

Supporting Growth

Trig Road Corridor Upgrade Assessment of Historic Heritage Effects

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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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Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Purpose of this Report	1
1.2.1	Māori Cultural Values.....	2
2	Project Description.....	3
2.1	Whenuapai – Trig Road Corridor Upgrade	3
2.2	Indicative Construction Methodology	3
2.2.1	General Construction Overview.....	4
2.2.2	Construction Methodology.....	4
3	Assessment Framework.....	5
3.1	Statutory Context.....	5
3.1.1	Notice of Requirement	5
3.1.2	Resource Consent Applications.....	5
3.1.3	Resource Management Act 1991	5
3.1.4	Heritage New Zealand Act Pouhere Taonga 2014.....	6
3.2	Relevant Standards and Guidelines	7
3.2.1	Regional Policy Statement	7
3.2.2	HNZPT Guidelines	7
3.2.3	ICOMOS New Zealand Charter	7
4	Approach to Receiving Environment.....	8
5	Methodology and Analysis.....	9
6	Historical Background.....	10
6.1	Māori Settlement.....	10
6.2	European Settlement	12
7	Historic Heritage Sites.....	18
7.1	Archaeological Background.....	18
7.2	Recorded Historic Heritage Sites.....	19
8	Field Assessment	21
9	Assessment of Historic Heritage Effects.....	30

10	Mitigation	31
10.1	Auckland Unitary Plan Operative in Part 2016.....	31
10.2	Heritage New Zealand Act Pouhere Taonga 2014.....	31
11	Recommendations and Conclusions	32
11.1	Recommendations.....	32
11.2	Conclusions.....	32
12	References	33

Tables

Table 1: Whenuapai – Trig Road Corridor Upgrade receiving environment.....	8
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Figures

Figure 1: Whenuapai – Trig Road Corridor Upgrade	3
Figure 2: Māori place names in the Whenuapai area (source: Kelly and Surridge 1990).....	11
Figure 3: Detail from OLC 299 (1862) showing ‘... of Land within pre-emption claims up the Waitematā’. Oriented with north at left, identifying the Rarawaru block (Whenuapai) and Waipaereira Block (Hobsonville). Also showing land that had been claimed by Hughes & Somerville between the Waiarohia Inlet and Kotukutuku Inlet, adjacent to land owned by Bain and Burt extending up to the Rarawaru Inlet. NB. The name Waitematā River was also applied to what became Brigham Creek..	13
Figure 4: SO 904A dated 1854. Showing land between the Waiarohia and Kotukutuku inlets owned by Messrs Hughes & Others (blue arrow), and the land between the Kotukutuku and Rarawaru inlets by Messrs Bain & Others (yellow arrow). The line along the southern boundary defines Crown Land (green arrow), within which the Project area was located. Three large land blocks in the Hobsonville peninsula were owned by Mr Clark (eastern block, white arrow), Mr Bruce (northern block, black arrow) and Mr Burt (western block adjacent to Waiarohia inlet, red arrow).....	14
Figure 5: Detail from 1854 hydrographic map of the ‘New Zealand North Island Waitematā River from Kauri Point, Auckland Harbour to its Sources ...’, describing the Whenuapai and Hobsonville area as ‘undulating fern land’ (source: Sir George Grey Special Collections, Auckland Libraries, NZ Maps 3909).....	15
Figure 6: 1959 aerial view (Trig Road indicated with red arrow) (source: Auckland Council Geomaps)	16
Figure 7: 2010/11 aerial view, showing earthworks for SH18 at the northern end of the Project area and extent of development along Trig Road and Hobsonville Road (source: Auckland Council Geomaps)	17
Figure 8: The distribution of recorded archaeological sites in the general area (source: NZAA ArchSite). Project area indicated in red	19
Figure 9: Historic buildings/structures recorded on the Auckland Council CHI in 2019	20
Figure 10: View north-west up Trig Road from Hobsonville Road intersection (to left and right) (source: Google street view)	23
Figure 11: View north-west up Trig Road (source: Google street view).....	23
Figure 12: View north-west up Trig Road (source: Google street view).....	24

Figure 13: Property at 19 Trig Road where stormwater pond would be located (house located at right behind trees) (source: Google street view).....	24
Figure 14: View north-west from Trig Road, with SH18 off-ramp at left (source: Google street view).	25
Figure 15: View south along Trig Road from northern end of Project area (source: Google street view).....	25
Figure 16: View west along Hobsonville Road from the junction with Trig Road (to the right), showing the commercial building on the corner and apartments and other residential buildings beyond (source: Google street view).....	26
Figure 17: View of house at 80 Hobsonville Road (source: Google street view).....	26
Figure 18: 1 Luckens Road (source: Macready 2019)	27
Figure 19: 1B Luckens Road, with 3A visible to rear at left (source: Macready 2019).....	27
Figure 20: 1A Luckens Road, with 1B at left (source: Macready 2019)	28
Figure 21: 5 Luckens Road (childcare centre) (source: Macready 2019).....	28
Figure 22: Property at 86 Trig Road (source: Google street view).....	29

Appendices

Appendix 1. Site Record Forms (CHI)

Acronyms

Acronym/Term	Description
ADR	Accidental Discovery Rule
AEE	Assessment of Environmental Effects
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
PPC5	Proposed Plan Change 5
RMA	Resource Management Act 1991
SH18	State Highway 18

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

Trig Road, Whenuapai has been identified in the Supporting Growth Programme as a future arterial corridor that is needed to support the urban development of Whenuapai.

This report has been prepared to support AT's notice of requirement (**NoR**) and application for resource consents for the Trig Road Corridor Upgrade (the **Project**). The NoR under the Resource Management Act 1991 (**RMA**) is to designate land for the construction, operation and maintenance of the Project.

Funding for the upgrade of Trig Road between Hobsonville Road and State Highway 18 (**SH18**) has been made available through the Housing Infrastructure Fund¹. As there is funding available for construction, AT are also applying for the necessary resource consents under the RMA, concurrently with the NoR process.

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 (**AEE**) for the NoR and resource consent application.

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 actual and potential adverse historic heritage effects (including any conditions/management plan required); and

¹ See North West Housing Infrastructure Fund Assessment of Environmental Effects for further detail regarding the Housing Infrastructure Fund.

- (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

2.1 Whenuapai – Trig Road Corridor Upgrade

The Project consists of the widening and upgrade of Trig Road between the SH18 off-ramps and Hobsonville Road. The widening has capacity to provide for a two-lane arterial standard corridor including new footpaths on both sides of the road and a cycleway which is indicatively shown as a dedicated bi-direction cycleway on the eastern side of the corridor. The Project will upgrade the current rural standard corridor to an urban standard, which is appropriate to support the soon to be urban environment on either side of Trig Road.

To tie into the existing road network, the Project also includes the signalisation of the intersections at Trig Road/Hobsonville Road and Luckens Road/Hobsonville Road and upgrade of Hobsonville Road between these intersections. This will require some localised widening of the road corridor along Hobsonville Road. To tie into the northern section of Trig Road, the line markings on the existing road corridor will be remarked.



Figure 1: Whenuapai – Trig Road Corridor Upgrade

2.2 Indicative Construction Methodology

An indicative construction methodology has been prepared to inform the assessment of the Project and while subject to change, assists in determining the envelope of effects. An overview of the

indicative construction methodology is set out in the AEE. The final construction methodology for the Project will be confirmed during detailed design phase and finalised once a contractor has been engaged for the work.

A summary of the key components of the indicative construction methodology that are relevant to this report are outlined in the sub-sections below.

2.2.1 General Construction Overview

The total construction phase of the Project is expected to take approximately 18 to 24 months. It is anticipated that the works will be broken down into separate construction zones based on the type of works required and the nature of the work environment. These anticipated zones are:

- **Zone 1:** Trig Road North of the SH18 bridge
- **Zone 2:** Trig Road South including the SH18 bridge
- **Zone 3:** Hobsonville Road.

2.2.2 Construction Methodology

Each zone has different construction activities depending on the type of work to be done and the surrounding environment. In all cases the general sequence of construction is likely to be:

1. Divert or remove services
2. Construct permanent and temporary stormwater drainage and controls
3. Move traffic away from works longitudinally
4. Construct earthworks and any retaining structures
5. Construct new longitudinal drainage
6. Construct new pavement to half of the road
7. Move traffic onto newly constructed pavement
8. Complete longitudinal drainage
9. Complete pavement and median
10. Move traffic to new alignment
11. Complete footpath and cycleway

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.

3.1.2 Resource Consent Applications

AT are also seeking regional resource consents under the AUP:OP and resource consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

Overall, the application is assessed as a Discretionary Activity.

3.1.3 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 plans² 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.

3.1.4 Heritage New Zealand Act Pouhere Taonga 2014

In addition to any requirements under the RMA, the Heritage New Zealand Act Pouhere Taonga 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),³ –

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

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

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

(b) includes a site for which a declaration is made under section 43(1).⁴

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 hapū 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 tupuna, 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

² The AUP:OP is both the regional and district plan in the Auckland Region.

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

⁴ 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 Heritage NZ to be an archaeological site.

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.

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 Approach to Receiving Environment

A key objective of the Supporting Growth Programme is to protect land now to ensure that the transport networks required to support growth areas in the future, around Auckland, can be provided in an efficient and co-ordinated manner. This Project supports the development of housing in the immediate vicinity of Trig Road and has funding to be constructed in the near future.

In the context of an RMA assessment process, considering the environment as it exists today will not be a true reflection of the real-world environment in which the transport corridor will operate. Accordingly, when considering the environment within which the effects of the construction and operation of the transport corridor are likely to occur, this assessment considers both the existing environment and the likely future environment for the Project area.

The following outlines the key elements of the planning context for the Project:

- The existing corridor for Trig Road is approximately 20m wide and zoned 'Road' under the AUP:OP.
- The proposed designation will be wider than the existing corridor to provide for the construction and operation of a 24m wide transport corridor cross section, and additional space for construction activities and mitigation.
- Proposed Plan Change 5 (**PPC5**) to the AUP:OP was notified in September 2017 with the intent of re-zoning the Whenuapai Stage 1 area around Trig Road to Residential - Mixed Housing Urban Zone and Residential - Terrace Housing and Apartment Building Zone.

PPC5 zoning provides the future urban context in which the corridor is likely to operate. Table 1 sets out the direct likely future receiving environment of the Project based on PPC5 zoning provisions. This rezoning signals a high probability of land use change over time from the currently mostly rural character of the area. This likely future receiving environment has been used to inform the assessment.

Table 1: Whenuapai – Trig Road Corridor Upgrade receiving environment

Whenuapai – Trig Road Corridor Upgrade receiving environment	
Residential – Mixed Housing Urban Zone	<ul style="list-style-type: none"> • 'Reasonably high-intensity zone enabling greater intensity of development than previously provided for'. • Development 'typically up to three storeys in a variety of sizes and forms including detached dwellings, terraced housing and low-rise apartments'.
Residential – Terraced Housing and Apartment Building Zone	<ul style="list-style-type: none"> • 'A high-intensity zone...providing for urban residential living in the form of terraced housing and apartments...with the greatest density, height and scale of development of all the residential zones'. • Buildings enabled up to five, six or seven storeys. • 'Predominantly located around metropolitan, town and local centre zones and the public transport network', also providing for a range of non-residential activities within an 'urban residential character'.

5 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 proposed alignments along Trig Road, Hobsonville Road and Luckens Road was carried out on 11 December 2019 – by car as the route follows existing road alignments. Heritage buildings recorded on the Auckland Council's CHI in proximity to the proposed works (shown in Figure 9) were also visited and inspected from the road, and a draft assessment prepared. This was subsequently reviewed against the designation plans and the report was updated.

6 Historical Background⁵

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).

Large blocks of land in the Whenuapai and Hobsonville areas (the Rarawaru and Waipareira blocks) were sold by Māori in the 1850s and once acquired by the Crown were allocated to European settlers, who either onsold or farmed the land. The Project area was retained in Crown ownership until at least the mid-1850s. A century later it was still predominantly rural farmland, with a limited amount of development along the northern side of Hobsonville Road and at the southern end of Trig Road. The later 20th and the early 21st centuries have seen considerable further development south of Hobsonville Road and the construction of SH18 at the northern end of the Project area, though Trig Road itself has retained its rural residential character.

6.1 Māori Settlement

The Whenuapai area and other locations along 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 name Whenuapai itself translates as 'fertile land' (Stewart 1997) or perhaps 'good land', although the original Māori name of the area was Waimarie, which means 'calm waters' (Morris 1995; Simmons 1987). The harbour provided not only abundant marine resources but also access to some significant communication and portage routes, such as the Rangitopuni River and Kaipatiki Creek (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).

Through time a number of iwi have had influence over the Upper Waitematā Harbour region. Of particular significance were Te Kawerau a Maki, Waiohua and Ngati Whatua 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 Whenuapai/Hobsonville area have been recorded, some but not all of which are in use today (Figure 2). Onekiritea refers to the Hobsonville peninsula generally, and refers to the whitish clays soils found in the area, used in earlier times as a pigment and as a form of soap (Te Kawerau a Maki 2008; NZHPT 2008). Te Okoriki refers to an important area (a small eroding headland) beside the Upper Harbour Bridge approaches (ibid.). Te Waiarohia o Ngariki (the Waiarohia Inlet) was an important fish and shellfish gathering place, and the

⁵ The following historical background is derived from Clough & Associates and Matthews & Matthews Architects 2016.

6.2 European Settlement

When Europeans first began to settle the Upper Waitematā they would have encountered a landscape covered in kauri forest (North 2000). By 1840, after the arrival of numerous settlers, several timber mills were founded in the upper harbour at Lucas Creek, Paremoremo and Rangitopuni (North 2000; Morris 1995). In a little less than 20 years, practically all of the kauri was logged and gum diggers replaced the timber workers (North 2000; Morris 1995). Other mills were established in Henderson in the 1840s and Swanson in the 1850s, exploiting the forests of the Waitakere Ranges (Brown 1992).

The acquisition of land by the Crown for sale to settlers occurred in the 1850s, in some cases following the adjusting and settling of earlier land claims by those who had bought land from its Māori owners. The western part of Whenuapai contained the Rarawaru Block, sold to the Crown by Ngati Whatua in 1851 (Turton 1877: Deed 233). It extended from the Waitematā River in the north, to land already owned by the Crown in the south and west, and to land 'which formerly belonged to Wellesley Hughes' in the east (ibid.). A later map of old land claims shows the area claimed by Hughes and Somerville (Figure 3). A plan dated 1854 also shows land owned by Hughes and Others between the Waiarohia Inlet and Kotukutuku Inlet, as well as adjacent land owned by Bain and Others to the west, extending up to Rarawaru Creek (Figure 4).

On 2 June 1853, 600 acres of land named the 'Waipareira Block' were sold by two chiefs of Ngati 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 a 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).

The Project area appears to have been retained as Crown land during the 1850s (Figure 4).

A hydrographic plan compiled in 1854 at the time of the first Crown Grants describes the shores of the Whenuapai/Hobsonville area as 'undulating fernland' (Figure 5). It was an area of heavy clay soils that was difficult to farm, but provided the basis for a largescale pottery industry centred on the Hobsonville peninsula (Clough et al. 2008; Clough & Associates 2010). Most of the early landowners did not settle their land, but onsold it.

For the most part the Whenuapai 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).

An aerial view of the Project area taken in 1959 (Figure 6) shows the Project area in farmland, with sparse residential development at the southern end of Trig Road and along Hobsonville Road and Luckens Road. By 2010/11 there had been a considerable increase in residential development along, and particularly to the south, of Hobsonville Road and along Luckens Road, while extensive earthworks were underway to create SH18, and some additional residential development had occurred along Trig Road, which still maintained a predominantly rural residential character (Figure 7).

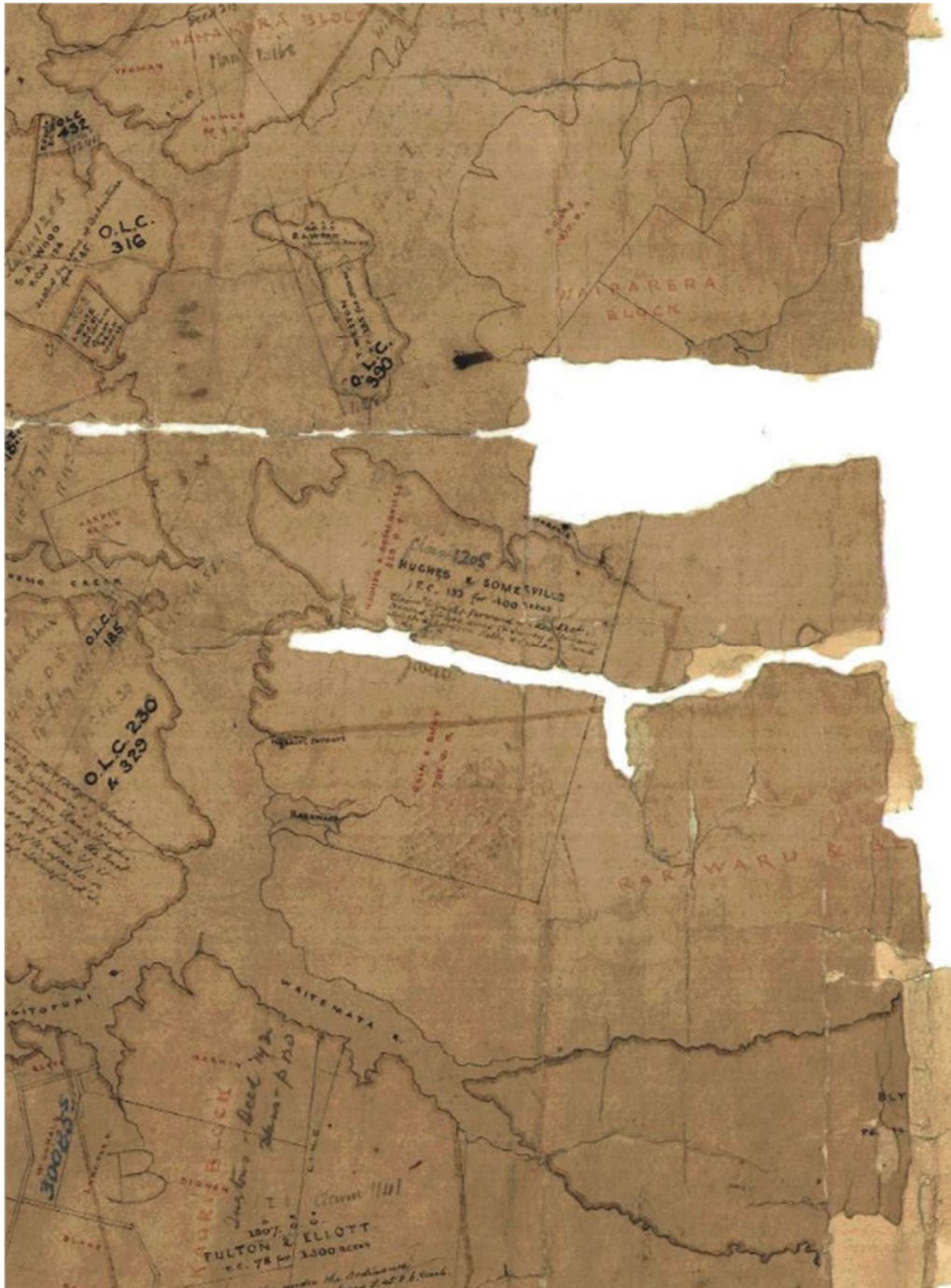


Figure 3: Detail from OLC 299 (1862) showing '... of Land within pre-emption claims up the Waitematā'. Oriented with north at left, identifying the Rarawaru block (Whenuapai) and Waipaereira Block (Hobsonville). Also showing land that had been claimed by Hughes & Somerville between the Waiarohia Inlet and Kotukutuku Inlet, adjacent to land owned by Bain and Burt extending up to the Rarawaru Inlet. NB. The name Waitematā River was also applied to what became Brigham Creek

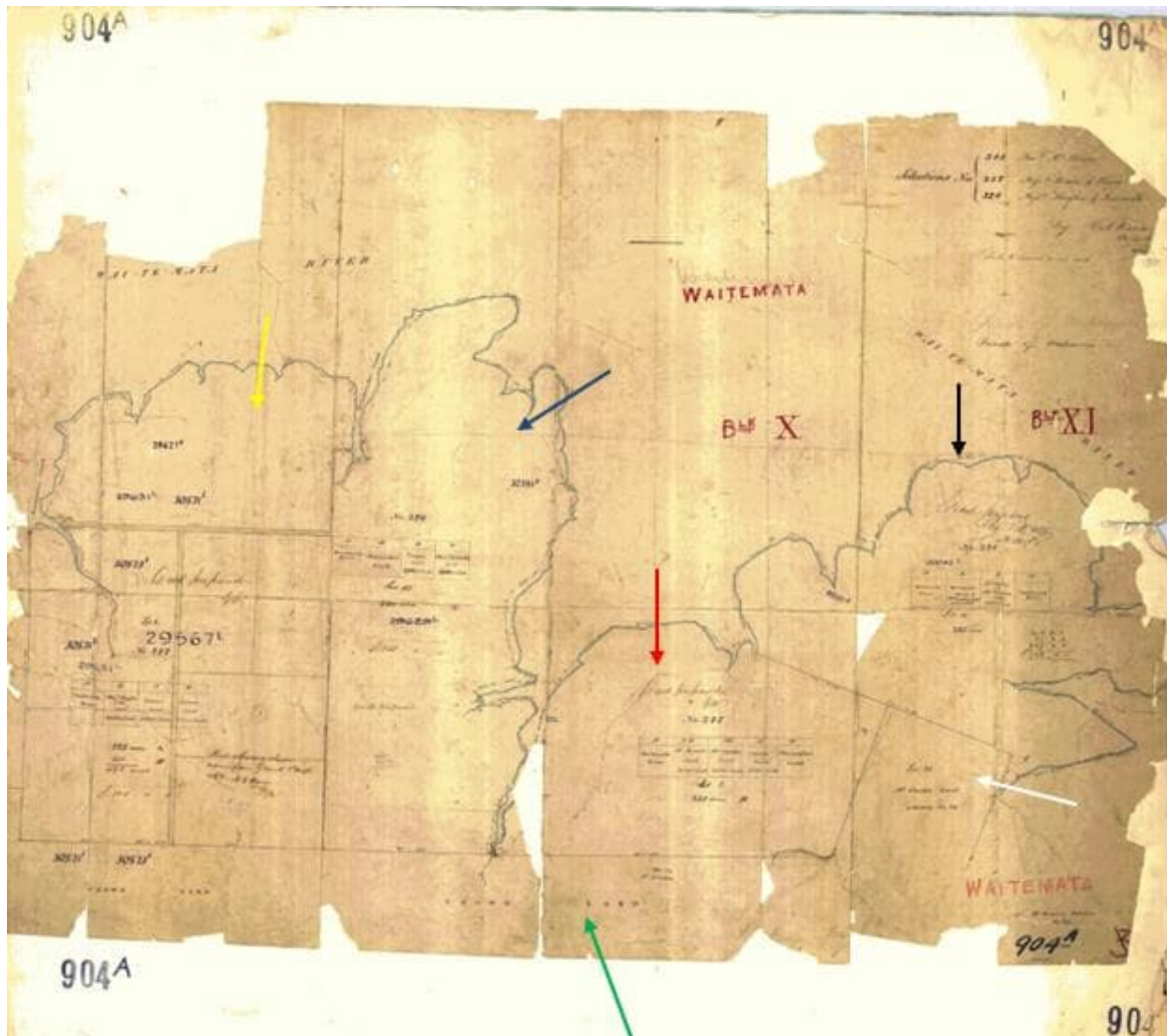


Figure 4: SO 904A dated 1854. Showing land between the Waiarohia and Kotukutuku inlets owned by Messrs Hughes & Others (blue arrow), and the land between the Kotukutuku and Rarawaru inlets by Messrs Bain & Others (yellow arrow). The line along the southern boundary defines Crown Land (green arrow), within which the Project area was located. Three large land blocks in the Hobsonville peninsula were owned by Mr Clark (eastern block, white arrow), Mr Bruce (northern block, black arrow) and Mr Burtt (western block adjacent to Waiarohia inlet, red arrow)

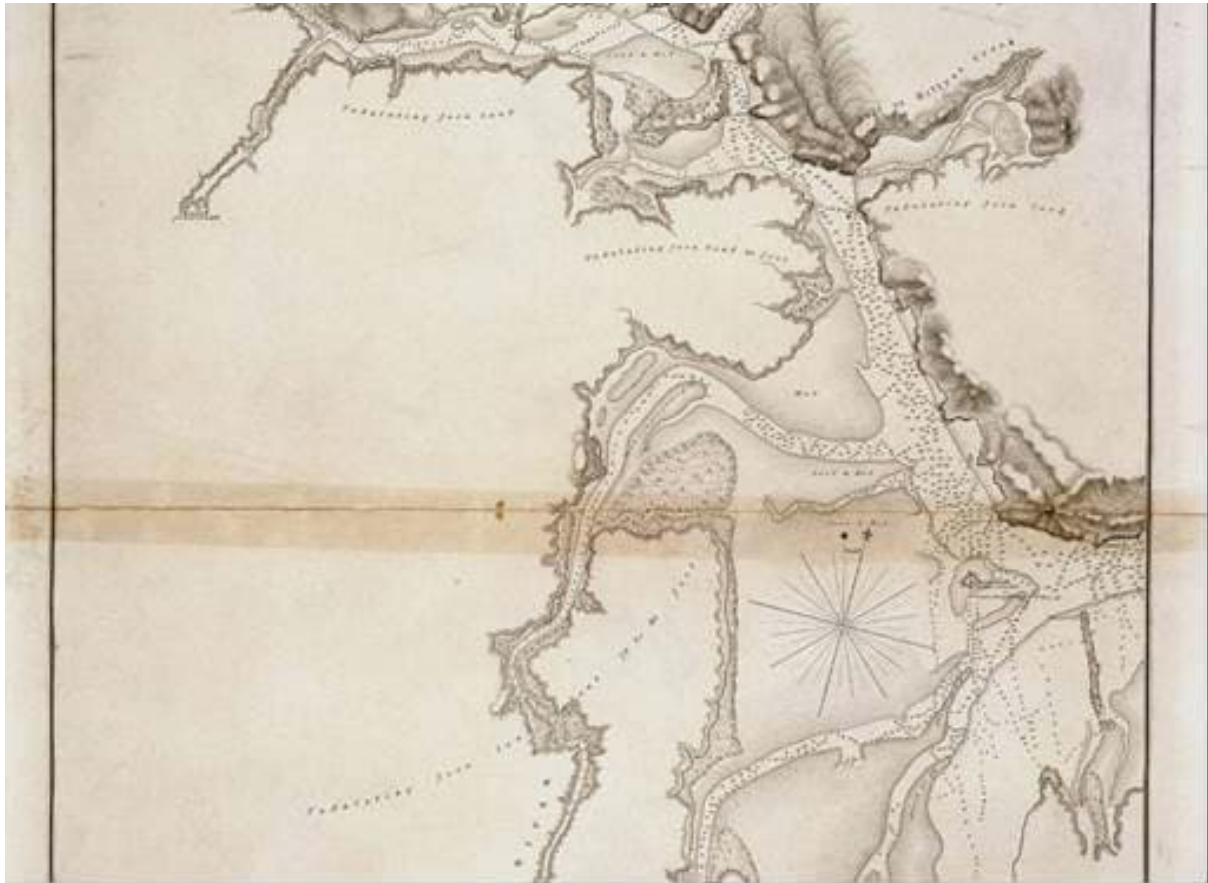


Figure 5: Detail from 1854 hydrographic map of the 'New Zealand North Island Waitemata River from Kauri Point, Auckland Harbour to its Sources', describing the Whenuapai and Hobsonville area as 'undulating fern land' (source: Sir George Grey Special Collections, Auckland Libraries, NZ Maps 3909)



Figure 6: 1959 aerial view (Trig Road indicated with red arrow) (source: Auckland Council Geomaps)



Figure 7: 2010/11 aerial view, showing earthworks for SH18 at the northern end of the Project area and extent of development along Trig Road and Hobsonville Road (source: Auckland Council Geomaps)

7 Historic Heritage Sites

Chapter Summary

The Project area is located inland some distance from the coast, where most Māori archaeological sites have been recorded. The nearest archaeological sites relating to Māori settlement are over 1.5km to the west along the coast and c.1km to the south along the Manutewhau inlet and stream. Evidence of early European occupation at Whenuapai is relatively sparse and associated with a few key settler families, and no sites of this period are recorded in the near vicinity of the Project area.

Prior to the survey there were two recorded historic heritage site in close proximity to the southern end of the Project at 80 Hobsonville Road and 1, 3 and 5 Luckens Road. The former is a two storey English style cottage with later additions, and the latter consists of two fibrolite houses and a fibrolite shed (CHI 3328). The CHI also recorded a small bungalow at 86 Trig Road c.80m north of the Project (CHI 3703) and a 1940s bungalow at 43 Trig Road c.150m north of the Project (CHI 3704). None of these sites are scheduled in the AUP:OP.

Approximately 400m north of the Project at 2-4 Spedding Road are World War II gun emplacements (CHI 20469), which are proposed to be scheduled in the AUP:OP via Plan Change 5.

7.1 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).

An archaeological assessment for the Whenuapai Structure Plan Area was carried out in 2013 (Clough & Associate and Matthews and Matthew Architects 2013). This identified that there had been little in the way of archaeological field survey or investigation in the Whenuapai area in the past. However, in 1999 Clough & Associates had carried out a survey for a structure plan area at Waiarohia Creek, recording several shell middens, including some within the Whenuapai Structure Plan Area (Clough and Prince 1999). In 2010 the route of a proposed wastewater pipeline that crossed Brigham Creek on its path to Trig Road near the Whenuapai Airbase was assessed, with field survey identifying three new shell midden sites (Phear and Clough 2010). Site surveys by Druskovich had recorded remnant midden in the Brigham Creek area, and a number of coastal structures had been recorded by Auckland Council, often on the basis of reported information rather than field survey (CHI records). Investigations of historic buildings and surrounds had been carried out in connection with the SH16 and SH18 extensions. Sinton House at 2-4 Sinton Road was investigated by Foster (2006), who established that it was an early 20th century building. Investigation of the site of the Sinton store (R11/2000) found evidence for a brick paved floor but little else (Foster 2007). Ockleston House at 130 Hobsonville Road, dating back to 1885, was also investigated (Foster and Felgate 2008).

In general, as noted above, evidence for Māori occupation at Whenuapai is focused around the coast and waterways, while evidence of early European occupation is relatively sparse and associated with a few key settler families. The 2013 Whenuapai Structure Plan Area assessment considered it unlikely that further survey inland from the coast would significantly change this picture. However, one previously unrecorded archaeological site relating to World War II was identified from historic aerial

photographs. This is located at 2-4 Spedding Road, c.400m to the north of the proposed works, where a heavy Anti-Aircraft (AA) Battery was located to protect the Whenuapai Airbase during the war. The site was subsequently recorded on the CHI as #20469 and has been assessed (Macready 2017) and is proposed to be scheduled in the AUP:OP via PPC5.

There are no archaeological sites recorded within or in close proximity to the Project area (see Figure 8). The nearest sites (mainly shell midden relating to Māori occupation) are over 1.5km to the west along the coast and c.1km to the south along the Manutewhau inlet and stream.

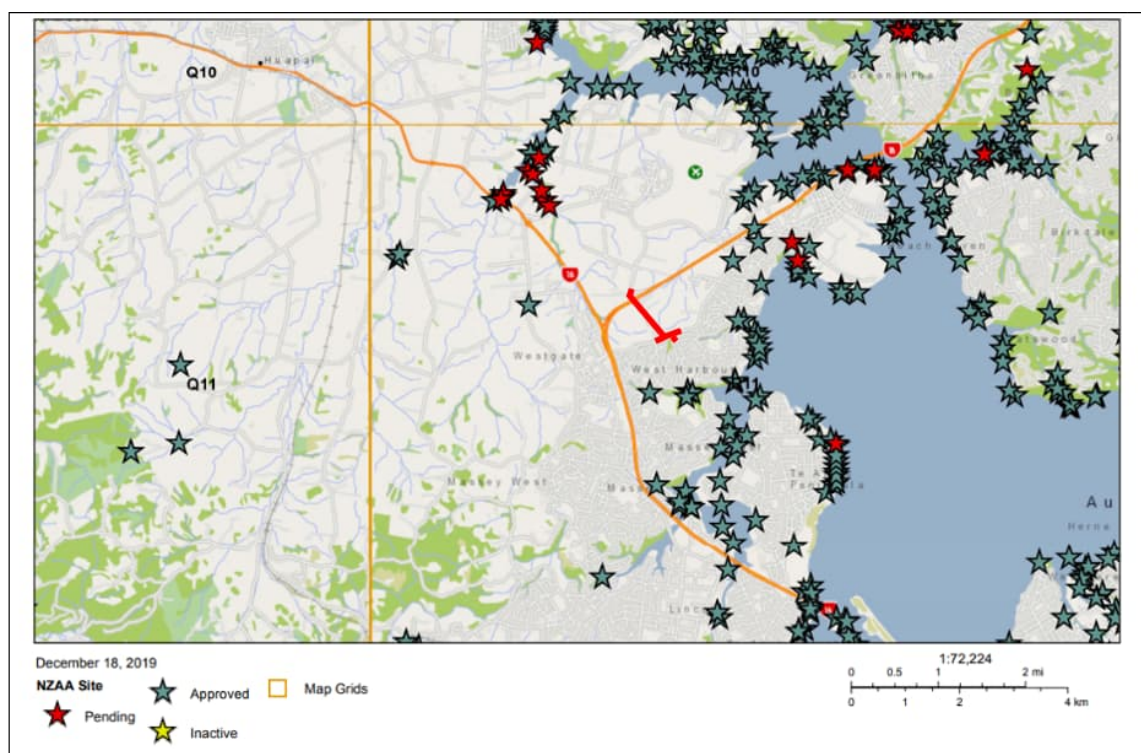


Figure 8: The distribution of recorded archaeological sites in the general area (source: NZAA ArchSite). Project area indicated in red

7.2 Recorded Historic Heritage Sites

Figure 9 shows the location of historic heritage sites recorded on the Auckland Council CHI at the time of the survey. All are buildings or structures. The nearest to the proposed works are at the southern end, being CHI 3328 at 1, 3 and 5 Luckens Road and CHI 3699 at 80 Hobsonville Road (see Appendix for site record forms). The record for the buildings at Luckens Road is brief but describes them as '2 fibrolite houses, brick block base. 3 Luckens Road house-shed next to new house, double doors, high window, fibrolite panels and battens, large lean to attached – corrugated iron fibrolite panels, casement windows, lean to extensions'. The record for the building at 80 Hobsonville Road describes a '2 storey english style cottage, low eaves gable at front [sic], brick chimney timber weatherboard with single pane casement windows fanlight windows on ground floor set in huge grounds. Has had later extensions on left of chimney'.

The only other recorded historic sites in proximity to the proposed works are CHI 3703, a building at 86 Trig Road described as a 'small bungalow in original condition'; and CHI 3704, a '1940s bungalow

in good condition ...' at 43 Trig Road. The first is c.80m north of any proposed works and the second c.150m north.

None of these recorded sites are scheduled in the AUP:OP.

The World War II gun emplacements on Spedding Road (CHI 20469) referred to above are scheduled in the AUP:OP, but are located c.400m north of proposed Project works.

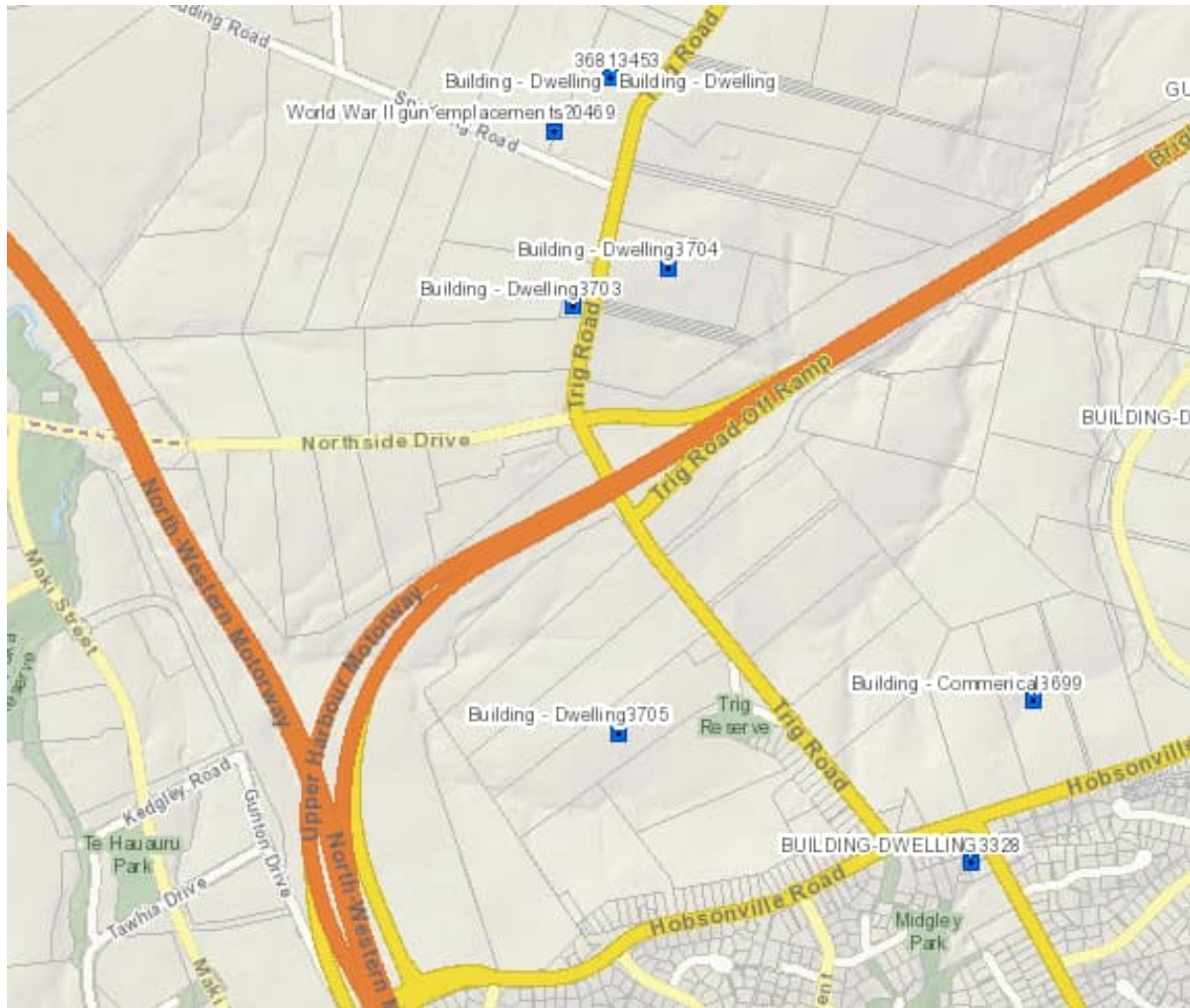


Figure 9: Historic buildings/structures recorded on the Auckland Council CHI in 2019

8 Field Assessment

Chapter Summary

The proposed Project works are along existing road alignments, which were inspected by car on 11 December 2019. The northern end of the Project area down to and including the SH18 off-ramp has already been modified during construction of the SH18 motorway, while the properties along the eastern side of Trig Road consist mainly of rural properties in open fields with a few houses and other buildings. The proposed stormwater pond is located in one of these properties. The western side of Trig Road north of Ryans Road also consists of rural residential properties, while south of Ryans Road are smaller residential properties. Properties along Hobsonville Road and Luckens Road have been extensively modified by urban residential development and, to a lesser extent, commercial development.

None of the buildings adjacent to or affected by the Project are identified heritage buildings apart from structures at 1, 3 and 5 Luckens Road and 80 Hobsonville Road, and all are of 20th century or more recent date. The front part of the property at 80 Hobsonville Road is affected by the Project but the building itself is not. However, inspection of the properties on Luckens Road and comparison with aerial photographs found the buildings on the properties to be recent builds replacing earlier structures, with exception of the house at 1 Luckens Road. Subsequent to the survey all the Luckens Road buildings were removed from the Auckland Council CHI.

Two other buildings recorded on the CHI to the north of the Project at 86 and 43 Trig Road were also briefly viewed. The first has been extensively modified and is no longer in its original form, while the second appears still to be in good condition. These buildings are north of the Project area and not affected by the Project, and subsequent to the survey have been removed from the Auckland Council CHI.

No archaeological sites have been recorded in the Project area and visual inspection indicated that there is little if any potential for archaeological remains.

The Project involves the widening of Trig Road from just north of the Trig Road on-ramp to SH18 to its southern termination at the Hobsonville Road intersection, improvements to the Trig Road/Hobsonville Road and Hobsonville Road/Luckens Road intersections, widening of Hobsonville Road both east and west of the intersection with Trig Road and a stormwater dry pond at 19 Trig Road.

The proposed areas of works along the road alignments were inspected by car, and the property at 19 Trig Road where the stormwater pond is proposed was inspected from the road but was not entered. The northern end of the Project area down to and including the SH18 off-ramp has already been modified during construction of the motorway (Figure 7), while the properties along the eastern side of Trig Road consist mainly of rural properties in open fields with a few houses and other buildings. The western side of Trig Road north of Ryans Road are also rural residential properties, while south of Ryans Road are smaller residential properties (Figure 10–Figure 15). The areas affected by road widening and the required batters on Trig Road are roadside berms with some encroachment into adjacent fields, while the location of the proposed stormwater pond is within a field immediately adjacent to a modern house (Figure 13). None of the buildings adjacent to the Project area are identified heritage buildings, with the exception of buildings at 80 Hobsonville Road and 1, 3 and 5 Luckens Road, and all are of 20th century or more recent date. No archaeological sites have previously been recorded in this area, which is some distance inland from the main focus of early settlement in pre- or early European times, and visual inspection indicated that there is little if any potential for archaeological remains.

The affected properties on the northern side of Hobsonville Road are 20th century or later residential buildings, with commercial buildings at the Trig Road junction, only one of which has heritage value. This is the property at 80 Hobsonville Road (CHI 3699) shown in Figure 17. The building is as

described in the site record in 2010 – a two-storey weatherboard English style cottage, with a low eaves gable at the front, a brick chimney and later extensions. The house was constructed on/relocated to the property between the 1960s and 1990s, based on brief review of aerial photographs, and it is not scheduled on the AUP:OP. The house is set back about 40m from the Hobsonville Road, with an in-and-out driveway. The house itself would not be affected but there would be effects on the front part of the property close to the road.

The properties at 1, 3 and 5 Luckens Road were inspected from the road, as two fibrolite houses and a shed had been recorded on the Auckland Council CHI (3328) at these properties. The property at 1 Luckens Road (Figure 18) appeared to be a board and batten building in a similar location and conformation to a building shown on the 1959 aerial shown in Figure 6, and is assumed to be the same building. However, the buildings at 1A, 1B, 3A and 5 Luckens Road are all recent builds (Figure 19–Figure 21) replacing any earlier structures, and presumably post-date 1993, when the fibrolite structures were recorded. The property at 1 Luckens Road will not be affected by the proposed works. Subsequent to the survey these buildings were removed from the CHI.

The property at 86 Trig Road just north of the Project recorded as CHI 3703 and described as a small bungalow in original condition, also appears to have been removed or considerably modified and extended (Figure 22). This was also recorded in 1993 and a review of aerial photographs indicates that the changes occurred sometime after 2003. However, as noted above, this property is c.80m north of the Project area and would not be affected. The second bungalow (CHI 3074) at 43 Trig Road c.150m north of the proposed works, appears to still be in place. These two properties will not be affected by the proposed works, and both were removed from the CHI subsequent to the survey.

Overall, the proposed areas of works contain no identified archaeological 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 subsurface archaeological features or detect wāhi tapu and other sites of traditional significance to Māori, especially where these have no physical remains. The only heritage building in proximity to the Project area is the house at 80 Hobsonville Road (CHI 3699). This sits outside the proposed area of works, although the front part of the property close to the road is affected.



Figure 10: View north-west up Trig Road from Hobsonville Road intersection (to left and right) (source: Google street view)



Figure 11: View north-west up Trig Road (source: Google street view)



Figure 12: View north-west up Trig Road (source: Google street view)



Figure 13: Property at 19 Trig Road where stormwater pond would be located (house located at right behind trees) (source: Google street view)



Figure 14: View north-west from Trig Road, with SH18 off-ramp at left (source: Google street view)



Figure 15: View south along Trig Road from northern end of Project area (source: Google street view)



Figure 16: View west along Hobsonville Road from the junction with Trig Road (to the right), showing the commercial building on the corner and apartments and other residential buildings beyond (source: Google street view)



Figure 17: View of house at 80 Hobsonville Road (source: Google street view)



Figure 18: 1 Luckens Road (source: Macready 2019)



Figure 19: 1B Luckens Road, with 3A visible to rear at left (source: Macready 2019)



Figure 20: 1A Luckens Road, with 1B at left (source: Macready 2019)



Figure 21: 5 Luckens Road (childcare centre) (source: Macready 2019)



Figure 22: Property at 86 Trig Road (source: Google street view)

9 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 house at 80 Hobsonville Road is the only recorded heritage site in the immediate vicinity of the Project and it will not be affected. While there will be effects on the front part of the property close to the road, this area has no archaeological values associated with the house. No archaeological 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. Only one recorded historic heritage site, a building located at 80 Hobsonville Road, is located within or in the immediate vicinity of the Project area and the house itself, which is set back a sufficient distance from the road, will not be affected by the proposed activity. There will be some effects on the front part of the property close to Hobsonville Road, but this area has no potential archaeological values relating to the house, which was constructed on/relocated to the property post-1959, and earthworks in this area appear unlikely to be extensive. A previously recorded heritage building at 1 Luckens Road was removed from Auckland Council's CHI subsequent to the survey, and will not be affected. No archaeological sites have previously been recorded within c.1km of the proposed works and none 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, the Project follows existing road alignments, and most of the Project area has been modified by roading and urban development.

10 Mitigation

Chapter Summary

As the Project will have no effects on any known archaeological or other historic heritage sites, apart from minor effects on the surrounds of an unscheduled recorded heritage building at 80 Hobsonville road, 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 Project.

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 activity will have no effect on any known archaeological sites and has little potential to affect unrecorded subsurface remains. No heritage buildings will be affected. There will be minor effects on the front part of the property at 80 Hobsonville Road where a heritage building is recorded, but this area has no historic heritage values. Mitigation measures are therefore not required in respect to historic heritage.

10.1 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 conditions of the NoR or resource consents for the Project. 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.

10.2 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 site 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.

11 Recommendations and Conclusions

11.1 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 will any heritage buildings be affected.

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 Construction Environmental Management Plan for the Project. 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.

11.2 Conclusions

The Project area does not contain any previously recorded archaeological sites and none 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 area has been modified by existing roading and adjacent residential development.

Only one heritage building has been identified in the immediate vicinity of the proposed works, at 80 Hobsonville Road. This is not a scheduled historic heritage place in the AUP:OP and will not be affected by the proposed works. There will be some minor effects on the front part of the property, but this area has no historic heritage values.

Overall the potential for unidentified subsurface archaeological remains to be present and affected by construction is very low, and the Project would have no known effects on archaeological or other historic heritage sites.

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Appendix 1. Site Record Forms (CHI)

Search results

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

CHI Places Number:	3328
WCC Computer Number:	172
Local Authority:	Waitakere City Council
Upgrade Exclusion:	None

Photograph and Map Filepaths:

ArcView Category: Historic Structure
Site Type: BUILDING-DWELLING
Location: 1,3,5 Luckens Road, | West Harbour | Massey
Description: 2 fibrolite houses, brick block base. 3 Luckens Road house-shed next to new house, double doors, high window, fibrolite panels and battens, large lean-to attached - corru iron roof fibrolite panels, casement windows, lean-to extensions

Legal Description: Lot 1 DP 137486
Grid Reference Source: NZMS 260 Map Sheet
Metric Map Number: R11
NZTM Easting: 1745116
NZTM Northing: 5924319
NZTM Map Sheet: BA31
NZMG Easting: 2655558
NZMG Northing: 6486042
Metric Map Name: None
Date Recorded: 15 12 93
Reported By: Waitakere City Council
Owner: Jack Bradlauch
Owners Address: 1 Luckens Road, Massey
State or Condition: needs work
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: 3699
WCC Computer Number: 687
Date Record Updated: 20/09/2010 2:02:01 p.m.
Data Entered by: Natasha Barrett
Local Authority: Waitakere City Council
Upgrade Exclusion: None

Photograph and Map
Filepaths:

ArcView Category: Historic Structure
Site Type: Building - Commerical
Location: 80 Hobsonville Rd | Hobsonville
Description: | 2 storey english style cottage, low eves gable at fornt, brick chimney timber weatherbd with single pane casement windows fanlight windows on ground floor set in huge grounds. Has had later extensions on left of chimney.

Keywords: COTTAGE | Lincoln Car Centre
Name: Lincoln Car Centre
Legal Description: Lot 10 DP 66045
Grid Reference Source: NZMS 260 Map Sheet
Metric Map Number: R11
NZTM Easting: 1745234
NZTM Northing: 5924628
NZTM Map Sheet: BA31
NZMG Easting: 2655677
NZMG Northing: 6486350
Metric Map Name: None
Date Recorded: 15/12/1993
Reported By: Waitakere City Council
Last Visited: Not visited
Owner: E A Haines
Owners Address: 38 Pohutakawa Ave Whenuapai
State or Condition: | Very good
NZHPT Registration Type: None

Linked Biblio records:
■ [9762](#)
■ [13458](#)

[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:	3704
WCC Computer Number:	692
Date Record Updated:	20/09/2010 2:03:14 p.m.
Data Entered by:	Natasha Barrett
Local Authority:	Waitakere City Council
Upgrade Exclusion:	None

Photograph and Map
Filepaths:

ArcView Category:	Historic Structure
Site Type:	Building - Dwelling
Location:	43 Trigg Road Hobsonville
Description:	1940s bungalow in good condition, timber w-bd short length corr iron roof, gabled has french doors at side, has shed (later) lean-to at back - covered verandah addition

Keywords: BUNGALOW

Legal Description:	Lot 1 DP 54988 B1XX Waitemata SD
Grid Reference Source:	NZMS 260 Map Sheet
Metric Map Number:	R11
NZTM Easting:	1744535
NZTM Northing:	5925455
NZTM Map Sheet:	BA31
NZMG Easting:	2654979
NZMG Northing:	6487179
Metric Map Name:	None
Date Recorded:	15/12/1993
Reported By:	Waitakere City Council
Last Visited:	Not visited
Owner:	JP Ford
State or Condition:	Very good.
NZHPT Registration Type:	None

Linked Biblio records:

- [9762](#)
- [9762](#)
- [13458](#)

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CHI Places Number:	3704
WCC Computer Number:	692
Date Record Updated:	20/09/2010 2:03:14 p.m.
Data Entered by:	Natasha Barrett
Local Authority:	Waitakere City Council
Upgrade Exclusion:	None

Photograph and Map
Filepaths:

ArcView Category:	Historic Structure
Site Type:	Building - Dwelling
Location:	43 Trigg Road Hobsonville
Description:	1940s bungalow in good condition, timber w-bd short length corr iron roof, gabled has french doors at side, has shed (later) lean-to at back - covered verandah addition

Keywords: BUNGALOW

Legal Description:	Lot 1 DP 54988 B1XX Waitemata SD
Grid Reference Source:	NZMS 260 Map Sheet
Metric Map Number:	R11
NZTM Easting:	1744535
NZTM Northing:	5925455
NZTM Map Sheet:	BA31
NZMG Easting:	2654979
NZMG Northing:	6487179
Metric Map Name:	None
Date Recorded:	15/12/1993
Reported By:	Waitakere City Council
Last Visited:	Not visited
Owner:	JP Ford
State or Condition:	Very good.
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