5-19). This would likely be evidenced by fire cracked basecourse, as discussed in Lennard (1985:14).



Figure 5-19 View west along Great South Road near St Stephen's School entrance.

5.2.8 Properties 1 (Lot 1 DP 168213) and 2 (Lot 300 DP 526686)

Most of these properties have been subject to extensive earthworks as part of the Drury South Development, where the surface has been cut to required level to a distance of 10 m from the waterways. The unnamed tributary and the Hingaia banks were surveyed on foot, but heavy vegetation cover obscured the ground surface.

Although no archaeological material was identified during this survey, it should be noted that the Hingaia is still approximately 6m wide at this point and would have been easily navigable by waka providing access inland from Te Mānukanuka as far as Maketū pā and possibly further.

Four properties were identified that contained tributaries of the Ngākōroa and Hingaia. It is possible that previously unrecorded pre-European Māori sites may exist near these waterways (Figure 5-20; Figure 5-21; Figure 5-22).



Figure 5-20 Properties 1 and 2.



Figure 5-21 View south of Property 2 showing area recently cut with motor scraper.



Figure 5-22 View South of the Hingaia in Property 2.

5.2.9 Summary

There were 12 items recorded in the NZAA SRS or Auckland Council CHI which were identified during initial screening that may exist within the proposed NoRs. Although it is not recorded as an archaeological site or by Auckland Council as a heritage item, the portion of the Great South Road that intersects with the proposed NoRs was also included and was researched and inspected to see if there is any potential for the pre-1900 road surface to remain beneath the current pavement.

Of these identified sites, it was determined that there was no reasonable cause to suspect that any evidence of five of these items would be within the proposed NoRs. Two of the remaining items (The Bishop Selwyn Cairn Stone Monument and Ramarama Hall) are confirmed as being within the proposed NoRs, and it was also determined that there is a possibility of the original road surface of the Great South Road to the west of the Southern Motorway overbridge near St Stephen's School entrance. Additionally, a portion of the avenue of plane trees leading to St Stepehns school will be affected, and there is a lesser potential for the puriri grove and Norfolk pines adjacent to the Selwyn Cairn to be affected. No further built heritage structures were identified during the field survey.

In addition to these recorded heritage items, four further properties were identified for field survey due to the presence of tributaries of the Ngākōroa and Hingaia Streams intersecting the proposed NoRs. Only two of these properties were able to be inspected. These two properties did provide an opportunity to inspect the Hingaia Stream, and although no archaeological sites were identified, recent planting and vegetation coverage has obscured the ground surface within 10 m of the banks. The remaining two properties will be surveyed during the detailed design process when access is available.

Although there has been extensive modification to the area along this section of the southern motorway, there is still potential for pre-European Māori and pre-1900 historic archaeological sites to be present within the proposed NoRs.

5.3 Assessment of values

Although detailed design has not been undertaken for this project, it is assumed that the entire footprints of the NoRs will be subject to ground disturbance. The exceptions to this are the scheduled extent of the Bishop Selwyn Stone Monument Cairn (CHI item 1800; Scheduled site 960) and the Ramarama Hall (CHI item 15071) for which it is the intention of the project to avoid these, even though they are within the NoRs. It is possible that some enhancements will be undertaken in these two settings, but this would be undertaken in unison with the project partners, stakeholders and utilising the ULDMP.

In addition to these sites, there is also the potential for previously unrecorded archaeological sites associated with pre-European Māori land use and 19th Century occupation to be encountered during works. The most likely site types would be pre-European Māori midden / oven sites near the Hingaia and Ngākōroa and their tributaries and the most likely 19th century sites would be evidence of the pre-1900 Great South Road surface near the St Stephen's School entrance.

The criteria used for assessing the values of the sites within the Proposed NoRs either known or unknown are discussed separately below. These values only relate to archaeological and heritage values. Other interested parties, in particular mana whenua, may hold different values regarding the proposed works. See the associated cultural values assessments (CVA's) that have been commissioned for The Project.

5.3.1 Ramarama Hall (CHI item 15071)

This site is associated with the 20th-century settlement of Ramarama and although it is recorded in the CHI, it is not scheduled. This site is assessed using the Auckland Council RPS criteria set out in the Auckland Council Methodology and guidance for evaluating Auckland's historic heritage (Auckland Council 2019) to see if it meets the criteria for scheduling.

Auckland Council RPS criteria

Historical	This hall is associated with the settlers of Ramarama, and although the previous hall burnt down it can be considered that this hall also is loosely connected with those 19 th century settlers in the area. This site has moderate historical value
Social	It is not known to what extent the local population identify with the hall, but based on its current condition and the lack of signage or other community markers, it is likely that the connection to the hall is valued purely for amenity reasons. This site has little to moderate social value.
Mana Whenua	Only mana whenua can make a statement of the sites value to them. The site has not been formally identified in the local heritage lists / schedules as a place of significance to Mana Whenua.
Knowledge	The place has been altered to an extent that its potential to yield meaningful or useful information has been compromised. This site has little knowledge value.
Technology	This hall is not a notable or good representative example of technical design, accomplishment, innovation or achievement. This site has no technological value.
Physical attributes	This hall has been altered to such an extent that the value is severely degraded, illegible or lost. This site has little physical attributes.
Aesthetic	This hall is not aesthetically or visually distinctive and there is insufficient evidence of a community or cultural group that values it. The site has no aesthetic value.
Context	The place is associated to the wider historical context of the 19th and 20 th century settlement of rural South Auckland. The site has moderate context value.

The main values of this site are Historical and Context. The hall has been moved from its original location and has been modified to such an extent that none of the original features remain. There is no visible evidence of community connection to the hall and it is unlikely to provide any useful information through scientific study.

This site has limited heritage values and does not warrant any special protections. It does not meet the criteria for scheduling. Any loss of heritage values can be mitigated. For this assessment, the Ramarama Hall is assumed overall to have Moderate Heritage significance locally, but not regionally or nationally.

5.3.2 Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled site 1537)

This cairn is recorded in the AUP:OP as a Category B Historic Heritage Place (AUP:OP Schedule 14.1 ID 1537). It is recognised for the following values:

Auckland Council RPS criteria

Historical	The site is historically associated with both St Stephen's School in Parnell, reportedly reusing fabric from the school site, and also as a commemoration of Bishop Augustus Selwyn, marking a resting place on his missionary route. The land on which the cairn stands was the property of the descendants of James Rutherford, who accompanied Selwyn on many of his journeys. The land was presented to St Stephen's in 1928. This site has not been recognised in the AUP:OP Schedule 14.1 for its historical value. For assessment this value is assessed as moderate.
Social	Mr Kingi Houkamau, a teacher and an old boy of St Stephen's School, said in 1969 that boys from St Stephen's School have looked after the cairn as long as he can remember, and that the upkeep of the memorial was part of the boys' duty. The cairn has sentimental value for St Stephen's, as the stones are from the original St Stephen's School which was built in 1848 and demolished in 1931. The cairn is thought to have been built in 1932. This site is recognised in the AUPOP for its social value. For assessment this value is assessed as Considerable Local.
Mana Whenua	Only mana whenua can make a statement of the sites value to them. The site has not been formally identified in the local heritage lists / schedules as a place of significance to Mana Whenua. There is a connection with St Stephen's School for Māori Boys (St Stephen's closed in 2000). The CHI record for the Puriri trees notes that they are also of significance to Tangata Whenua.
Knowledge	The cairn is a memorial to Bishop Selwyn but does not provide significant knowledge potential as to this historical figure. The site has little knowledge value.
Technology	This site is simply constructed of typical materials for the period. It has no technological value.
Physical attributes	This site has been modified to an extent, particularly due to motorway construction. The cairn is reported to be designed by Daniel B. Patterson, who was a significant Architect working in the region during the first half of the 20 th century, but it is not a major example of his work. This site has Moderate physical attributes.
Aesthetic	The cairn was originally associated with the avenue of trees and entrance to the driveway heading towards St Stephen's School. The original landscape plan has been modified due to the construction of the motorway which has affected this relationship. Located beneath the canopy of Puriri trees and located in open land, the cairn itself has a moderate landmark component. However, the associated Puriri Grove is also a component of this site which contributes to its significance and overall, the site should be assessed as providing considerable aesthetic values to the extent of place, though this is not officially recognised in the AUPOP Schedule 14.1. It can be determined through the previous recognition of the Puriri grove and ornamental avenue as a stand of notable trees. The historical avenue

of Plane trees appears to have a historical connection also with the Rutherford family landholding, modified through construction of the motorway.

Context The place is associated to the wider historical context of the 19th and 20th century settlement of rural South Auckland, and the regional themes of Education and Religion. The site is recognised in the AUPOP for its context value. For assessment this value is assessed as Considerable Local.

The main heritage values of this site recognised in the AUP:OP are Social and Context values. For this assessment, the site is also assessed as having considerable local aesthetic values due to its association with the Puriri Grove, and to a lesser extent the modified avenue of plane trees which have a non-contiguous relationship with the Cairn site. The Selwyn Cairn site is assumed overall to have Considerable Heritage significance locally, but not regionally or nationally.

Additional Historic Heritage Overlay planning controls apply to the subject site and within its 'Extent of Place'. Specifically, those outlined in Table D17.4.1. of the AUP:OP. Because the primary feature has not been specifically defined, the Extent of Place becomes the default primary feature (D17.1 – primary features).

The place does not have any associated archaeological controls and is not identified in the schedule as having significance to Māori, though it is understood from the CHI record that the Puriri Grove does hold significance. There are no exclusions identified, but within the extent of place hard standing for a car park and modern picnic benches are not historically important.

5.3.3 Previously unrecorded sites

In addition to these known sites, there is reasonable cause to suspect additional previously unrecorded archaeological sites may be encountered during works, both associated with pre-European Māori occupation of the area and 19th century European settlement. The most likely pre-European Māori site type to be encountered in the area would be midden / oven sites. The most likely 19th century European site would be associated with the construction of the Great South Road. For non-scheduled sites, the potential pre-European Māori midden / oven and pre-1900 historic structure values will only be assessed following those set out in the HNZPT (2019).

5.3.3.1 Potential pre-European Māori Midden / Oven sites

Condition	Any sub-surface features are in an unknown condition.
Rarity	Midden/oven sites are the most common site type both nationally and regionally.
Context	Any midden/oven sites that are encountered will be in the context of Māori land use in this area between the Waikato and Tāmaki.
Information	In situ midden and oven sites can provide information about the timing of occupation, subsistence patterns, and diet and health of the population prior to the arrival of Europeans.
Amenity	Any midden encountered during works would unlikely be accessible to the public, but any could be interpreted through signage.
Cultural	These sites would be associated with mana whenua.

5.3.3.2 Potential original Great South Road surface

Condition	Any sub-surface features are in an unknown condition.
Rarity	Any surviving evidence of the original Great South Road would be rare.
Context	any evidence of the original road surface would be within the context of the invasion of the Waikato and the development of both Auckland and New Zealand as a colony.

Information	Any information value of the road surface would be limited, but it is possible that it could inform about 19th century road construction and domestic life.
Amenity	The location of any features is likely to be near a public road and could be interpreted through signage.
Cultural	Any historic structures would be a 19th century European site.

Heritage Landscape values

As discussed in 4.4.2, Māori settlement and landscape use in the area was dictated by waterways, which acted as transportation routes and access into areas of cultivation. While a lot of the lowland areas were poorly drained and therefore would not have been attractive for settlement, they would have been exploited for their birds and other wetland resources (Te Roopu Kaitiaki o Papakura 2010: 7; Tatton 2001: 45). Conversely, the fertile soils noted in **Error! Reference source not found.** would have supported large areas of māra kai (cultivations) of kūmara, taro, uwhi and other root crops. Although evidence of cultivation and settlement may still exist within the works area, much of the connection mana whenua would have to this land would be intangible and is better described including landscape values in the CVA's.

As discussed in 4.4.3, The two main historic themes in the vicinity of the Project are the creation and use of the Great South Road, the subsequent rural settlement of the area along the road, which led to the foundation of three villages, Drury, Ramarama and Bombay.

The invasion of the Waikato is one of the most significant events that have happened both regionally and nationally, and the role of this area, and its subsequent development and settlement are intrinsically linked. The emergence of Drury as a staging post for the Waikato Wars, and the construction of redoubts and camps along the Great South Road undoubtedly guided settlement and development in the area. The Great South Road itself, built initially as a military road for the transport of troops, directly reflects this conflict.

The alignment of the Great South Road may be considered significant from a historical landscape perspective, though its physical elements have been modified over time. There will also be intangible associations with the road from a cultural perspective, which are not necessarily positive (The road reflects invasion and conflict), but nether-the-less will be present.

Once established, and following the cessation of war, the Great South Road become a principal transport and infrastructure asset, influencing later 19th century subdivision patterns in the region. The influx of settlers following the Waikato Wars and the subdivision of the larger land grants into smaller farms drove the rural landscape which is still present in the area. The creation and growth of Drury, Ramarama and Bombay and the addition of St Stephen's School to the area in 1931 have created a rural landscape that despite the construction of the Southern Motorway in the mid-to-late 20th century has remained. There are still visual and transportation connections across the southern motorway and this rural landscape is not unique regionally or nationally.

Original road surfaces, hedge rows and other features of subdivision boundaries such as ditches and early fencing along the Great South Road alignment therefore collectively provide contextual value as part of a historical landscape character, However, physical impacts as a proportion of the collective extent of this landscape are very limited. The visual impact on this collective rural character of the area is addressed through the landscape assessment because of the scale involved and the degree of overlap with broader amenity values. Please refer to that assessment for general recommendations. For individual sites, the affects on setting are discussed in more detail below.

5.4 Assessment of construction effects

As discussed above, there are two main aspects to the heritage landscape of the proposed works area, the role of the Great South Road and the area in the Invasion of the Waikato, and the subsequent rural settlement along Great South Road after the end of the Waikato Wars. The project has taken the significance of these themes into account during the design process and the avoidance of heritage items are described in further

detail below. It should also be noted that any effects on Māori heritage values can only be assessed by Mana Whenua and will be discussed in the CVAs developed for this project.

The proposed NoRs contain two historic heritage sites, the Ramarama Hall (CHI 15071) and the Bishop Selwyn Cairn Stone Monument (CHI item 1800; scheduled site 960). Although detailed design has not been undertaken, it is the intention of the project not to impact these two sites through construction or operation and this will be discussed further in the recommendations section.

Although any archaeological or historic heritage sites encountered within the proposed area of works (either known or unknown) are likely to be destroyed, the subsequent archaeological investigations undertaken would help provide information about the sites. This information could be presented to the public through the use of interpretive panels or displays, including at the Selwyn Cairn site.

The future construction works are likely to involve road widening, service upgrades, shared use path installation, bridge and pavement replacement and stormwater upgrades. From the perspective of the HNZPTA, the nature of the works is such that avoidance of any potential unrecorded archaeological sites encountered within the construction footprint is unlikely to be achievable. A Historic Heritage Management Plan (HHMP) will be prepared and submitted alongside a general authority under section 44 of the HNZPTA, which will outline levels of recording, sampling, and reporting according to current archaeological practice. From an RMA perspective, extant built heritage and notable trees are better understood, and it is possible to establish exclusion areas around the Ramarama Hall and the puriri grove/Bishop Selwyn's Cairn. These exclusion areas may be appropriately developed and adhered to in detailed design as a part of any future HHMP. These two sites are discussed in more detail below.

5.4.1 Ramarama Hall

Although the proposed NoRs will encompass this non-scheduled site, significant adverse effects on identified heritage values are not anticipated. This is because the asset is assessed as having only moderate heritage values, and the association of the historical and social values (the values that have been identified at a moderate level) will not in themselves be affected by either the establishment of the NoR, or through any future construction. The project design and the application of the Historic Heritage Management Plan will ensure that the hall is not impacted during construction, and that access will be maintained during construction and operation.

In this case, additional mitigation beyond what may be expressed in the HHMP is not considered necessary to manage the risk of adverse development to the hall.

5.4.2 Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled site 1537)

Although the proposed NoRs will encompass part of this scheduled site, construction within the extent of place is not planned and the Project design will ensure that the scheduled extent is not encroached into during any future construction. Therefore, the Selwyn Cairn's identified heritage values are not likely to be significantly adversely affected.

Specific Construction impacts on this scheduled Cairn site are not identified at this time. Physical impacts on the Selwyn Cairn itself are not proposed and are unlikely to occur other than as a result of accidental damage from nearby construction activities. In this case, it can be assumed that any restoration or repair would be sought as mitigation for any future works.

There is however potential for some impact to the wider setting of the Selwyn Cairn, and works will certainly affect the associated avenue of plane trees (Refer to Arborist's report for more detail), possibly the border of the Puriri Grove, and to a lesser extent the Notable Norfolk Pines. In this case, the recommendations of the Arboriculture assessment are adopted with regard to maintaining and protecting trees adjacent to construction, and replacing any trees required to be removed or relocated from the avenue to accommodate changes to road layout. The area immediately adjacent to SH1 is currently not particularly well landscaped, with some hardstanding and modified ground, and there is an opportunity to enhance this setting through future work (Figure 5-23; Figure 5-24).



Figure 5-23 St Stephen's School Avenue entrance looking south towards SH1 embankment, showing a number of plane trees planted following construction of the Motorway Overbridge that may be affected by re-engineering works.



Figure 5-24 Modified ground between SH1 and Puriri Grove looking N. Notable Norfolk Pine to right of frame

Overall, the management of any potential risk to the Selwyn Cairn from future construction can be addressed adequately through the application of an HHMP. Any future landscaping of the site might provide opportunities for enhancement of the surrounds and provision of interpretation material, which would further offset any

adverse changes to the setting of these associated heritage features through removal of mature trees along the avenue entrance.

Where future works are not controlled by Designation, any construction or landscape development within the Selwyn Cairn Extent of Place would be considered a restricted discretionary activity under Table D17.4.1 (A9) of the AUP: OP and such a programme has been considered against the objectives, policies and assessment criteria set out in section D17 of the AUP: OP as discussed below (Table 5-1 and Table 5-2):

Table 3-2 AUP: OP Objectives

AUP: OP Objectives

D17.2. Objectives	Comment
(1) The protection, maintenance, restoration and conservation of scheduled historic heritage places is supported and enabled.	The NoR and any future development associated with it does not preclude this and may additionally provide opportunity for restoration / interpretation of the site.
(2) Scheduled historic heritage places are protected from inappropriate subdivision, use and development, including inappropriate modification, relocation, demolition or destruction	The NOR includes the scheduled extent, but it is the intention of the project to avoid any earthworks within it.
(3) Appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled	The project is effectively a continuation of existing use, which will not significantly affect the extent of the scheduled place.

Table 5-3 AUP: OP Assessment criteria (D17.8.2)

AUP: OP Assessment criteria (D17.8.2)

Council Assessment Criteria	Comment
(a) whether the proposed works will result in adverse effects (including cumulative adverse effects) on the heritage values of the place and the extent to which adverse effects are avoided, remedied or mitigated;	Although detailed design has not been undertaken for any potential improvements to this site, It is the intention of this project to avoid any adverse effects within the scheduled extent.
(b) whether the proposed works will maintain or enhance the heritage values of the place, including by: (i) avoiding or minimising the loss of fabric that contributes to the significance of the place; (ii) removing features that compromise the heritage values of the place; (iii) avoiding significant adverse effects on the place, having regard to the matters set out in B5 Historic heritage and special character; (iv) complementing the form and fabric which contributes to, or is associated with, the heritage values of the place; and (v) recovering or revealing the heritage values of the place.	The use of this area, including any enhancements will be developed in unison with project partners and the ULDMP.
(c) whether the proposed works will compromise the ability to interpret features within the place and the relationship of the place to other scheduled historic heritage places;	This project should not compromise the current ability to interpret the features within the place.

<p>(d) whether the proposed works, including the cumulative effects of proposed works, will result in adverse effects on the overall significance of the place such that it no longer meets the significance thresholds for which it was scheduled;</p>	<p>The anticipated works occurring within the NOR are likely to encroach within the scheduled extent of the Selwyn Cairn, but they will not affect the Cairn physically. In consequence of these works, and it is not likely to be removed from the Schedule.</p>
<p>(e) whether the proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the place;</p>	<p>Any future works would be subject to an approved HHMP which will provide for good practice and methods.</p>
<p>(f) whether the proposal contributes to, or encourages, the long-term viability and/or ongoing functional use of the place;</p>	<p>The creation of the road alignment in the future does not specifically encourage or contribute particularly to the long-term viability of the Memorial Carin. However, opportunities to improve the site may arise through new landscaping design and this may help make the site more accessible and improve its overall amenity / Aesthetic values.</p>
<p>(g) whether modifications to buildings, structures, or features specifically for seismic strengthening:</p> <p>(i) consider any practicable alternative methods available to achieve the necessary seismic standard that will reduce the extent of adverse effects on the significance of the place; and</p> <p>(ii) take into account the circumstances relating to the ongoing use and retention of the place that affect the level of seismic resilience that is necessary to be achieved.</p>	<p>This is not relevant to the NoRs or any future construction design.</p>
<p>(h) whether the proposed relocation of features, within or beyond scheduled extents of place, in addition to the criteria above;</p> <p>(i) is necessary in order to provide for significant public benefit that could not otherwise be achieved; and</p> <p>(ii) the significant public benefit outweighs the retention of the feature in its existing location within the extent of place.</p>	<p>Relocation of the Cairn is unlikely to be required, though it may need identification and protection during construction. This can be adequately addressed through a future HHMP as part of any NoR Condition.</p>

5.4.3 Potential pre-European Māori Midden / Oven

The potential effects on these sites are unknown but due to the nature of works associated with motorway construction it can be assumed that if any midden / oven sites are encountered during works that they will not be able to be avoided and would likely be destroyed. This can be mitigated by investigating and recording any sites encountered following accepted archaeological practice.

5.4.4 Great South Road

The potential effects on the Great South Road are unknown but due to the nature of works associated with motorway construction it can be assumed that any *surviving* portions of the original Great South Road encountered during works will not be able to be avoided and would likely be destroyed. Overall, this does not result in the loss or significant impact of a heritage place. Any adverse effect can be mitigated by investigating and recording any sites encountered following accepted archaeological practice and disseminating this information through reporting and interpretive signage.

5.5 Recommended measures to avoid, remedy or mitigate construction effects

During the initial design phase of the project, it was identified that the Scheduled Extent Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled site 1537) and the Ramarama Hall (CHI item 15071) would be avoided. This avoidance will be further clarified during detailed design and clear demarcation of the sites and additional protective barriers if deemed necessary will be utilised to prevent damage to the items as far as practicable.

Based on the consideration of the statutory documentation listed in Section 4 related to historic heritage and the assessment of potential adverse effects on heritage, the following mitigation and management measures are recommended.

- 1) A Historic Heritage Management Plan (HHMP) should be prepared and implemented during construction of the Project, to guide works during construction including the following:
 - a) Identification of heritage sites that might be affected by construction activities
 - b) Methods for protecting identified heritage sites and managing risk of accidental damage from construction activities. This should include provisions for clear demarcation of identified heritage sites.
 - c) Minimising impact on scheduled/notable trees as noted in the Arboricultural assessment recommendations
 - d) induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection and investigation;
- 2) The HHMP should address the opportunity to update the CHI with information sourced through the period of construction works;
- 3) Incorporate heritage elements and the story of the places into landscape and urban design elements, including demonstrating the historical relationship of landscape features through liaison with the Urban Design Team in development of the Urban Landscape Design Framework (ULDF).
- 4) Survey of any remaining tributaries of the Hingaia and Ngākōroa that will be impacted by works should be carried out prior to works being undertaken to determine if they will require archaeological monitoring during works.
- 5) Any earthworks within 50m of the identified extents of archaeological sites or waterways 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;
- 6) An authority to modify or destroy previously unrecorded 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
- 7) 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.

5.6 Assessment of operational effects

There are no identified adverse operational effects on archaeological sites or heritage items other than what may arise during the normal course of asset maintenance. The future environmental conditions arising from operation of the road network will be similar to the existing conditions of the identified and extant heritage sites (Ramarama Hall, Selwyn Cairn/puriri grove). Such aspects would be expected to be addressed through other mechanisms such as asset maintenance plans (for example, weeding, fabric maintenance, pruning of trees), or through bespoke heritage plans such as conservation plans (for example for the Bishop Selwyn Cairn). It is

not recommend that any conservation plans or other asset maintenance measures are established by way of condition through this NoR, but they should be the responsibility of the asset owner in the future.

5.7 Recommended measures to avoid, remedy or mitigate operational effects

There are no identified adverse operational effects on archaeological sites or historic heritage items. Over time any replacement trees for the avenue will mature and enhance the landscape components of the infrastructure.

SUMMARY AND CONCLUSION

During the historic heritage assessment for the Project, two main historic heritage themes emerged that are associated with the Great South Road; the Invasion of the Waikato and the subsequent rural settlement of the area. This led to the identification of three specific heritage items which had the potential to be affected by works; the Ramarama Hall (CHI item 15071), St Stephen's School for Māori Boys (CHI 19790) and the Bishop Selwyn Cairn Stone Monument (CHI item 1800; Scheduled Site 1537).

Although only the Bishop Selwyn Cairn Stone Monument meets the threshold for scheduling, the project design has ensured that the extent and the Ramarama hall will be avoided though construction negating any potential effects on these items.

There will be some effects on the avenue of London Plane Trees within the St Stephen's School land, and these are discussed in further detail in the Arboriculture assessment.

Collectively, original road surfaces, hedge rows and other features of subdivision boundaries such as ditches and early fencing along the Great South Road alignment provide contextual value as part of a historical rural landscape character. However, physical impacts as a proportion of the collective extent of this rural landscape are very limited. They are more appropriately considered as part of the overall amenity addressed through landscape assessment.

Overall, the effects this project will have on historic heritage is negligible, and through appropriate mitigation measures including the incorporation of heritage themes into the ULDF will have a positive effect on heritage.

The main recommendations that we have for this project include:

- Preparation and implementation of a HHMP to be included in the Construction Environmental Management Plan, which will guide works during construction including induction requirements for contractors (and sub-contractors), management of construction risk to historic heritage places, opportunities for restoration and interpretation, and procedures for archaeological monitoring, inspection, and investigation;
- A General Archaeological Authority to modify or destroy previously unrecorded 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 heritage consultant consistent with ICOMOS best practice to meet NZTA heritage standards.

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APPENDICES

APPENDIX A – AEE



Papakura to Bombay Project Office

Aurecon New Zealand Limited

Level 3, Te Tihi
110 Carlton Gore Road,
Newmarket, Auckland 1023

PO Box 9762, Newmarket, Auckland 1149, New Zealand
New Zealand