

## Memorandum

|                 |  |
|-----------------|--|
| <b>To:</b>      | <b>Auckland Council</b>  |
| <b>From:</b>    | Supporting Growth (John Brown, Heritage Specialist, John Daly, Planner, Bridget O'Leary Planner) |
| <b>Date:</b>    | 13 March 2023  |
| <b>Subject:</b> | Section 92: Request for further information (Heritage Matters)                                   |

The following heritage information has been provided in response to requests for further information from Auckland Council's heritage specialist. Information has been requested in regard to the following matters:

- A. To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the proposed designation footprint and 200m buffer.
- B. Specific information on 42 Boord Crescent.
- C. Specific information on the proposal for the scheduled historic heritage places, being: Huapai Tavern (AUP(OIP) ID 00482) and the Kumeu Railway Station Goods Shed (AUP(OIP) 0048).

In relation to Point A., the section 92 request has asked for additional information on built heritage sites within the 200m buffer zone. However, the majority of the 'Built Heritage' places are not within Designation boundaries and will not be physically affected by development within the Notice of Requirement (NoR) boundary, and their setting will not be affected to the extent that further assessment is justified. Therefore, commentary and a recommendation has been provided in Tables 2 to 6 only for those sites where the heritage site will be impacted in a meaningful way.

In relation to Point C., reference should be made to the North West Strategic Assessment of Historic (Built) Heritage Effects which deals with both the Huapai Tavern (AUP(OIP) ID 00482) and the Kumeu Railway Station Goods Shed (AUP(OIP) 0048). The proposed Historic Heritage Management Plan for NoR S3 should also be reviewed.

This memorandum covers the heritage matters for the following NOR packages for North West Local Arterials, North West Redhills Riverhead Arterials, HIF Trig Road and HIF Redhills Arterials, and North West Strategic. The further information should be read in conjunction with:

- North West Strategic Assessment of Historic (Built) Heritage Effects
- North West Strategic Assessment of Heritage / Archaeology Effects
- North West Local Whenuapai Assessment of Heritage / Archaeology Effects
- North West Redhills Local Riverhead Assessment of Effects on Heritage / Archaeology
- HIF Trig Road Corridor Upgrade Assessment of Historic Heritage Effects
- HIF Redhills Arterial Transport Network Assessment of Historic Heritage Effects

Table 1 Auckland Council s92 Request Table with Built Heritage Response

| NoR#                        | NoR name   | Category of information    | Specific Request   | Reasons for request   | Built Heritage Response   |
|-----------------------------|--|----------------------------|--|---|---|
| <b>North West Strategic</b> |  |                            |  |   |   |
| S2                          | State Highway 16   | Study list                 | Pre-1940 built heritage study list.  | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer.   | <p>Identification of several pre-1940 sites has already been undertaken in the following report:</p> <p><i>North West Strategic Assessment of Heritage / Archaeology Effects December 2021 Version 1</i></p> <p>It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.</p> <p>Specific sites identified for further consideration in this assessment where there is reasonable opportunity for impact on potential heritage values are included in the tables following.</p>  |
| S3                          | Rapid Transit Corridor, incl the Regional Active Mode Corridor | Study list                 | Pre-1940 built heritage study list.  | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Note that the provided information on 42 Boord Crescent is insufficient.  | <p>Identification of several pre-1940 sites within buffer zones has already been undertaken in the following report:</p> <p>North West Strategic Assessment of Heritage / Archaeology Effects December 2021 Version 1.</p>  |
| S3                          | Rapid Transit Corridor, incl the Regional Active Mode Corridor | Determination of option(s) | Detailed information of proposal for the scheduled historic heritage places, being: Huapai Tavern (AUP(OIP) ID 00482) and the Kumeu Railway Station Goods Shed (AUP(OIP) 0048). Location of the non-scheduled historic railway carriages is currently unknown. | <p>Total or substantial demolition and relocation within or outside of the historic heritage extent of place of the Huapai Tavern and would result in significant adverse effects. The Assessment of Historic (Built) Heritage (J. Brown, Dec 2022) outlines a number of options; however, determination of which option is required for assessment and mitigation discussion and cannot be left for detailed design.</p> <p>Relocation of the Kumeu Railway Station Goods Shed is likely supportable given its relocation history. Confirmation of relocation site is necessary for historic heritage effects assessment.</p> <p>Advice was provided by the Heritage Unit in December 2020 which I reiterated in November 2022. A meeting to discuss built heritage was proposed but did not occur. The Huapai Tavern is the only original scheduled historic heritage place in the locality and its retention is essential.</p> | <p>The purpose of the NoRs in the North West packages is to designate land now for future implementation of the required transport corridors and infrastructure when it is necessary to service the future growth anticipated in the North West. Resource consents are not being sought at this stage and will be sought closer to implementation.</p> <p>Detailed design drawings have therefore not been produced and will be produced closer to implementation. The design of the NoRs therefore seeks to retain some flexibility in terms of future implementation, including in relation to mitigation.</p> <p>The route alignment is constrained due to the existing rail and road alignments. For this reason, the potential demolition of some or all of the Huapai Tavern and Kumeū Goods Shed structures is necessary, unless they can be relocated either within their current sites or elsewhere.</p> <p>The spatial sketch provided in the built heritage assessment demonstrates that it is feasible to partially relocate the Huapai Tavern (the significant historic component) within the space required for the NoR.</p> <p>Subsequent relocation would be provided for through the NoR conditions, in particular through the implementation of a HHMP. The HHMP condition will require the tavern to be appropriately re-located within the footprint of designation in a manner that respects the heritage value of the buildings. This will avoid the demolition of the building and will mitigate adverse effects</p> <p>See Appendix 1 – model conditions.</p> |

| NoR#  | NoR name                               | Category of information | Specific Request                    | Reasons for request  | Built Heritage Response  |
|---|--|-------------------------|-------------------------------------|--|--|
| <b>Whenuapai Local Arterials</b>              |  |                         |                                     |  |  |
| W1  | Trig Road North upgrade                | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| W2  | Mamari Road (FTN) upgrade              | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| W3  | Brigham Creek Road upgrade             | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| W4  | Spedding Road (East and West)          | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| W5  | Des 1437 Hobsonville Road (alteration) | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| <b>Redhills and Riverhead Local Arterials</b> |  |                         |                                     |  |  |
| R1  | Coatesville Riverhead Highway Upgrade  | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |

| NoR#  | NoR name  | Category of information | Specific Request                    | Reasons for request  | Built Heritage Response  |
|---|---|-------------------------|-------------------------------------|--|--|
| RE1   | Don Buck Road (FTN) Upgrade                     | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| RE2   | Des 1433 – Fred Taylor Drive Transport Corridor | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| <b>Housing Infrastructure Fund (HIF) – Redhills Arterial Transport Networks</b> |   |                         |                                     |  |  |
| NoR1  | Redhills North-South                            | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| NoR2a   | Redhills – East-West – Dunlop Road              | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| NoR2b   | Redhills East-West Corridor – Baker Lane        | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |
| NoR2c   | Redhills East-West – Nixon Road Connection      | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.<br><br>As noted above, specific sites identified for further consideration are included in the tables following. |

| NoR#                   | NoR name                   | Category of information | Specific Request                    | Reasons for request  | Built Heritage Response   |
|------------------------|----------------------------|-------------------------|-------------------------------------|--|---|
| <b>HIF – Trig Road</b> |                            |                         |                                     |  |   |
| Trig Road              | Trig Road Corridor upgrade | Study list              | Pre-1940 built heritage study list. | To identify any extant pre-1940 built heritage sites and their potential historic heritage values within the designation and 200m buffer. Built heritage is a separate expertise to archaeology. | <p>It is beyond the reasonable scope to the project to undertake detailed historic heritage evaluations for any pre-1940 place identified within 200m of the proposed designation. Especially where such places do not fall within the designation boundary.</p> <p>As noted above, specific sites identified for further consideration are included in the tables following.</p> |

NW Whenuapai Package – Summary and Map locations

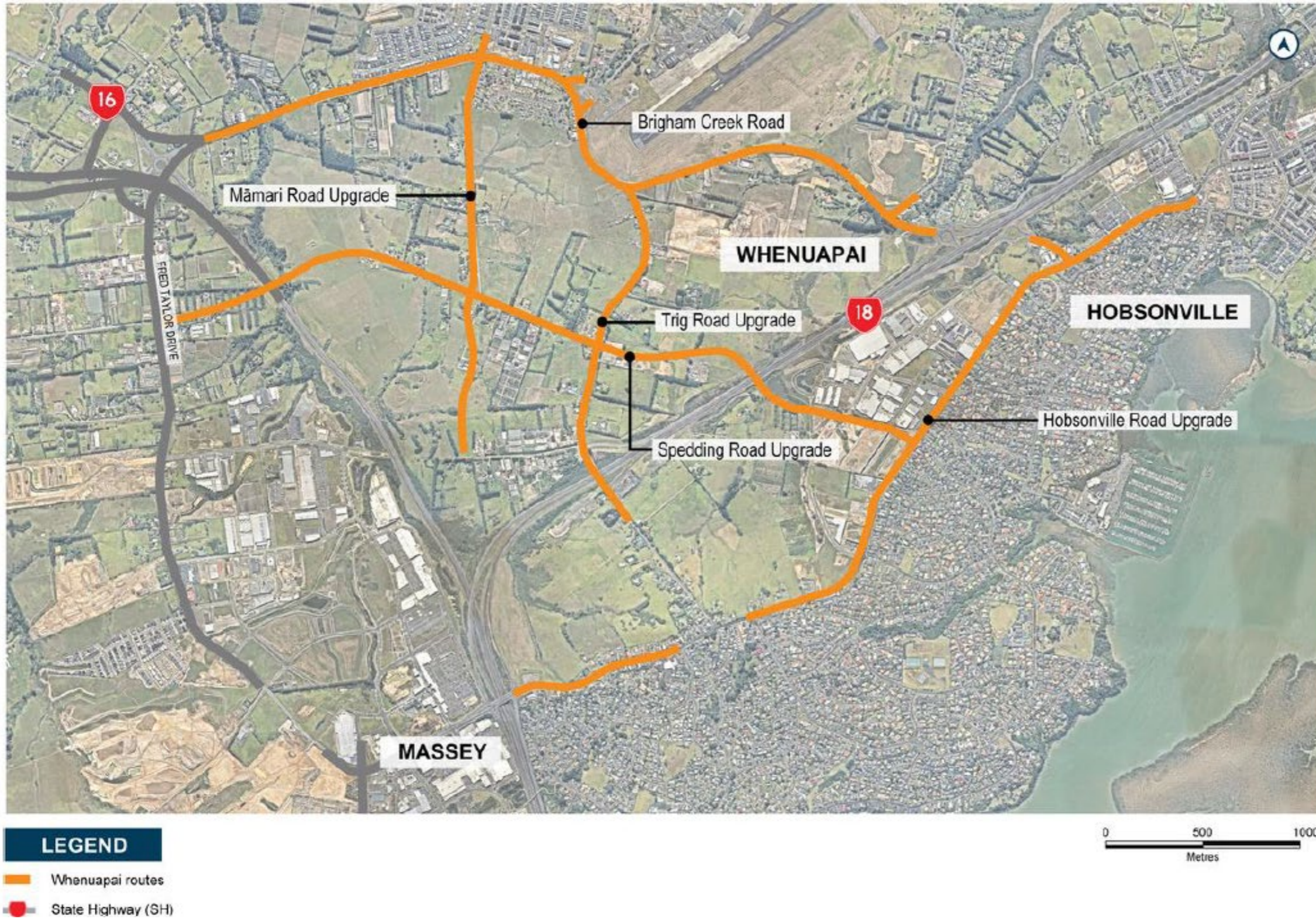


Figure 2. Whenuapai Overview of NoR Corridors

| Corridor           | NOR    | Description   | Requiring Authority | Corridor   | NOR    | Description  | Requiring Authority |
|--------------------|--------|---|---------------------|--|--------|--|---------------------|
| Trig Road North    | NoR W1 | Upgrade of Trig Road corridor to a 24m wide two-lane urban arterial cross-section with separated active mode facilities on both sides of the corridor.  | Auckland Transport  |  |        |  |                     |
| Māmari Road        | NoR W2 | Extension and upgrade of Māmari Road corridor to a 30m wide four-lane urban arterial cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor. | Auckland Transport  |  |        |  |                     |
| Brigham Creek Road | NoR W3 | Upgrade of Brigham Creek Road corridor to a 30m wide four-lane arterial cross-section with separated active mode facilities on both sides of the corridor.  | Auckland Transport  |  |        |  |                     |
| Spedding Road      | NoR W4 | Upgrade of the existing Spedding Road corridor and new east and west extensions to form a 24m wide two-lane arterial with separated active mode facilities on both sides of the corridor.           | Auckland Transport  |  |        |  |                     |
|                    |        |   |                     | Hobsonville Road (alteration to existing designation 1437) | NoR W5 | Alteration of the existing Hobsonville Road designation 1437 to provide for the widening of the Hobsonville Road corridor between Oriel Avenue and Memorial Park Lane.<br><br>Upgrade of sections of Hobsonville Road corridor to a 30m wide four-lane cross section with separated active mode facilities on both sides of the corridor<br><br>Upgrade of sections of Hobsonville Road corridor to a 24m wide two-lane cross section with separated active mode facilities on both sides of the corridor. | Auckland Transport  |

Figure 2 Whenuapai Overview of NoRs

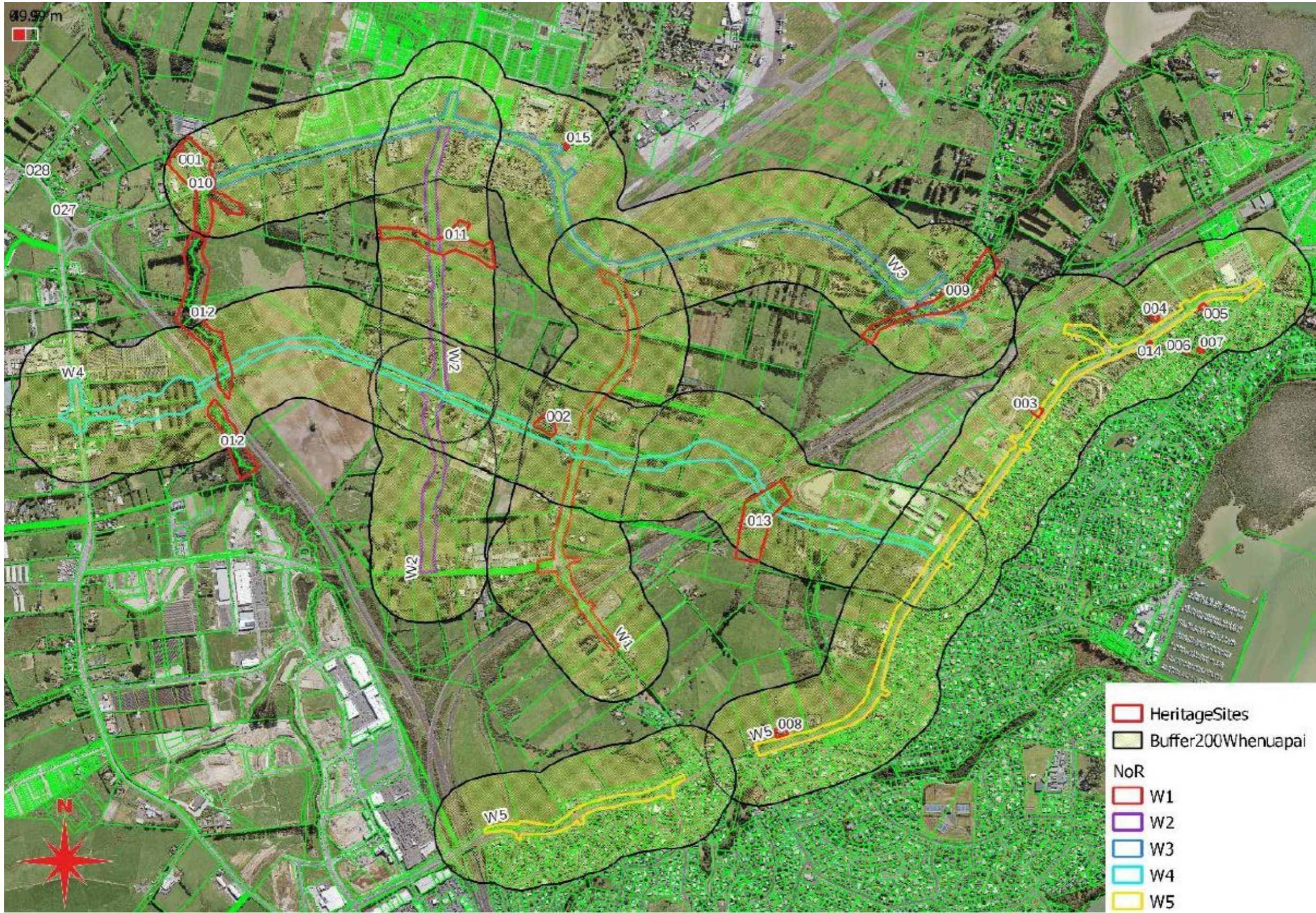





Figure 3. Survey Areas and 200m Buffer Zones – Whenuapai NoRs from the Northwest Whenuapai Assessment of Heritage / Archaeology Effects December 2022



Table 2 Whenuapai – Further Information on selected pre-1940 built heritage sites within the proposed designation footprint and 200m buffer.

| NoR     | Located              | CHI ref | Item / site type   | Image location reference   | Identified / potential heritage values (where known)  | Comment  | Recommendation   |
|---------|----------------------|---------|--|--|---|--|--|
| W1 / W4 | Within 200m buffer   | 20469   | WW2 Gun Emplacement  |    | <p>Archaeological site</p> <p>This WWII anti air defence site was proposed for scheduling under Plan Change 5, however the plan change has been withdrawn. This includes the proposed heritage overlay.</p>   | <p>Unaffected physically by the designation as works are limited to the frontage of the site.</p> <p>No impact on technological / knowledge values.</p> <p>No effects on context values.</p> <p>Note.</p>  | No mitigation is recommended for this site.  |
| W5      | Within NoR footprint | 3496    | Hobsonville Hall<br>397 Hobsonville Road<br>LOT 1 DP 60620 |   | <p>CHI records the sites as vertical weatherboarding, clay tile roof 1940 - 1950, corrugated iron roof at front. The place is not scheduled or included on the HNZ National List. The building is a modest, structurally and architecturally unremarkable example of a community hall from the mid-19<sup>th</sup> century. It has a minor landmark presence as a communal building at a T-junction with Sinton Road. Likely to have at least moderate historical and social values as a place of community activity since c. 1940.</p> | <p>This building has already been discussed in the following report:<br/><i>North West Whenuapai Assessment of Heritage / Archaeology Effects December 2022. Version 1.0</i></p> <p>The Hobsonville Hall (005 in the graphics) is recorded in the CHI (3496) but has not been scheduled in the AUP:OP and is not considered an archaeological site as it was built after 1900. It is outside the footprint of the proposed development, the NoR design does not impact the building, and it would therefore have no effect on historical context or social values that may be associated with place.</p> | <p>The building is able to remain onsite and is physically unaffected by NoR requirements. Upgrades are likely to improve the immediate street environment of the hall, supporting any landmark (aesthetic) values.</p> <p>Provided standard construction management processes are adopted to minimise risk of accidental damage, no adverse effects are likely to arise as a result of the NoR or any future construction activities arising.</p> <p>No further assessment work is recommended for this site.</p> |
| W4      | Within 200m buffer   | 3385    | Residential Property, 1 Williams Road                      |  | <p>Single storey, hip roof wooden building with verandahs. Mature trees outside. 1880s construction date estimated.</p> <p>Scheduled Historic heritage Place – AUPOP id 71 - Category B – A (historical), F (physical Attributes), G (Aesthetic).</p>   | <p>The property is physically unaffected as it is not within the NoR footprint.</p> <p>The property qualifies as a Pre-1900 archaeological site due to the date of original occupation.</p> <p>The NoR enables street upgrades which are appropriate in the context of the established urban nature of the immediate environment and which will</p>  | No mitigation is recommended for this site.  |

| NoR | Located   | CHI ref      | Item / site type                 | Image location reference   | Identified / potential heritage values (where known)  | Comment   | Recommendation                              |
|-----|---|--------------|----------------------------------|--|---|---|---|
|     |   |              |                                  |    |   | not detract from the heritage values of 1 William Street.                         |   |
| W4  | Williams Road Rd Reserve<br>Adjacent no.3 Williams Road | 2299<br>3629 | Notable Tree<br>Historic Plaque  | <br><br> | The initial HIA records a notable tree with a bronze plaque next to it (CHI# 2299 and 3629, Notable trees of the AUP:OP #1811). This is a gum tree which is described in a plaque at the base of the tree to have been possibly planted by Governor Hobson in the middle of the 19th century. | Provides additional context to the scheduled house at 1 Williams Road. See above. | No mitigation is recommended for this site. |
| W5  | N/A   | 3702         | Building (moved to new location) | <br>   | The HIA notes:<br>A building across the road (004) is recorded on the CHI (3702) and as archaeological site R11/2965.<br>As part of developing the New World supermarket this building was moved to a new location and the footprint investigated (Hawkins and Campbell 2020).                | The proposed development will have no impact on this site.                        | No mitigation is recommended for this site. |

**NW Redhills / Riverhead Package**



Figure 4 Redhills Overview of NoR Corridors

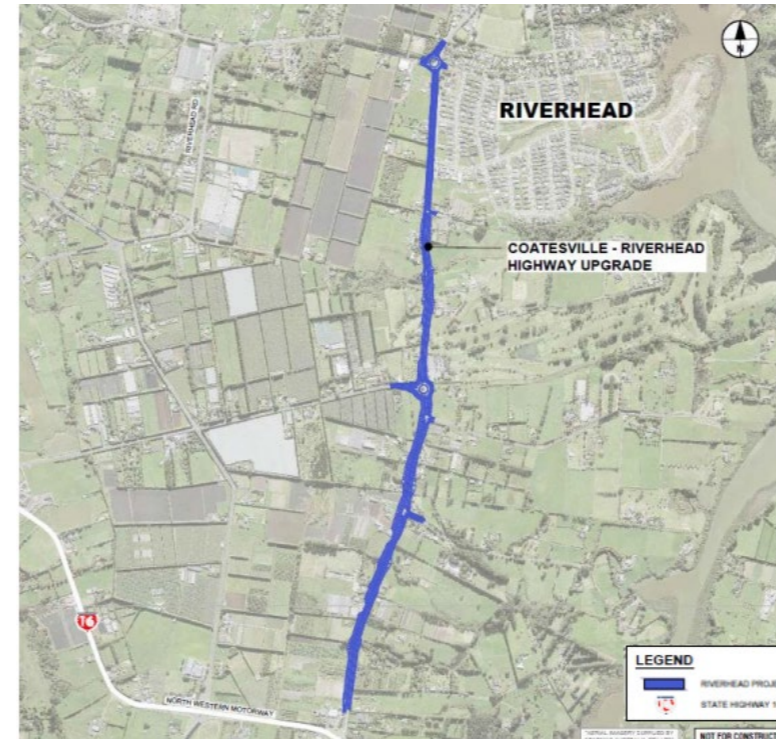


Figure 6 Riverhead Overview of NoR Corridor

| Corridor                              | NOR | Description  | Requiring Authority |
|---------------------------------------|-----|--|---------------------|
| Don Buck Road FTN Upgrade             | RE1 | Upgrade of Don Buck Road corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.   | Auckland Transport  |
| Fred Taylor Drive FTN Upgrade         | RE2 | Upgrade of Fred Taylor Drive corridor to a 30m wide four-lane cross-section providing bus priority lanes and separated active mode facilities on both sides of the corridor.   | Auckland Transport  |
| Coatesville-Riverhead Highway Upgrade | R1  | Upgrading the southern section of the corridor to a 33m two-lane low speed rural arterial cross-section with active mode facilities on the western side; and<br><br>Upgrading the northern section of the corridor to a 24m two-lane urban arterial cross-section with active mode facilities on both sides of the corridor. | Auckland Transport  |

Figure 5 Redhills / Riverhead Overview of NoRs



Figure 7 Survey Areas and 200m Buffer Zones – Redhills / Riverhead NoRs from the Northwest Whenuapai Assessment of Heritage / Archaeology Effects December 2022

Table 3 Redhills / Riverheadi – Further Information on selected pre-1940 built heritage sites within the proposed designation footprint and 200m buffer.

| NoR | Located              | CHI ref      | Item / Site Type    | Image Location reference | Identified / potential heritage values (where known) | Comment   | Recommendation                              |
|-----|----------------------|--------------|---------------------|--------------------------|--|---|---|
| RE2 | Within NoR footprint | 20445        | Aircraft Crash Site | N/A                      | 20 <sup>th</sup> century Archaeological site         | This site is addressed in the archaeological assessment.                      | No mitigation is recommended for this site. |
| RE2 | Within 200m buffer   | 2164<br>2165 | Trees               | N/A                      | N/A  | The trees are physically unaffected as they are not within the NoR footprint. | No mitigation is recommended for this site. |

North West Strategic Package overview for reference

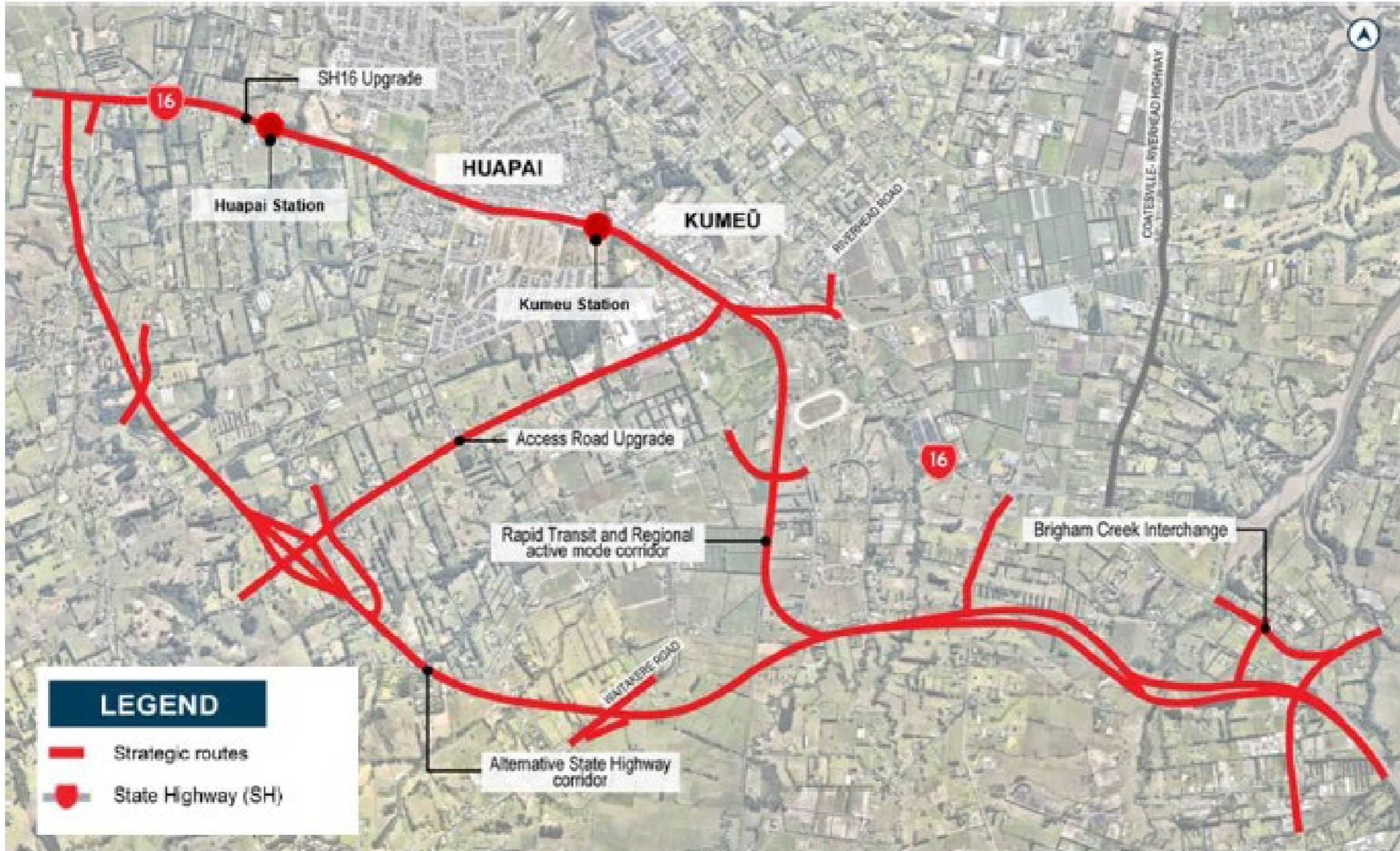


Figure 6 Strategic Overview of NoR corridors

| Corridor   | NOR | Description  | Requiring Authority |
|--|-----|--|---------------------|
| Alternative State Highway  | S1  | A new four-laned dual carriageway motorway and the upgrade of Brigham Creek Interchange.                 | Waka Kotahi         |
| State Highway 16 Main Road Upgrade (alteration to existing designation 6766) | S2  | Upgrade to urban corridor including active modes and realignment of Station Road intersection with SH16. | Waka Kotahi         |
| Rapid Transit Corridor   | S3  | New Rapid Transit Corridor and active mode corridor in one co-located corridor.                          | Waka Kotahi         |
| Kumeū RTC Station  | KS  | New rapid transit station, including transport interchange facilities and accessway.                     | Waka Kotahi         |
| Huapai RTC Station   | HS  | New rapid transit station, including transport interchange facilities, park and ride and accessway.      | Waka Kotahi         |
| Access Road Upgrade  | S4  | Upgrade of Access Road to a four-lane cross-section with separated cycle lanes                           | Auckland Transport  |

Figure 7 Strategic Overview of NoRs

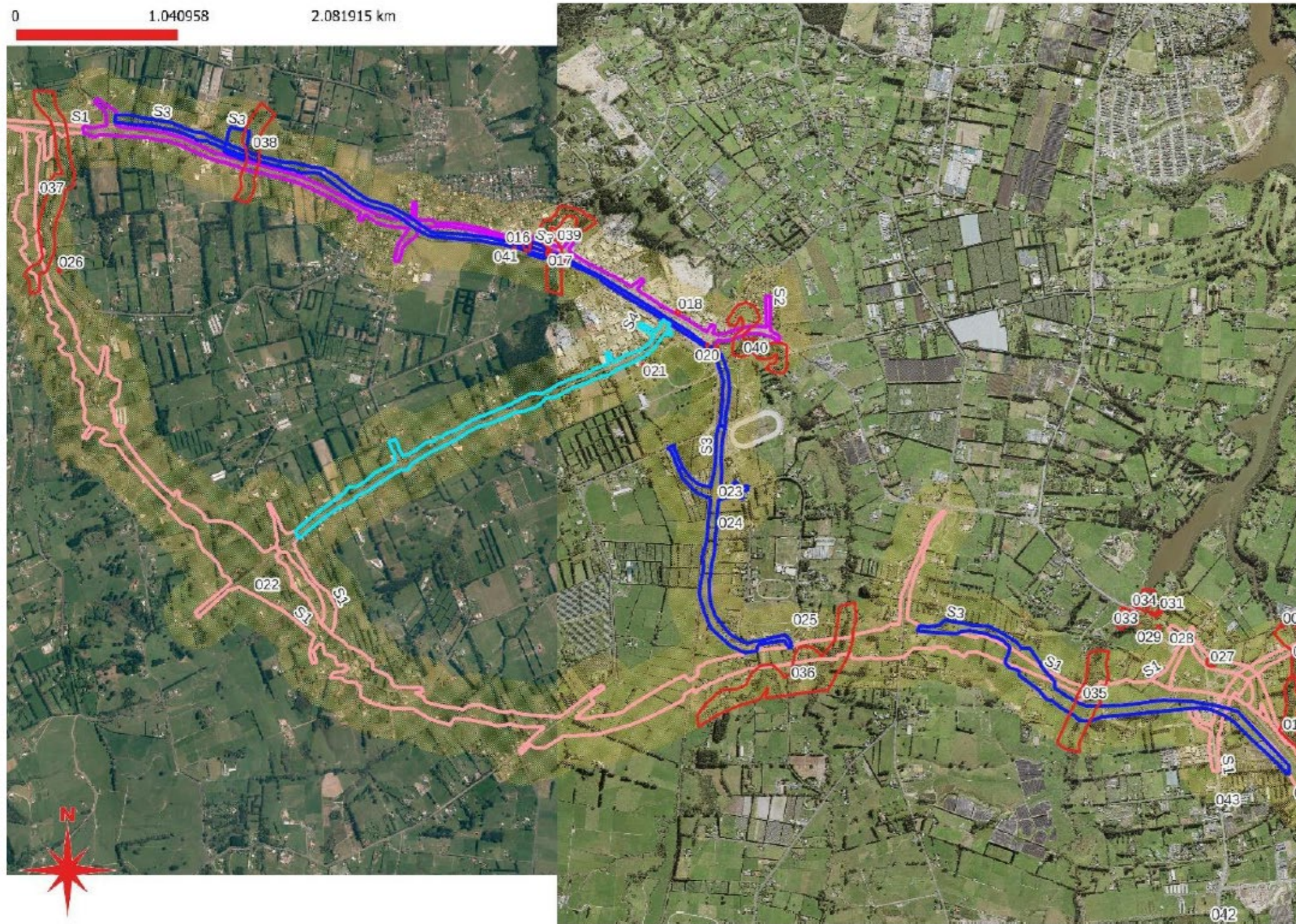




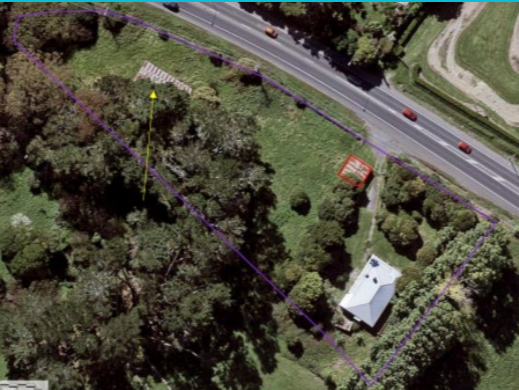

Figure 8 Survey Areas and 200m Buffer Zones – Strategic NoRs from the Northwest Strategic Assessment of Heritage / Archaeology Effects December 2022



**NW Strategic Package – Identified CHI sites.**



**Table 4 Strategic Package – Further Information on selected pre-1940 built heritage sites within the proposed designation footprint and 200m buffer.**

| NoR | Located                          | CHI ref | Item                              | Image Location reference   | Identified / potential heritage values (where known)   | Comment   | Recommendation   |
|-----|----------------------------------|---------|-----------------------------------|--|--|---|--|
| S1  | Within NoR footprint<br>183 SH16 | 3713    | Sun Kwong Takeaways (post 1940)   |   | <p>The building has been identified previously by Mathews and Mathews Architects as a potential Historic Structure - Timber shop front in the following report:</p> <p><i>WHENUAPAI STRUCTURE PLAN AREA: PRELIMINARY HISTORIC HERITAGE ASSESSMENT</i></p> <p><i>Report prepared for Auckland Council By Clough &amp; Associates Ltd and Matthews &amp; Matthews Architects Ltd June 2016.</i></p> <p>A general recommendation was made as to 19 properties not scheduled but recorded on chi:</p> <p><i>further research and assessment to confirm their history, current status and heritage significance in order to determine whether they merit protection through scheduling on the Unitary Plan.</i></p> | <p>The subject site has been recorded on the CHI but not apparently selected for further evaluation as a scheduled historic heritage place since that date. It has been modified over time and exhibits little architectural interest.</p> <p>The CHI notes only:</p> <p>Timber shop front, art deco parapet, alum(inium) windows an older shop for area.</p> <p>The NoR requirements will result in a modified road frontage and pedestrian access. At the junction with Kennedy Road. The building itself is outside of the NoR designation requirement.</p> <p>On completion of work the building can remain, with an improved public realm.</p> | No mitigation is recommended for this site.  |
| S1  | Within 200m buffer<br>222a SH16  | 3486    | Historic house (Sinton homestead) |  | <p>222A State Highway 16, Whenuapai – Alexander Sinton House One historical building is located at 222A SH16 (CHI ref 3486) and has been previously evaluated by Auckland Council and recommended for inclusion in Schedule 14.1 as a Category B historic place, noted for historical (a), and context (h) historic heritage values. (Auckland Council 2017b).</p> <p>The recommended Extent of Place proposed by Auckland Council in their historic heritage evaluation is shown below:</p>   | <p>The upgrade of SH16, and potentially ecological mitigation, will affect the setting of the house, but there will be no physical effects arising on the house itself, which is in reality the primary feature of the historic heritage place.</p> <p>An ancillary building (Farm shed) of little heritage value and in very poor physical condition will be removed. Note the shed is due to be removed as a result of a separate SH16 Safety Improvement Project. The shed is therefore unlikely to be present at the time of implement the ASH and RTC.</p>   | Any adverse direct and indirect effects on historic heritage sites and Measures to mitigate any adverse effects will be developed, via the HHMP. |

| NoR | Located                     | CHI ref | Item                              | Image Location reference  | Identified / potential heritage values (where known)   | Comment   | Recommendation   |
|-----|-----------------------------|---------|-----------------------------------|---|--|---|--|
|     |                             |         |                                   |   |  <p>Image: Auckland Council Historic Heritage Evaluation figure showing Recommended 'Extent of Place' for 222A SH16, Alexander Sinton Homestead (former); with more recent garage (now demolished) outlined in red recommended as exclusions. The possible early shed is arrowed yellow (Auckland Council 2017b<sup>1</sup>).</p>                         |   |  |
| S1  | Within 200m buffer 191 SH16 | 3379    | Historic house (Sinton homestead) |  | <p>One historical building is located at 191 SH16 (CHI ref 3379), and has been previously evaluated by Auckland Council and recommended for inclusion in Schedule 14.1 as a Category B historic place, noted for historical (a) and context (h) historic heritage values (Auckland Council 2017a<sup>2</sup>). The recommended Extent of Place proposed by Auckland Council in their historic heritage evaluation report is shown below:</p> | <p>The upgrade of SH16, and potentially ecological mitigation, will affect the setting of the house, but there will be no physical effects arising on the house itself, which is in reality the primary feature of the historic heritage place.</p> | <p>No recommendations other than to comply with the proposed tree management plan condition.</p> |



<sup>1</sup> Historic Heritage Evaluation: Janet Sinton's homestead (former). 191 State Highway 16, Whenuapai.



<sup>2</sup> Historic Heritage Evaluation Alexander Sinton's homestead (former) 222A State Highway 16, Whenuapai




| NoR | Located                        | CHI ref | Item                          | Image Location reference   | Identified / potential heritage values (where known)  | Comment   | Recommendation  |
|-----|--------------------------------|---------|-------------------------------|--|---|---|---|
|     |                                |         |                               |  |  <p>Image - Auckland Council Historic Heritage Evaluation figure showing Recommended 'Extent of Place' for 191 SH16, Janet Sinton Homestead (former); with more recent outbuildings outlined in red recommended as exclusions (Auckland Council 2017a).</p>  |   |   |
| S1  | Within 200m buffer<br>238 SH16 | 13241   | Historic house (Sinton house) |  | <p>Sinton House is included in the Auckland Unitary Plan Operative in Part (AUPOP) Schedule 14.1 Historic Heritage, as a Category B historic heritage place (AUPOP ID 525;). It is described in the schedule<sup>3</sup>.</p> <p>The Heritage Values for which the place is recognised are:</p> <ul style="list-style-type: none"> <li>(A) Historical Associations</li> <li>(B) Social Values</li> <li>(D) Knowledge Values</li> <li>(F) Physical Attributes</li> <li>(H) Context Values T</li> </ul> <p>The subject site is also included on the Auckland Council Cultural Heritage Inventory (CHI ref 13241).</p> | <p>The setting of the house will potentially be affected by ecological mitigation. There will be no physical effects arising on the house itself, which is in reality the primary feature of the historic heritage place.</p> <p>The planting will complement the landscape form already regenerating around the creek banks. Once landscaping has matured, a similar experience to the current view might be expected, where the existing hedging partially obscures views to the house.</p> | <p>Any adverse direct and indirect effects on historic heritage sites and Measures to mitigate any adverse effects will be developed, via the HHMP.</p> |





| ID  | Name / Description    | Verified Address              | Verified Legal Description | Category | Primary Feature | Heritage Values | Extent of Place        | Exclusions              | Additional Rules for Archaeological Sites or Features | Place of Māori Interest or Significance |
|-----|-----------------------|-------------------------------|----------------------------|----------|-----------------|-----------------|------------------------|-------------------------|---|---|
| 525 | Sinton House (former) | 238 State Highway 16, Taupaki | LOT 1 DP 326070            | B        |                 | A,B,D,F,H       | Refer to planning maps | Interior of building(s) |   |   |



3

| NoR | Located              | CHI ref | Item  | Image Location reference  | Identified / potential heritage values (where known)   | Comment   | Recommendation   |
|-----|----------------------|---------|---|---|--|---|--|
| S1  | Within 200m buffer   | 16380   | Historic house (Mainly post 1940)<br>186 Boord Crescent |   | The property contains part of an early 20 <sup>th</sup> century bay cottage/villa of English Arts Crafts influence. It has been dramatically added to such that it now forms a wing of a much larger building.   | Building is within the 200m buffer but unaffected by the project.   | No mitigation is recommended for this site.  |
| S1  | Within NoR footprint | 16387   | Historic house<br>2 Pomona Rd                           |  | <p>The Strategic HIA notes:<br/>One historic house (#022), possibly of late 19th century origin is within the extent of the NoR. Both the house and the curtilage will likely have good information potential to the living conditions of the early settlers in the district. These sites are rarely investigated.</p> <p>The house is not readily visible from the public realm. Real estate agent photographs from c.2018 show it to be of square villa form with continuous wrap-around verandah and a Dutch Gable. In which case it is an unusual example of such a villa form in the locality and has some potential to be evaluated for scheduling. However, it has evidently been refurbished in the past. There has also been additional modern development on site. Potential heritage values cannot be fully established without a site visit and more detailed historical research.</p> | <p>While the NoR will not in itself generate physical impacts on the villa, implementation of the corridor will likely require the future removal, relocation or demolition of the structure. This can of course happen already as a permitted activity.</p> <p>The Strategic HIA notes that the amenity value of the historic building could be preserved by moving it rather than demolishing it. This is a preferable heritage mitigation process to complete demolition.</p> <p>Relocation will still result in a loss of context, which will reduce potential historic heritage values. Some contextual information might be retrieved through archaeological monitoring and recording during any future earthworks.</p> <p>Total demolition, if it is not practicable to avoid, will result in potential adverse effects on the place. Additionally, if the building predates 1900, an archaeological authority will be required.</p> | <p>The further evaluation of the site can be undertaken through the mechanism of the proposed HHMP condition (See appendix).</p> <p>Specifically this can occur with reference to HHMP Sections B)1-4.</p> <p>Depending on whether the property is assessed as having significant heritage values, the HHMP then provides for a hierarchy of options from relocation to mitigation by recording of standing structures as noted in the Appendix.</p> |



| NoR | Located            | CHI ref | Item  | Image Location reference  | Identified / potential heritage values (where known)  | Comment  | Recommendation                                     |
|-----|--------------------|---------|---|---|---|--|--|
|     |                    |         |   |  <p>(Bottom image Real Estate.co.NZ)</p> |   |  |  |
| S1  | Within 200m buffer | 16400   | Historic structure – fruit packing shed<br>81 Foster Road |   | <p>An unassuming agricultural building that typifies the early 20<sup>th</sup> century expansion of fruit and orchard growing in the region.</p> <p>Physically the building does not appear to have any significant technological attributes, but it has a contextual value and historical interest as a surviving example of early 20th century agricultural structures.</p> | <p>The Strategic HIA appears to show an image of a different shed (Fig 7-17).</p> <p>The shed recorded at 81 Foster Road will not be physically affected by development.</p> | <p>No mitigation is recommended for this site.</p> |



| NoR | Located            | CHI ref | Item          | Image Location reference   | Identified / potential heritage values (where known)   | Comment   | Recommendation   |
|-----|--------------------|---------|---------------|--|--|---|--|
|     |                    |         |               |    |  |   |  |
| S2  | Within 200m buffer | 16388   | Masonic lodge |   | The Masonic Lodge has not been included on the AUPOP Schedule. It is a modest building and will exhibit some social values as a former lodge. These values will not be affected by the NoR requirements. | Outside of the NoR, but very close to the boundary. Construction activities could impact on those structures, or any existing sub-surface curtilage could be clipped by NoR S2. There is potential for accidental damage for example from construction vibration. | Any risk of accidental damage through subsequent construction activities associated with the NoR can be appropriately managed through the HHMP condition (See Appendix). |



| NoR    | Located  | CHI ref | Item              | Image Location reference   | Identified / potential heritage values (where known)   | Comment   | Recommendation  |
|--------|--|---------|-------------------|--|--|---|---|
| S2 /S3 | Within NoR footprint<br>7 Main Road   State Highway 16   Kumeu | 16385   | Historic house    | <br>    | <p>CHI records as 'possible railway house'.</p> <p>However, no evidence is provided in the CHI to demonstrate that there is a historical connection with the railway.</p> <p>House appears as a Californian Style Bungalow with solid friezes to column porch detail. It does not share typical characteristics of other NZ Railway cottages noted in the region – these usually have a more Victorian Cottage form, with transitional Bungalow or English Cottage elements including exposed eaves, not apparent here.</p> <p>It appears to be a typical example of a 1920s bungalow and is not considered to be an exemplar of type. It is apparently modified.</p> <p>The building has little architectural interest as a typical example of a common building typology in the Auckland Region.</p> | <p>The building lies within the NoR footprint. While it is likely to have no more than moderate heritage interest, there is potentially an opportunity to relocate the bungalow elsewhere within the section to avoid demolition as a result of future construction.</p> <p>Alternatively, a photographic record could be made of the building prior to and during demolition, to mitigate the loss of historical context and amenity provided by the site.</p> | <p>If it is proposed to demolish the building, a record can be undertaken, the level of which can be determined through the HMMP Section (b)Vi.</p> <p>If it is proposed to retain the building, recommend relocating elsewhere within the property boundary if required to avoid damage from construction activities. Otherwise, any risk of damage can be controlled through the HHMP (See Appendix).</p> |
| S3     | Within NoR footprint   | 18493   | Railway carriages | <br> | <p>The railway carriages are no longer present on the site.</p>  | <p>This site has been discussed in the Built heritage assessment for NW Strategic Package.</p>  | <p>As per assessment.</p>   |

| NoR | Located              | CHI ref | Item                     | Image Location reference  | Identified / potential heritage values (where known)           | Comment   | Recommendation     |
|-----|----------------------|---------|--------------------------|---|--|---|--------------------|
| S3  | Within NoR footprint | 13234   | Huapai Tavern            |   | Refer to NW Strategic Assessment of Effects on Built Heritage. | This site has been discussed in the Built heritage assessment for NW Strategic Package. | As per assessment. |
| S3  | Within NoR footprint | 13243   | Kumeu Railway Goods Shed |  | Refer to NW Strategic Assessment of Effects on Built Heritage. | This site has been discussed in the Built heritage assessment for NW Strategic Package. | As per assessment. |



| NoR | Located              | CHI ref | Item                                | Image Location reference   | Identified / potential heritage values (where known)   | Comment   | Recommendation  |
|-----|----------------------|---------|-------------------------------------|--|--|---|---|
| S3  | Within NoR footprint | 16381   | Historic house<br>42 Boord Crescent |   | <p>This structure is a modified hipped roof villa, Italianate brackets to eaves, brick corbelled chimney indicate a likely pre1900 date of construction.</p> <p>First identified for the Rodney District Heritage Study in 1999 undertaken to identify places of heritage importance to be included on the Rodney District Plan. It was not included in legacy District Plans or subsequent AUPOP.</p> <p>In its modified form, the building is unlikely to exhibit high heritage values for physical attributes. It may have moderate context and historical values, as a surviving early villa building in the landscape.</p> <p>On this basis it is assessed as having no more than Moderate Local Value.</p> | <p>The historic house (CHI # 16381) is within the extent of S3 and will be impacted by any subsequent development.</p> <p>The house is located on an extensive section and there is an opportunity to set it back further from the required NoR alignment to avoid demolition.</p> <p>If demolition is not avoided, then this work may require an archaeological authority to be demolished, if the house is demonstrated to pre-date 1900.</p> | <p>Manage as part of HHMP for future works –</p> <p>1: Relocation</p> <p>Determine whether relocation is viable and practicable. If not then:</p> <p>2: Mitigation by record</p> <p>Record structure prior to demolition, to a level agreed with HNZ based on HNZ 2018 Investigation and recording of buildings and standing structures (and any subsequent revisions).</p> |

| NoR | Located            | CHI ref | Item  | Image Location reference   | Identified / potential heritage values (where known)   | Comment  | Recommendation  |
|-----|--------------------|---------|---|--|--|--|---|
| S3  | Within 200m buffer | 16379   | Historic house<br>62 Boord Crescent<br>Kumeu 0891<br>Lot 1 DP<br>164979 |   | <p>This structure is a modified hipped bay villa, of Late Victorian or Edwardian date c.1890-1914.</p> <p>First identified for the Rodney District Heritage Study in 1999 undertaken to identify places of heritage importance to be included on the Rodney District Plan. It was not included in legacy District Plans or subsequent AUPOP.</p> <p>In its modified form, the building is unlikely to exhibit high heritage values for physical attributes. It may have moderate context and historical values, as a surviving early villa building in the landscape. Contextually it is comparable to 42 Boord Crescent.</p> <p>On this basis it is assessed as having no more than Moderate Local Value.</p> | <p>The building is well clear of the designation due to setback of the driveway.</p> <p>The driveway, boundary fence and small masonry wingwalls are modern in construction. Any effects from the designation are considered to have little adverse impact other than some minor changes to setting.</p> | <p>The Urban Landscape Design Management Plan requires any landscaping that may be impacted by the construction to be re-instated. The house is unaffected.</p> |


| NoR | Located            | CHI ref | Item                                 | Image Location reference   | Identified / potential heritage values (where known)   | Comment   | Recommendation                                     |
|-----|--------------------|---------|--------------------------------------|--|--|---|--|
| S3  | Within 200m buffer | 16380   | Historic house<br>186 Boord Crescent |   | <p>This property contains a heavily modified and extended bay villa of probable Edwardian date c.1900-1914.</p> <p>First identified for the Rodney District Heritage Study in 1999 undertaken to identify places of heritage importance to be included on the Rodney District Plan. It was not included in legacy District Plans or subsequent AUPOP.</p> <p>In its modified form, the building is unlikely to exhibit high heritage values for physical attributes. It may have little context and historical values, as a surviving but heavily modified villa building in the landscape.</p> <p>On this basis it is assessed as having no more than Little Local Value.</p> | <p>The building is not located within the designation and future changes to its setting enabled by the NoR would not result in adverse effect, due to the low level of historical interest.</p> | <p>No mitigation is recommended for this site.</p> |

**NW HIF – Trig Road (South)**



Figure 9 Trig Road (South) Overview of NoR Corridor

Table 5 Trig Road (South)– Further Information on selected pre-1940 built heritage sites within the proposed designation footprint and 200m buffer.

| NoR       | Located              | CHI ref                              | Item                                  | Image Location /reference   | Identified / potential heritage values (where known)  | Comment   | Recommendation                              |
|-----------|----------------------|--------------------------------------|---------------------------------------|---|---|---|---|
| Trig Road | Within NoR footprint | 3705<br>(note: now removed from CHI) | House; "Quail Hollow"<br>38 Trig Road |  <p>Aerial view Auckland Council GIS viewer. No clearly visible from road.</p> | <p>Historic Structure</p> <p>38 Trig Rd square fronted villa-cottage.</p> <p>Located to the southeast of 40 Trig Road.</p> <p>Building is present in 1940 aerials.</p> <p>(See Figure 10)</p>   | Site is located south of NoR extent and is not physically affected. | No mitigation is recommended for this site. |
| Trig Road | Within 200m buffer   | 3699                                 | Historic house<br>80 Hobsonville Road |   | <p>From 2016 Clough /MMA report –</p> <p>Historic building-dwelling. 80 Hobsonville Rd, Lincoln Car Centre, 2 storey English style cottage, low eaves gable at front, 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.</p> | Site is located south of NoR extent and is not physically affected. | No mitigation is recommended for this site. |



| NoR       | Located            | CHI ref   | Item            | Image Location /reference   | Identified / potential heritage values (where known)  | Comment   | Recommendation                              |
|-----------|--------------------|---|-----------------|---|---|---|---|
|           |                    |   |                 |   |   |   |   |
| Trig Road | Within 200m buffer | 3328<br>(note: appears to have been removed from CHI) | Historic house  | Possibly refers to 40 Trig Road – See Figure 10                                     | Building at 40 Trig Road is present in 1940 aerials.<br>(See Figure 3)  | Site is located south of NoR extent and is not physically affected. | No mitigation is recommended for this site. |
| Trig Road | Within 200m Buffer | No entry<br>40 Trig Road                              | Historic houses |  | Historic buildings – probable square-fronted villa and Californian Bungalow immediately adjacent to the northeast. Obscured from Street view – visible on 1940 Aerial (See figure 3 below). | Site is located south of NoR extent and is not physically affected. | No mitigation is recommended for this site. |



Figure 10. Left – 1940 Aerial showing Trig Road (NoR W1). Middle - 1959 Aerial showing Trig Road North with identified pre-1940 house sites (yellow boundaries) within a 200m buffer of Designation NW1. The WWII Scheduled Gun Emplacement (Green boundary). Right Trig Road Alignment with four remaining site locations (in yellow) of potential pre-1940 construction date (Auckland Council Geomaps)

**NW HIF – Redhill Arterial Transport Network**

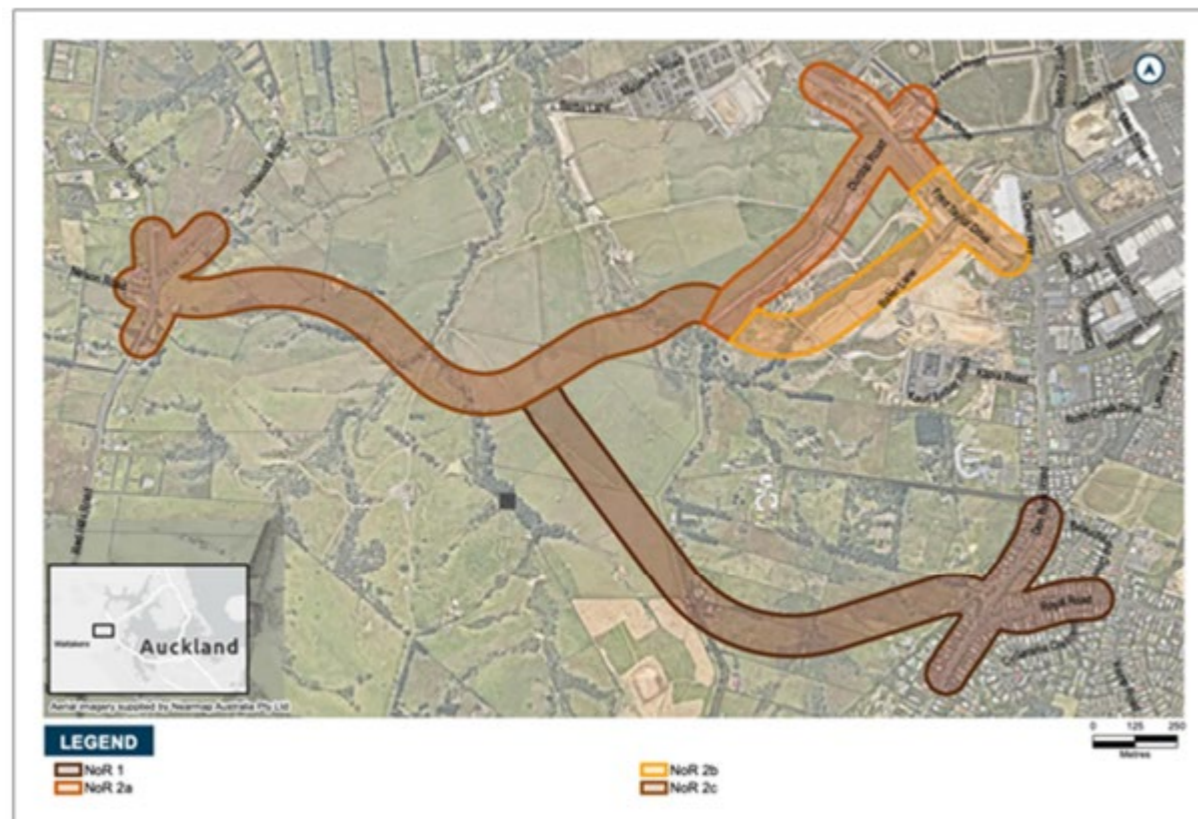



Figure 11 Redhills HIF Overview of NoR corridors

| Notice       | Project  | Description  |
|--------------|--|--|
| <b>NoR1</b>  | Redhills North-South Arterial Corridor                       | New urban arterial transport corridor and upgrade of Don Buck and Royal Road intersection.   |
| <b>NoR2a</b> | 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.   |
| <b>NoR2b</b> | 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).   |
| <b>NoR2c</b> | 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 |

Figure 12 Redhills HIF Overview of NoRs



Table 6 Redhills – Further Information on selected pre-1940 built heritage sites within the proposed designation footprint and 200m buffer.

| NoR | Located            | CHI ref   | Item                      | Image location / reference  | Identified / potential heritage values (where known)  | Comment   | Recommendation                              |
|-----|--------------------|---|---------------------------|---|---|---|---|
| 2b  | Within 200m buffer | 18372<br>60 Baker Lane   Don Buck road   State Highway 16   SH 16   Ngongetepara Stream | Wooden holding dam/sluice |  | <p>Date of structure undetermined.</p> <p>CHI describes as follows:</p> <p>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.</p> | Will not be physically impacted by the designation. | No mitigation is recommended for this site. |

## 2 APPENDIX 1: MODEL AND RECOMMENDED CONDITIONS

Huapei Tavern and Kumeu Goods Shed relocation/adaptation.

*For Huapai Tavern (AUP:OP Schedule 14.1 #00482) and Kumeū Railway Goods Shed (AUP:OP Schedule 14.1 #00483) measures and methods shall be identified to:*

- A. appropriately avoid, remedy or mitigate adverse construction effects;
- B. from the re-location of the buildings;
- C. appropriately re-locate the buildings within the footprint of designation in a manner that respects the heritage value of the buildings;
- D. identify non-original additions to the Huapai Tavern which may be removed without compromising the heritage values of the building; and
- E. identify long term protection management of heritage elements of the buildings.

### Historic Heritage Management Plan (HHAMP)

- (a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.
- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
  - (i) Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
  - (ii) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
  - (iii) Known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
  - (iv) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;
  - (v) Roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
  - (vi) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
  - (vii) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
  - (viii) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
  - (ix) Methods for avoiding, remedying or mitigation adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
    - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access
    - B. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;
    - C. Training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 14;
- (c) All historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring), shall be submitted to the Manager within 12 months of completion.