

Supporting Growth

Redhills Arterial Transport Network

Assessment of Historic Heritage Effects

Version 1.0

August 2020



Document Status

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	This report was authored in 2020 by Sarah Macready, who is no longer at Te Tupu Ngātahi Supporting Growth. I, Hans-Dieter Bader, have reviewed the report and approve it for release. I am satisfied it was accurate and complete when it was initially prepared. While some aspects may need to be updated due to changes since that time, these are minor and I am satisfied they would not materially change the assessment and conclusions reached.	
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Appendices

Appendix 1. Recorded Historic Heritage Site Records (CHI)

Acronyms

Acronym/Term	Description
ADR	Accidental Discovery Rule
ASL	Above Sea Level
AT	Auckland Transport
AUP:OP	Auckland Unitary Plan Operative in Part 2016
CHI	Cultural Heritage Inventory (Auckland Council)
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
ICOMOS	International Council on Monuments and Sites
NoR	Notice of Requirement
NZAA	New Zealand Archaeological Association
RMA	Resource Management Act 1991

1 Introduction

1.1 Background

Auckland's population is growing rapidly; driven by both natural growth (more births than deaths) and migration from overseas and other parts of New Zealand. The Auckland Plan 2050 anticipates that this growth will generate demand for an additional 313,000 dwellings and require land for approximately 263,000 additional employment opportunities.

In response to this demand, the Auckland Unitary Plan Operative in Part (**AUP:OP**) identifies 15,000 hectares of predominantly rural land for future urbanisation. To enable the urban development of greenfield land, appropriate bulk infrastructure needs to be planned and delivered.

The Supporting Growth Programme is a collaboration between Auckland Transport (**AT**) and Waka Kotahi NZ Transport Agency to investigate, plan and deliver the transport network needed to support Auckland's future urban growth areas over the next 30 years.

1.2 Purpose of this Report

The Supporting Growth Programme has identified the need for a new arterial transport network in Redhills to support the urban development of the area. This report has been prepared to support AT's notices of requirement (**NoRs**) for the Redhills Arterial Transport Network (the **Project**). The NoRs under the Resource Management Act (**RMA**) are to designate land to enable the future construction, maintenance and operation of the Project.

This report provides an assessment of historic heritage effects associated with the construction, operation and maintenance of the Project. This assessment has been prepared to inform the Assessment of Environmental Effects for the NoRs.

The key matters addressed in this report are as follows:

- (a) Identify and describe the historical background of the Project area;
- (b) Describe the recorded historic heritage sites in the Project area;
- (c) Describe the actual and potential adverse historic heritage effects of the Project;
- (d) Recommend measures as appropriate to avoid, remedy or mitigate potential adverse historic heritage effects (including any conditions/management plan required); and
- (e) Present an overall conclusion of the level of actual and potential adverse historic heritage effects of the Project after recommended measures are implemented.

1.2.1 Māori Cultural Values

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

The historical association of the general area with the tangata whenua is evident from the recorded sites, traditional histories and known Māori place names.

2 Project Description

The Project consists of two new arterial corridors through the Project area, providing sufficient space for two-lanes for vehicles, new footpaths and dedicated cycleways on both sides of the road. The Project has been broken down into the following NoRs:

Table 1: Redhills Notices of Requirement

Notice	Project	Description
NoR1	Redhills North-South Arterial Corridor	New urban arterial transport corridor and upgrade of Don Buck and Royal Road intersection.
NoR2a	Redhills East-West Arterial Corridor – Dunlop Road	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the remaining East-West corridor (NoR2c) at the intersection with the Redhills North-South arterial corridor.
NoR2b	Redhills East-West Arterial Corridor – Baker Lane	New urban arterial transport corridor that intersects with Fred Taylor Drive and connects to the intersection of the remaining East-West connection and Dunlop Road (NoR2a).
NoR2c	Redhills East-West Arterial Corridor – Nixon Road connection	New urban arterial transport corridor that intersects with the Redhills East West Arterial Corridor – Dunlop Road. This includes the upgrade of the existing Red Hills Road/Nelson Road/Nixon Road intersection, and the existing Nixon Road/Henwood Road intersection

To safely tie into the existing road network, the Project includes the upgrade of existing intersections where the new corridors will connect, as follows:

- Signalisation of the intersection at Don Buck Road and Royal Road (NoR 1);
- Signalisation of the intersection at Fred Taylor Drive and Dunlop Road (NoR 2a);
- Signalisation of the intersection at Fred Taylor Drive and Baker Lane (NoR 2b); and
- A new roundabout at the intersection of Red Hills Road, Nixon Road and Nelson Roads (NoR 2c).

The Project also provides a footprint for new stormwater wetlands for the treatment and attenuation of stormwater from the new corridors.

This report has primarily considered the Project area as a whole. Where relevant, NoR 1 is referred to as the N-S Project, and NoR2a, NoR2b and NoR2c are collectively referred to as the E-W Project.

The Project has been split between four NoRs to reflect the likely implementation of the Project. It may also be possible for each designation to be delivered in stages as the Project area develops.

An overview of the Project is provided in Figure 1. This design, along with the wider designation boundary, is referred to as the Project area throughout this report.

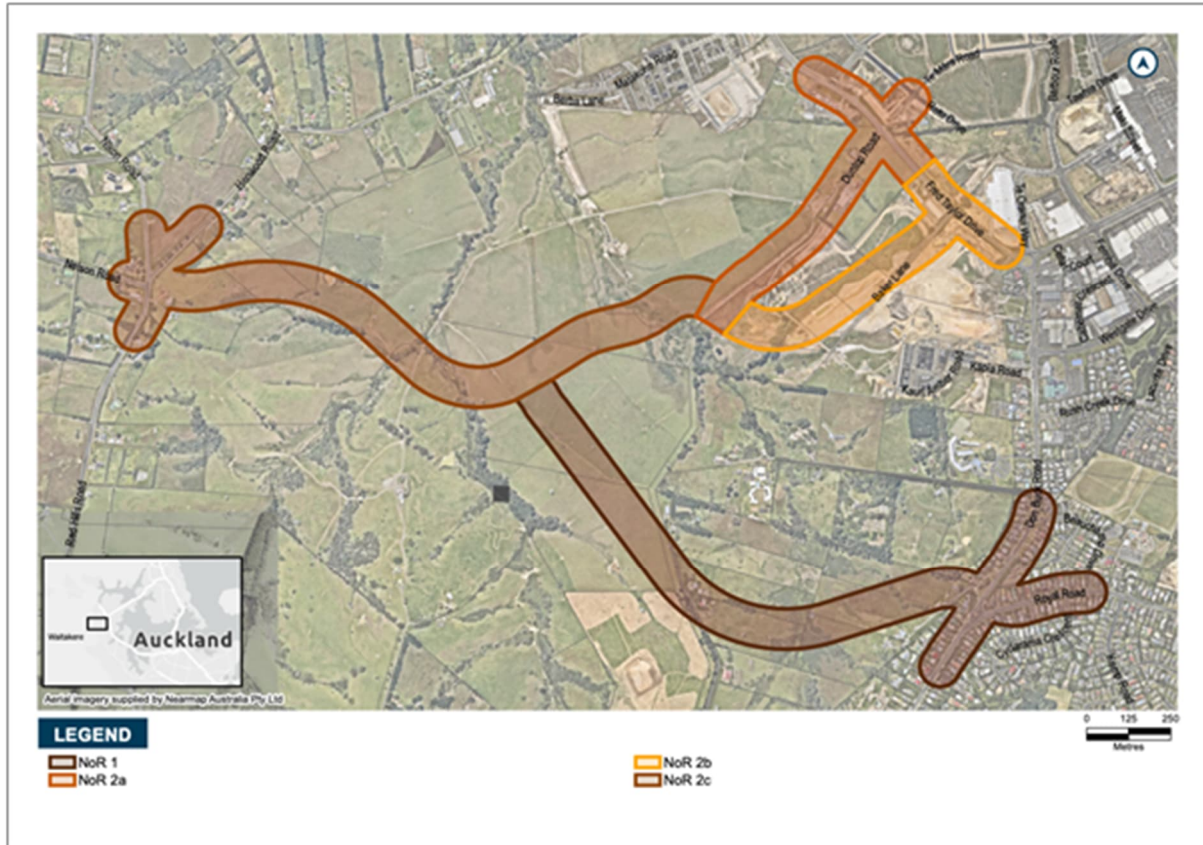


Figure 1: Redhills Arterial Transport Network

3 Assessment Framework

3.1 Statutory Context

3.1.1 Notice of Requirement

This assessment has been prepared to support the NoR process for the Project. Section 171 of the RMA sets out the matters that must be considered by a territorial authority in making a recommendation on a NoR. This includes consideration of the actual or potential effects (including positive effects) on the environment of allowing the requirement.

No regional resource consents are currently being applied for. The necessary regional resource consents will be sought prior to construction of the corridors, at which time any regional consenting matters will be assessed.

3.1.2 Resource Management Act 1991

Section 6 of the RMA sets out the matters of national importance that all persons exercising functions and powers under the RMA shall recognise and provide for when managing the use, development and protection of natural and physical resources. The matters of national importance of particular relevance to the Project and this assessment are: 'the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga' (section 6(e)); and 'the protection of historic heritage from inappropriate subdivision, use, and development' (section 6(f)).

Section 17 of the RMA states that there is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity, including historic heritage.

Historic heritage is defined in section 2 of the RMA as:

'those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

- (i) *archaeological;*
- (ii) *architectural;*
- (iii) *cultural;*
- (iv) *historic;*
- (v) *scientific;*
- (vi) *technological'.*

Historic heritage includes:

- (i) *'historic sites, structures, places, and areas;*
- (ii) *archaeological sites;*
- (iii) *sites of significance to Māori, including wāhi tapu;*
- (iv) *surroundings associated with the natural and physical resources.*

Regional and district plans¹ also contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA and reflect the requirements of Part 2 of the RMA through their relevant Objectives, Policies and Rules.

¹ The AUP:OP is both the regional and district plan in the Auckland Region.

3.1.3 Heritage New Zealand Act Pouhere Taonga 2014

In addition to any requirements under the RMA, the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) protects all archaeological sites whether recorded or not. Those sites may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage New Zealand Pouhere Taonga (HNZPT) (under section 42 of the HNZPTA).

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

'archaeological site means, subject to section 42(3),² –

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

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

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

(b) includes a site for which a declaration is made under section 43(1).³

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

Under section 52 of the HNZPTA, HNZPT may impose conditions on any Authority granted requiring an archaeological investigation to be carried out, if satisfied on reasonable grounds that the investigation is 'likely to provide significant information in relation to the historical and cultural heritage of New Zealand'. This ensures that information contained within a site that is affected by development (and any associated artefacts) is recorded and preserved, in mitigation of the modification of the site.

Under Part 4 of the HNZPTA, HNZPT has the power to list significant historic places and areas, wāhi tūpuna, wāhi tapu and wāhi tapu areas on the New Zealand Heritage List. The purpose of the Heritage List is to inform members of the public and landowners about the values of significant places and to assist in their protection under the RMA (section 65). HNZPT would be considered an affected party in relation to any consent application affecting an item on the New Zealand Heritage List. The criteria used to assign the level of significance (Category 1 or 2) are set out in section 66 of the HNZPTA.

² Under section 42(3) an Authority is not required to permit work on a pre-1900 building unless the building is to be demolished.

³ Under section 43(1) a place post-dating 1900 (including the site of a wreck that occurred after 1900) that could provide 'significant evidence relating to the historical and cultural heritage of New Zealand' can be declared by HNZPT to be an archaeological site.

3.2 Relevant Standards and Guidelines

Appropriate management of historic heritage sites should be based on an understanding of their values and significance. The following policies and guidelines have been developed to assist in assessing heritage sites and determining appropriate management.

3.2.1 Regional Policy Statement

The Ngā rawa tuku iho me te āhua - Historic heritage and special character chapter of the Regional Policy Statement in the AUP:OP outlines the criteria to be used in assessing the significance of historic heritage for scheduling purposes (B5.2.2).

3.2.2 HNZPT Guidelines

HNZPT (2006: 9-10) has provided guidelines setting out criteria that are specific to the assessment of archaeological sites. These are:

- condition;
- rarity;
- contextual value;
- information potential;
- amenity value; and
- cultural associations.

3.2.3 ICOMOS New Zealand Charter

The International Council on Monuments and Sites (**ICOMOS**) 'New Zealand Charter for the Conservation of Places of Cultural Heritage Value' (revised 2010) is intended to provide support for decision makers in statutory or regulatory processes. It sets out principles to guide the conservation of places of cultural heritage value, whose qualities are defined as:

- have lasting values and can be appreciated in their own right;
- inform us about the past and the cultures of those who came before us;
- provide tangible evidence of the continuity between past, present and future;
- underpin and reinforce community identity and relationships to ancestors and the land; and
- provide a measure against which the achievements of the present can be compared.

The charter promotes the use of conservation plans in the management of cultural heritage places and sets out conservation principles and processes.

4 Methodology and Analysis

The New Zealand Archaeological Association's (**NZAA**) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (**CHI**), AUP:OP schedules and the HNZPT New Zealand Heritage List/Rārangī Kōrero were searched to determine whether any archaeological or other historic heritage sites had been recorded on or in the immediate vicinity of the Project area. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early survey plans and aerial photographs were checked for information relating to past and present land use.

A visual inspection of the Project area was conducted on 11 December 2019. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape, or indications of 19th century European settlement remains). Exposed and disturbed soils were examined where encountered for evidence of earlier modification, and an understanding of the local stratigraphy. Particular attention was paid to stream banks (topographical features where archaeological sites are often found to be located). Photographs were taken to record the topography and features of interest.

5 Historical Background⁴

Chapter Summary

The Upper Waitematā Harbour is associated with a number of iwi who settled and/or exercised fishing rights in the area for centuries prior to the arrival of Europeans. This is evident in the Māori place names recorded for the area and a number of archaeological sites identified in the coastal areas and along navigable waterways, which were the foci of Māori settlement. Subsistence was based largely on seafood and cultivated crops such as kumara, with forested areas inland providing additional resources such as birds, rats and edible and medicinal plants.

Early European settlement from the 1840s initially had a similar coastal focus, with extensive logging of the kauri forests, followed by gum digging and conversion of former forest land to farmland. The closest settlements to the Project area were at Brigham Creek and on the Hobsonville peninsula (where a number of early pottery works established).

The Project area is largely located within land previously owned by John Brigham, after whom Brigham Creek is named. Brigham's land ownership was formalised in 1857 through a Crown Grant of 1,971 acres bounded by the Ngongetepara and Waiteputa streams to the west and by Totara Creek and Sakaria Stream to the east. The land was farmed by Brigham and subsequent owners up to the present day, with the exception of a strip of residential development beside Don Buck Road and a housing development currently underway near the junction of Fred Taylor Drive and Don Buck Road.

5.1 Māori Settlement

Through time a number of iwi have had influence over the Upper Waitematā Harbour region. Of particular significance were Te Kawerau ā Maki, Waiohua and Ngāti Whātua and the many hapu related to these groups (Clough and Tanner 2004). However, other hapu from outside the region also maintained rights to fish in the waters of the Waitematā through the summer months, and archaeological sites in the area may relate to any of these groups. A number of Māori place names associated with the area have been recorded, some but not all of which are in use today (Figure 2: Māori place names in the Westgate/Brigham Creek/Whenuapai area (source: Kelly and Surridge 1990)). **Error! Reference source not found.** The closest of these to the Project area are the Totara and Waiteputa ('the water flowing forth') creeks, and to the east the Waipareira Stream ('the creek at the place before mentioned') which gave its name to the large block of land which contained the Hobsonville peninsula (Simmons 1987). Pitoitōi ('name of a bird') was the Māori name for Brigham Creek and Kopupaka ('the scorched stomach') was at the head of Pitoitōi, where it separates into the Totara and Waiteputa creeks (ibid.).

Settlement focussed mainly on the coastal areas and along navigable waterways, as shown by the distribution of recorded archaeological sites in the area (see section 6.2). Subsistence strategies employed by Māori inland from the coast consisted of the hunting (by spear and snare) of kaka, kereru, kiwi, wood-hen, tui and other small birds, while rats were caught in pits or traps (Best 1903, cited in Hayward and Diamond 1978). Forest plants would also have provided a range of foods with fruits, bracts and tubers from a variety of plants all gathered and consumed, while those Māori who dwelt on the coastlines of the Waitematā Harbour would have had an abundance of fish and shellfish

⁴ The following historical background is derived from Macready and Clough 2008; Shakles et al. 2010; Phear and Low 2014 and Clough & Associates and Matthews & Matthews Architects 2016.

Whatua, for £50. However, this sale proved to be controversial and later formed part of the 3000 acres of reserve land in West Auckland that was given back to Kawerau ā Maki (Hahn 2007). In 1857, however, two European settlers named as Joseph Newman and Thomas Summerville managed to acquire the 600 acre Waipareira Block, reportedly for the sum of £250 (Hahn 2007). Parts of the Waipareira Block on the Hobsonville peninsula were soon settled.

Brigham Creek is named after the early settler, landowner and entrepreneur John Brigham (1810-1885), who bought a considerable amount of land at Brigham Creek, Waiheke and elsewhere, pursuing his land claims through the Land Claims Commission (Madden 1966: 79). Brigham secured 1,971 acres as a Crown Grant in 1857 and much of the Project area was part of this claim (Figure 3: Map of Mr J. Brigham's Farm on the south bank of the Waitematā River (OLC 237) dated 1857. The general location of the Project area circled in red). The land was bordered by the Ngongetepara and Waiteputa streams to the west and by Totara Creek and Sakaria Stream to the east. Brigham Creek itself was a small settlement established, like many others during the middle of the 19th century, on one of the numerous waterways feeding the Waitematā Harbour (for example, Greenhithe, Hobsonville, Avondale and Henderson). A couple of advertisements for the sale of Brigham's Claim in the late 19th century give some idea of the type of the land available. One dating to 1893 states:

'The land is suitable for sheep farming or fruit growing, and would be suitable for cutting up into small holdings of say 30-100 acres each...' (*New Zealand Herald* 25 November 1893:8).

The advertisement also points out the gum fields located nearby and the close proximity to Auckland by 'water carriage'. A plan dated 1894 shows the subdivision of Brigham's Claim into smaller farm lots (Figure 4: Subdivision of Brigham's Claim Blocks IX, X, XIII, XIV, Waitematā SD (DP 2088) dated 1896, with the general location of the Project area circled in red) and by 1896 the land was up for sale again, being advertised as:

'2000 acres of good agricultural land, specially suitable for strawberry and fruit growing, subdivided into lots from one to 100 acres...' (*Auckland Star*, 16 March 1896:4).

The Project area and its immediate surrounds was not a focus of early European settlement, which was instead concentrated to the south, around Henderson and Swanson and the Huruwhiri Creeks, to the northeast around the Hobsonville peninsula, where a number of early pottery works were established (Clough, Macready and Plowman 2008) and on a smaller scale at Brigham Creek.

Of these settlements, Brigham Creek was the closest to the Project area. The land there was owned by the Sinton and Johnston families, who in the late 19th and early 20th centuries ran a store, a gum business, a slaughterhouse, a butchery and stock holding yards and accommodation for drovers taking their stock to the saleyards. The Sintons delivered supplies to gumdiggers' camps in the hills beyond Riverhead and the surrounding districts by packhorse twice weekly, while gum was conveyed to Auckland by steamer each fortnight and goods for the store were brought back on the return journey (Hodder 1975: 5-6; Morris 1995: 22, 34; Hahn 2007; Madden 1966). A number of local gumdiggers were allowed to live on the Sintons' land near Brigham Creek around the turn of the century (Madden 1966: 112; Hodder 1975: 6).

For the most part the Redhills/Westgate area would have followed the classic pattern of rural land use in the greater West Auckland area. This is, that kauri forest was first logged and cleared, the ground was then excavated and worked by gum diggers, and then the ground improved by farmers to enable the development of good pasture for livestock or crop cultivation. Much of the land in the general area

at the end of the 19th century would have appeared barren and devoid of large trees after the loggers and gum diggers had passed through (Hahn 2007). Aerial views taken over the last 60 years (e.g. Figure 5: 1959 aerial view of the Project area , Figure 6: 2017 aerial view of the Project area (source: Auckland Council)) show that the Project area remained as undeveloped farmland apart from a strip of residential housing along Don Buck Road, until the housing development currently being undertaken by Westgate Joint Venture/Universal Homes to the west of the junction of Fred Taylor Drive and Don Buck Road (see section 7).

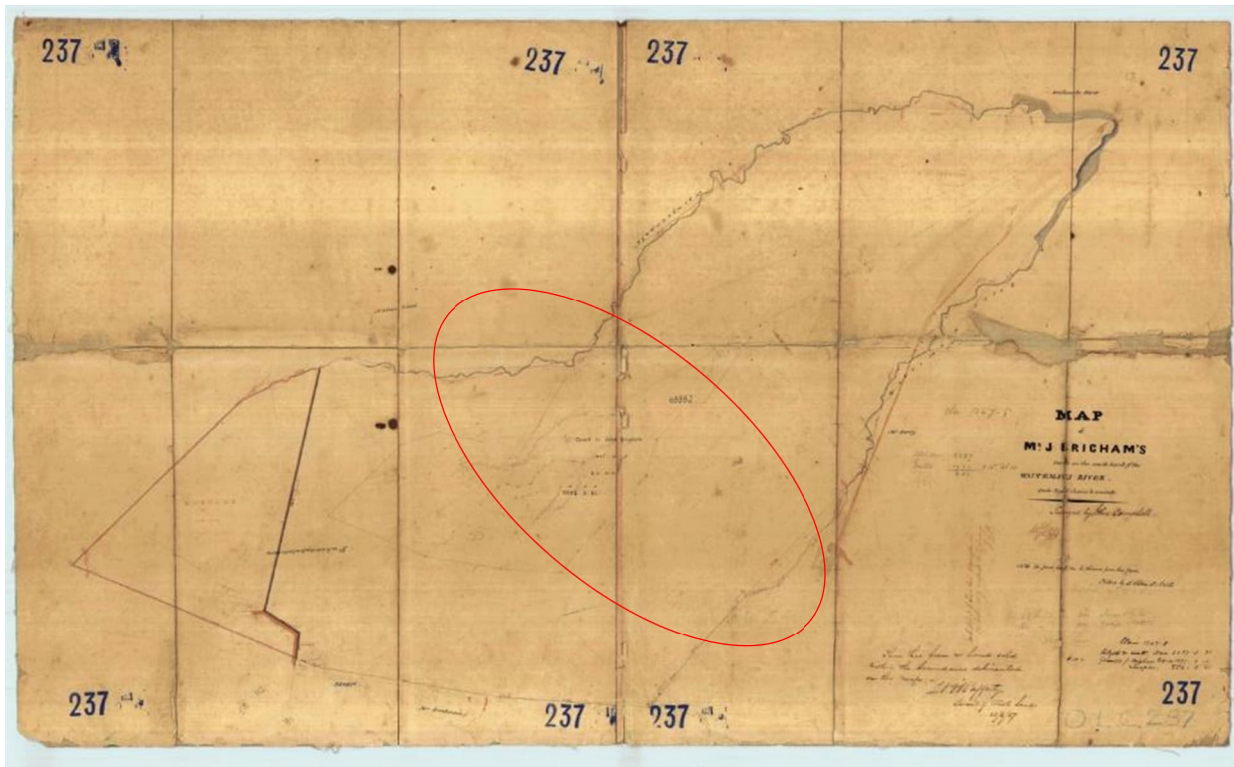


Figure 3: Map of Mr J. Brigham's Farm on the south bank of the Waitematā River (OLC 237) dated 1857. The general location of the Project area circled in red



Figure 4: Subdivision of Brigham's Claim Blocks IX, X, XIII, XIV, Waitematā SD (DP 2088) dated 1896, with the general location of the Project area circled in red

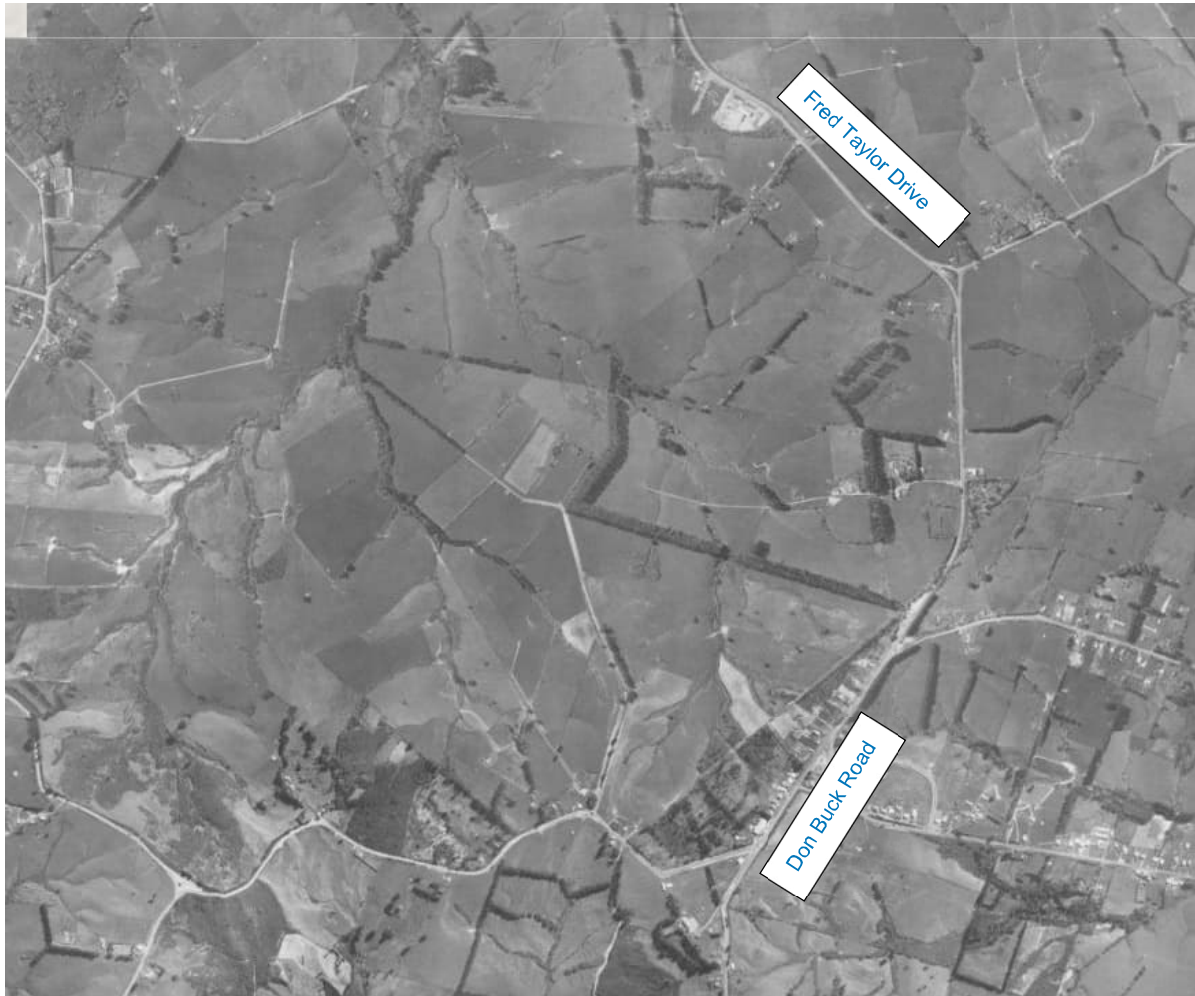


Figure 5: 1959 aerial view of the Project area



Figure 6: 2017 aerial view of the Project area (source: Auckland Council)

6 Historic Heritage Sites

Chapter Summary

The Project area is located inland some distance from the coast, where most Māori and early European archaeological sites have been recorded. The soils in the area were generally unsuitable for kumara cultivation and it was not a known area of Māori settlement. There are no archaeological sites recorded in the Project area or within c.400m – the nearest sites consist of a World War II plane crash site at 81 Fred Taylor Drive and a gumdiggers' camp and hut site at 295 Taupaki Road.

One historic heritage site, consisting of a wooden holding dam or sluice, is recorded in the Auckland Council's CHI (no. 18372) within the property at 60 Baker Lane, but this could no longer be located when the property was surveyed in 2014. There are two recorded historic heritage buildings within c.400m of the Project at 399 Don Buck Road and 44 Royal Road, which are scheduled in the AUP:OP. A third building recorded on the CHI has been demolished. None are in close proximity to the N-S or E-W Projects.

6.1 Archaeological Background

The creeks and inlets of the inner reaches of the Upper Waitematā Harbour were occupied by Māori for generations before the arrival of Europeans, evidence of which survives in the form of recorded place names, oral traditions and archaeological sites (although many sites have been destroyed by 19th and 20th century development and natural processes). The harbour provided not only abundant marine resources but also access to some significant communication and portage routes, such as the Rangitopuni River and Lucas Creek. The Waitematā Harbour was part of an inland water route stretching from north of Dargaville through to the centre of the North Island (via the Kaipara, Waitematā and Manukau Harbours and the Waikato River).

The Project area is located some distance inland, however, away from the focus of settlement along the coast, which is evident in the distribution of recorded archaeological sites shown in Figure 7. There are no recorded archaeological sites along or within c.400m of any of the proposed arterial connections. The three closest sites are: R11/3097 located to the north at 81 Fred Taylor Drive (the site of a Boeing B-17 plane crash during World War II); and R11/1376 and R11/3047 at 295 Taupaki Road, consisting of a gum diggers' camp and a hut site respectively. The nearest recorded archaeological site related to Māori settlement is some 2km to the east of the Project area. The soils in this general area were largely unsuitable for kumara cultivation (Campbell et al. 2013: 12), and it does not appear to have been settled by Māori, as noted in a recent heritage study of the area undertaken for Auckland Council (ibid.: 21).

Previous archaeological investigations in the Westgate/Massey area are few and are largely restricted to archaeological assessments for various developments, such as a subdivision at McWhirter Farm in Massey (Campbell and Clough 2003); an assessment of land on Royal Road in Massey (Judge and Clough 2007); an assessment for a subdivision at 9 Chamberlain Road, Massey (Foster 2008), and an assessment for footpath upgrades at Moire Park, Massey (Shakles, Piper-Jarrett and Phear 2014). Clough and Associates also undertook a survey of the Westgate Township area as part of the Northern Strategic Development Growth Area commissioned by Waitakere Council (Clough and Tanner 2004). No new archaeological or other historic heritage sites were located during that survey.

Of particular relevance was a survey and assessment carried out for the Westgate Partnership (now Joint Venture) of the land in the northeast of the Project area near the junction of Don Buck Road and Fred Taylor Drive (Phear and Low 2014). No archaeological sites were identified on the property and

the archaeological potential was considered to be low. Bulk earthworks in this area are currently well advanced, and no suspected archaeological remains have been exposed (Jason Lo, Project Manager, Universal Homes, pers. comm. 11 Dec 2019).

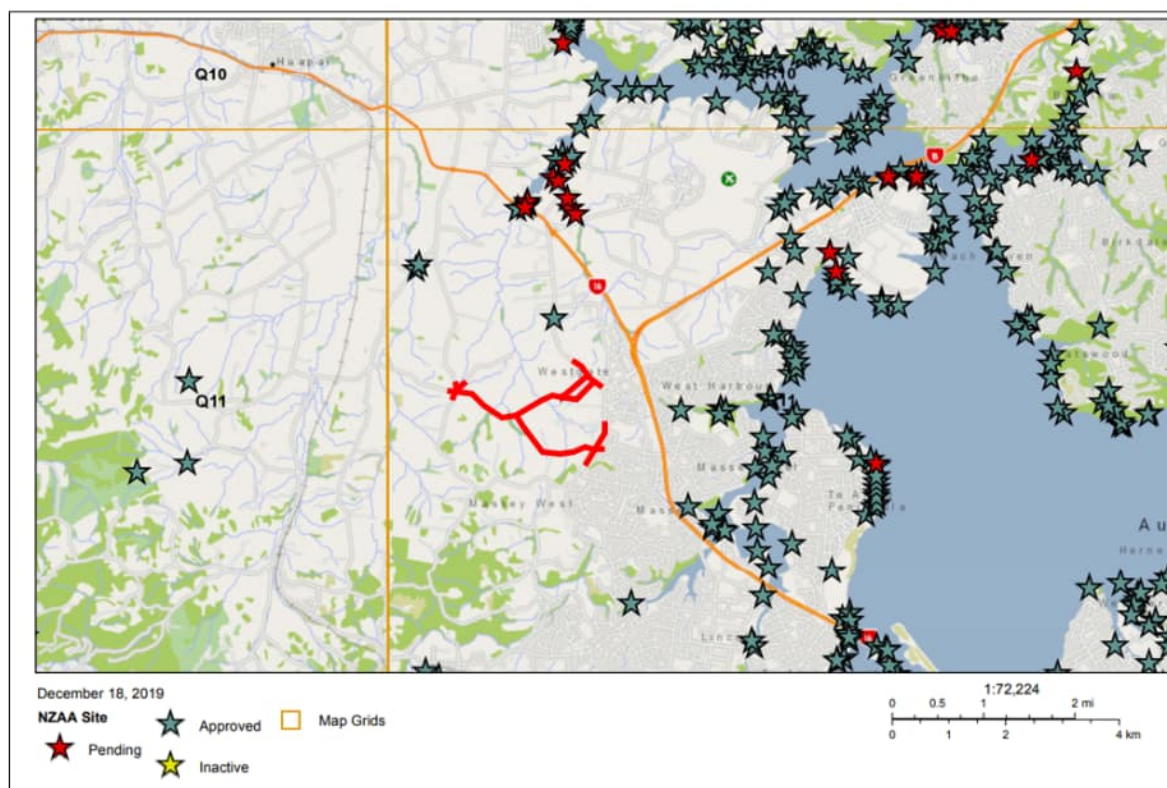


Figure 7: The distribution of recorded archaeological sites in the general area (source: NZAA ArchSite). Project area indicated in red

6.2 Recorded Historic Heritage Sites

The Auckland Council CHI has recorded one historic heritage site within or close to the E-W Project area – the remains of a feature described as a wooden holding damn/slucice (CHI No. 18372) at 60 Baker Lane (Figure 8: Historic heritage sites recorded on the Auckland Council CHI (blue squares indicate heritage buildings or structures – see Figure 10 for detail). Project area indicated in red , Figure 9: Detail from Auckland Council CHI identifying the recorded historic heritage buildings and structures in the vicinity of the Project area). A photograph of the feature indicates a small hollowed out log with two notches (Figure 10), and the CHI record states that there are what look to be wooden pilings associated with the water holding device (see Appendix 1). The feature is not recorded on the NZAA ArchSite database and could not be found during the 2014 archaeological survey that included this area (Phear and Low 2014).

Two other historic heritage buildings are recorded in the CHI within c.400m of the proposed Redhills arterial connections: CHI 3804, the 1930s Post Office at 399 Don Buck Road (scheduled on the AUP:OP as a historic heritage place, ID 51); and CHI 3322, a historic dwelling at 44 Royal Road (scheduled on the AUP:OP as a historic heritage place, ID 52) with an associated heritage oak tree (CHI 2163). Neither of these buildings or their curtilages is located in close proximity to the Project. A third building previously shown on the CHI (3388, a historic bungalow, shown in Figure 9) has recently

been removed from the CHI. There is also the reported site of a heritage building (CHI 3327) called Midgely House (after the former landowner) at 15 Fred Taylor Drive, but the house has been demolished to make way for the Westgate Township.



Figure 8: Historic heritage sites recorded on the Auckland Council CHI (blue squares indicate heritage buildings or structures – see Figure 10 for detail). Project area indicated in red



Figure 9: Detail from Auckland Council CHI identifying the recorded historic heritage buildings and structures in the vicinity of the Project area (indicated in red)



Figure 10: Photograph of the dam/sluice recorded at 60 Baker Lane (source: CHI no. 18372 site record)

7 Field Assessment

Chapter Summary

The proposed alignments within the Project area were inspected on 11 December 2019. Most areas along the alignments were inspected, including stream crossings where accessible. The western end of the proposed E-W Project and eastern end of the N-S Project between the Don Buck Road/ Royal Road intersection and the second stormwater treatment wetland to the west were not accessible but were viewed from a distance from roads and access roads.

The location of the water retention feature recorded in the CHI (18372) was searched, but the feature could not be found. Modifications in the form of modern culverting were evident and it was concluded that the feature is no longer present. It was presumably removed some time prior to 2014, when a previous survey of the property was undertaken but the feature could not be located. Its recorded location is in any case to the south of the proposed Baker Lane Project (NoR2b) area and would not be affected by them.

The land is predominantly in pasture, with stream banks generally in poor condition and eroded by stock trampling. No archaeological evidence was identified during the field survey, and it was concluded that the potential for unidentified subsurface archaeological remains to be present is low across the Project area.

The proposed alignments within the Project area were visually inspected on 11 December 2019. Apart from the area along Baker Lane that is currently under residential development and the residential area around the Don Buck Road/Royal Road intersection, the landscape across the Project area is undeveloped farmland in open fields. These are intersected by the Ngongetepara, Waiteputa and Red Hill streams, with gentle contours at elevations between 25m and 60m Above Sea Level (**ASL**). Towards the western end of the E-W Project and the eastern end of the N-S Project the ground rises a little more steeply to elevations of 90m ASL.

Most areas along the alignments were visually inspected, including stream crossings, where accessible. Areas not accessed but inspected at a distance were:

1. the western end of the E-W Project between the Waiteputa Stream and the junction of Henwood and Nixon Roads, which was viewed from Henwood Road and from a farm track alongside Waiteputa Stream; and
2. the area between the Don Buck Road/Royal Road intersection and the second stormwater treatment pond to the west, which was viewed from an access road to the properties located west of the junction, and from the access road to the properties at 21-29 Redhills Road.

While unable to be directly inspected, the inspections at a distance indicated that the inaccessible areas were similar in terms of land use and archaeological potential to the areas that had been directly inspected.

The proposed Baker Lane (NoR2b) alignment initially follows an existing lane from Fred Taylor Drive, but diverges to the north-west of the lane to meet the proposed extension of Dunlop Road (NoR2a) across what were the properties at 60-68 Baker Lane, which are now under subdivision development. Much of this area had been extensively earthworked (Figure 11: Photo taken from within the Baker Lane development, looking south-west over proposed Baker Lane alignment), with many of the trees removed near the recorded location of the water retention feature/sluice CHI 18372 described above (see Figure 10). The Ngongetepara Stream and its branches were very overgrown in the recorded location of the feature, and modern culverting was evident (**Error! Reference source not found.**, Figure 13). There was no sign of the recorded feature and, as noted above, it could not be found

during the field survey in 2014 (Phear and Low 2014), so is assumed to have been removed or destroyed. The recorded location is to the south of the proposed Baker Lane works and would not be affected by them. The Baker Lane alignment has been largely modified and has little if any archaeological potential.

The proposed Dunlop Road alignment initially follows an existing access road past Steve Nuich Panel Beaters at 2 Dunlop Road and across farmland, to the point where it meets the proposed extension of Baker Lane and the remaining E-W Project (Figure 14). No archaeological features were observed in this area and unidentified features are unlikely to be present.

The remainder of the proposed E-W Project crosses open fields and, heading west, the Ngongetepara, Redhills and Waiteputa streams, reaching the junctions of Nixon/Henwood/Red Hills/Nelson Roads, where the road will bisect the property at 319 Red Hills Road, running close to the buildings on the property. The alignment, stream crossings and the two eastern stormwater treatment pond locations were inspected (Figure 15–Figure 17). The stream banks were generally in poor condition and eroded by stock trampling. The area west of the Waiteputa Stream was not accessed due to the presence of livestock. No archaeological features were observed or considered likely to be present along the E-W Project alignment or associated pond locations.

The northern part of the proposed N-S Project was accessed as far as the location of the first stormwater treatment pond, heading south (Figure 18: Looking south-east along the proposed N-S Project alignment, from near its junction with the proposed E-W Project). No archaeological features were observed. The remainder of the route was viewed from the access road leading to 21-25 Red Hills Road and from the access road to properties west of Don Buck Road near its intersection with Royal Road, and consisted of a similar landscape with no obvious potential for archaeological remains (Figure 19: Looking east from the access road to 21-29 Red Hills Road, across the proposed alignment of the N-S Project, Figure 20: Looking north-west from the access road to 21-29 Red Hills Road, across the proposed alignment of the N-S Project).

Overall, the proposed designations contain no identified archaeological or other historic heritage sites and the potential for unidentified subsurface archaeological remains to be present is low. However, it should be noted that archaeological survey techniques based on visual inspection cannot necessarily identify all sub-surface archaeological features, or detect wahi tapu and other sites of traditional significance to Māori, especially where these have no physical remains.



Figure 11: Photo taken from within the Baker Lane development, looking south-west over proposed Baker Lane alignment



Figure 12: Showing the general condition of the watercourses south of the Baker Lane alignment where the timber water retention feature/sluiice CHI 18372 was recorded; looking north



Figure 13: Culvert observed at/near the recorded location of the timber water retention feature/sluiice CHI 18372



Figure 14: Looking north-east along Dunlop Road alignment from within the farm at 2 Dunlop Road



Figure 15: Looking east over the general location of the proposed intersection of the extensions of Baker Lane and Dunlop Road



Figure 16: Looking west, showing the easternmost (Ngongetepara) stream that would be crossed by the E-W Project



Figure 17: Ngongetepara Stream



Figure 18: Looking south-east along the proposed N-S Project alignment, from near its junction with the proposed E-W Project



Figure 19: Looking east from the access road to 21-29 Red Hills Road, across the proposed alignment of the N-S Project



Figure 20: Looking north-west from the access road to 21-29 Red Hills Road, across the proposed alignment of the N-S Project

8 Assessment of Historic Heritage Effects

Chapter Summary

The construction of the Project will have no effects on any known archaeological or other historic heritage values. The recorded water retention feature at 60 Baker Lane is no longer present and was located beyond the extent of the proposed designation boundary. No other heritage sites had been recorded within or in the immediate vicinity of the Project area, and no archaeological or other historic heritage sites were identified during the field survey. The potential for unidentified subsurface archaeological remains to be exposed during Project works is low.

Any effects on archaeological or other historic heritage sites would be confined to the construction phase.

Archaeological features and remains can take the form of burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or 19th century glass and crockery, ditches, banks, pits, old building foundations, artefacts of Māori and early European origin or human burials.

The construction of the Project will have no effects on any known archaeological or other historic heritage values. No heritage sites had previously been recorded within or in the immediate vicinity of the Project area, with the exception of the water retention feature at 60 Baker Lane which is no longer present and which was located to the south of the proposed works. No archaeological or other historic heritage sites were identified during the field survey.

In any area where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development. However, it is considered unlikely in this situation as the Project area is located some distance from the coast and navigable waterways, where Māori and early European archaeological sites tend to be concentrated, and the area has been farmland throughout the period of European ownership.

9 Mitigation

Chapter Summary

As the Project will have no effects on any known archaeological or other historic heritage sites, mitigation measures are not required.

The potential for unidentified subsurface archaeological remains to be exposed during construction is low, and can be appropriately managed under the AUP:OP Accidental Discovery Rule (**ADR**) (ED12.6.1), which should be adopted and included or referenced in the Construction Environmental Management Plan for the proposed designations.

An archaeological Authority (under the HNZPTA) will not be required for the Project as no known archaeological sites would be affected and the potential for unidentified sites to be present is low. However, an Authority could be sought as a precaution prior to construction to minimise any delays in the unlikely event that an unknown site is exposed. If an archaeological Authority is in place, the ADR would no longer apply in respect to archaeological sites.

There are no scheduled historic heritage sites located within the Project area. This assessment has established that the proposed designations will have no effect on any known archaeological or other historic heritage sites, and have little potential to affect unrecorded subsurface remains. Mitigation measures are therefore not required in respect to historic heritage.

9.1 Auckland Unitary Plan Operative in Part 2016

The very limited potential for unidentified archaeological remains to be exposed during construction is provided for under the AUP:OP ADR (E12.6.1), which should be adopted and included or referenced in the designation conditions. If suspected archaeological remains are exposed during future construction works, the ADR (E12.6.1) set out in the AUP:OP should be complied with. Under the ADR, works must cease within 20m of the discovery and Auckland Council, HNZPT, Mana Whenua and (in the case of human remains) New Zealand Police must be informed. The ADR would no longer apply in respect to archaeological sites if an Authority under the HNZPTA were in place.

9.2 Heritage New Zealand Act Pouhere Taonga 2014

An archaeological Authority will not be required for the Project as no known sites will be affected, and it is unlikely that any undetected sites are present. However, should any sites be exposed during construction the provisions of the HNZPTA must be complied with and an archaeological Authority would be required if modification of any archaeological sites is to occur.

If preferred for risk management purposes, an archaeological Authority could be sought as a precaution prior to construction to minimise construction disruption in the unlikely event an unknown site is exposed.

10 Recommendations and Conclusions

10.1 Recommendations

There should be no constraints on the Project on archaeological grounds, since no archaeological sites are known to be present and it is considered unlikely that any will be exposed during construction, nor are any other historic heritage sites present.

The AUP:OP ADR (E.12.6.1) should be adopted to provide for the very limited possibility that unrecorded archaeological remains may be exposed during construction, and should be included in the designation conditions. Under the ADR, if any subsurface archaeological evidence is unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Māori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), or if any human remains are exposed, work must cease within 20m of the discovery and Auckland Council, HNZPT, Mana Whenua and (in the case of human remains) the New Zealand Police must be notified. The relevant authorities will then determine the actions required.

If modification of an archaeological site does become necessary, an Authority must be applied for under section 44(a) of the HNZPTA and granted prior to any further work being carried out that will affect the site, noting that this is a legal requirement). Alternatively, consideration could be given to applying for an Authority in advance of earthworks as a precaution, to minimise delays in the unlikely event that archaeological sites are exposed by the Project.

Since archaeological survey cannot always detect sites of traditional significance to Māori, such as wāhi tapu, tangata whenua should be consulted regarding the possible existence of such sites within the Project area.

10.2 Conclusions

The proposed designations do not contain any previously recorded archaeological or other historic heritage sites and no such sites were identified during the field survey. The Project area is located some distance away from the main focus of Māori and early European settlement, which was along the coast and navigable waterways. The land has been used and modified for farming throughout the period of European ownership, and the Baker Lane area has recently been earthworked for subdivision development. Overall the potential for unidentified subsurface archaeological remains to be present and affected by construction is low, and the Project would have no known effects on archaeological or other historic heritage sites.

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Appendix 1. Recorded Historic Heritage Site Records (CHI)

Search results

[Hide record](#) [View record details](#)

CHI Places Number:	18372
Data Entered by:	Natasha Barrett
Local Authority:	Waitakere City Council
NZAA Record Status:	Brief
Upgrade Exclusion:	None

Photograph and Map
Filepaths:


ArcView Category:	Historic Structure
Site Type:	WOODEN HOLDING DAM/SLUICE?
Location:	60 Baker Lane Don Buck road State Highway 16 SH 16 Ngongetepara Stream Massey Waitakeres Waitakere Ranges Waitakere City Council
Description:	Located at 60 Baker Lane, near the corner of Don Buck road and SH 16. The sites is a Senegal tea site which is inspected occasionally by Greg Hoskins (Biosecurity Officer, ARC) so that he can treat any seedling plants which germinate. This is a wooden structure which appears to look like some sort of water holding device (sluice?) Also present are what look to be wooden pilings. There are also reportedly other structures on the property. Greg noticed the structure in January 2001 when he started treating the pest plant and thought it looked like an old canoe buried in the stream bed. He returned to the site at the beginning of April and took the photos attached (18372_1 to 4). Graeme Murdoch noted the presence of the wandering jew plant in the photos indicates a settlement site. Grid reference estimated from aerials, property boundaries and course of stream.
Keywords:	DAM NGONGETEPARA STREAM PILINGS SLUICE WOODEN STRUCTURE
Grid Reference Source:	GIS Calculated
Metric Map Number:	R11
NZTM Easting:	1742583
NZTM Northing:	5923434
NZTM Map Sheet:	None
Metric Map Name:	None
Date Recorded:	01 Apr 2009
Reported By:	Greg Hoskings
Last Visited:	02 Apr 2009
State or Condition:	Appears to be reasonably stable apart from normal deterioration of wooden structures in water and possible farming threats.
Information Source:	Brief
NZHPT Registration Type:	None

[Click on this link to view this cultural heritage site in the Auckland Council GIS Viewer](#)

[Suggest changes to this record](#)

Search results

[Hide record](#) [View record details](#)

CHI Places Number: 3388
WCC Computer Number: 243
Local Authority: Waitakere City Council
Upgrade Exclusion: None

Photograph and Map Filepaths:

ArcView Category: Historic Structure
Site Type: BUILDING-DWELLING
Location: 17 Redhills Road | Swanson
Description: bungalow two storeyed weatherboards, covered entrance portico gable roof, English cottage style, 6 pane casement windows, gable with low eave on one side
Legal Description: Lot 2 DP 65390 BLKS IX X Waitemata SD
Grid Reference Source: NZMS 260 Map Sheet
Metric Map Number: R11
NZTM Easting: 1742488
NZTM Northing: 5922359
NZTM Map Sheet: BA31
NZMG Easting: 2652926
NZMG Northing: 6484087
Metric Map Name: None
Date Recorded: 15 12 93
Reported By: Waitakere City Council
Owner: Steele Anthony G & Stephanie R
Owners Address: 17-19 Red Hills Road
State or Condition: good
NZHPT Registration Type: None

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[Suggest changes to this record](#)

Search results	
Hide record	View record details
CHI Places Number:	3804
WCC Computer Number:	160
Date Record Updated:	28/08/2019 9:24:53 a.m.
Data Entered by:	Rachel Jenkins
Local Authority:	Waitakere City Council
District/Regional Plan Name:	Waitakere City Council District Plan Operative 2002
Listing Status in District/Regional Plan Scheduling:	Registered
Upgrade Exclusion:	None
Photograph and Map Filepaths:	
ArcView Category:	Historic Structure
Site Type:	BUILDING - POST OFFICE
Location:	399 Don Buck Road Don Buck Road 399 Massey Triangle Road
Description:	Built in the 1930's, this is one of the oldest buildings in Massey. It adds a definite character to the area and is a community focal point. Presently used by United Realty - real estate signs unsympathetic. Shop front with facade, gabled roof behind, white w.bd,
Keywords:	City of Waitemata District Scheme 1984 CIVIC BUILDING POST OFFICE Proposed Auckland Unitary Plan PROPOSED PLAN SCHEDULE UP Schedule B UPID00051
Notes:	Additional information by Anna Boyer 19/09/2011 The site location was changed from 393-397 Don Buck Road to 399 Don Buck Road. The previous site address was incorrect. Additional information by Rachel Jenkins (28/08/2019): This place was included in the City of Waitemata District Scheme 1984 Appendix D Register of Items of Special Interest, Category 1, item 12, class B.
Name:	Massey Post Office (former)
Legal Description:	SEC 1 SO 68814
Date of Construction:	1930s
Grid Reference Source:	GIS Calculated
Metric Map Number:	R11
NZTM Easting:	1742982
NZTM Northing:	5922272
NZTM Map Sheet:	BA31
NZMG Easting:	2653400
NZMG Northing:	6483960
Metric Map Name:	Auckland
Metric Map Edition:	Edition 1 1981
Date Recorded:	15/12/93 16/09/2011
Reported By:	Catherine Liang Anna Boyer
State or Condition:	good verandah altered support
Information Source:	Scheme
NZHPT Registration Type:	None