

98-100 AND 102-102A TOTARA ROAD, WHENUAPAI: ARCHAEOLOGICAL/HISTORIC HERITAGE ASSESSMENT

Prepared for Neil Construction Ltd



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INTRODUCTION

Project Background

Neil Construction Limited intends to rezone properties located at 98-100 and 102-102A Totara Road, Whenuapai, Auckland (Figure 1–Figure 3) from Future Urban Zone (FUZ) to Residential – Mixed Housing Urban Zone through a Private Plan Change (PPC). The legal descriptions of the land are: Lot 2 DP 81411 (98-100 Totara Road) and Lot 1 DP 53062 (102-102A Totara Road). The land is accessed from the west via Totara Road and consists of approximately 16.3651ha with the majority of the land in grass and fenced paddocks.

An assessment was requested by Neil Construction Limited to establish whether there are any known archaeological or other historic heritage constraints on future development of the proposed plan change area. This report has been prepared as part of the required assessment of effects accompanying a private plan change application under the Resource Management Act 1991 (RMA), and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

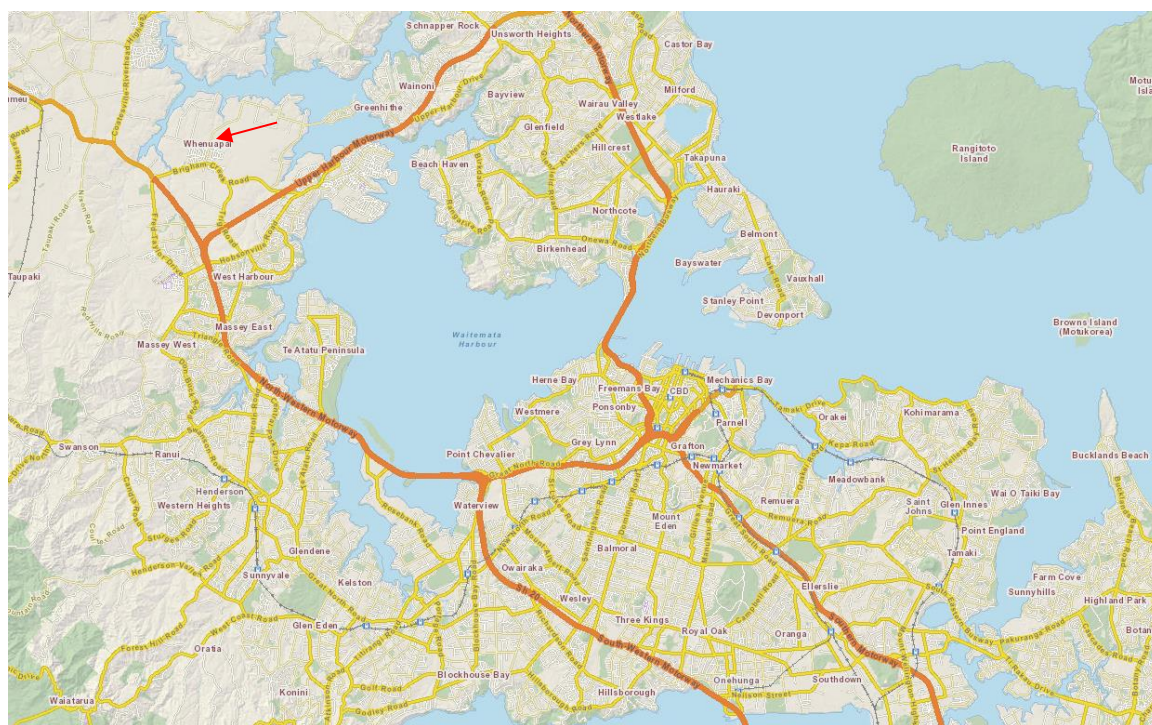


Figure 1. General location of the proposed plan change area at 98-100 and 102-102A Totara Road, Whenuapai indicated by red arrow. Source: Auckland Council GeoMaps



Figure 2. Proposed Plan Change Area



Figure 3. Aerial image of the proposed plan change area (outlined in blue). Source: Auckland Council GeoMaps 2017

Methodology

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), Auckland Unitary Plan Operative in Part (AUP OP) schedules, and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangī Kōrero were searched for information on archaeological or other historic heritage sites recorded on or in the immediate vicinity of the properties. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early survey plans and aerial photography were checked for information relating to past use of the properties. Archival research was also carried out to establish the history of the properties.

A field survey was undertaken on 30 October 2020 by Aaron Apfel. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape relating to Māori settlement, or indications of 19th century European settlement remains). Exposed and disturbed soils were examined where encountered for evidence of earlier modification, and an understanding of the local stratigraphy. Subsurface testing with a probe and spade was carried out to determine whether buried archaeological deposits could be identified or establish the nature of possible archaeological features. Photographs were taken to record the area and its immediate surrounds.

HISTORICAL BACKGROUND

Māori Settlement¹

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 Waitemata harbour was part of an inland water route stretching from north of Dargaville through to the centre of the North Island (via the Kaipara, Waitemata 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, 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 Waitemata 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 area have been recorded, some but not all of which are in use today (Figure 4). Whenuapai itself means ‘good land’. Onekiritea refers to the Hobonville 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 Harbour Bridge approaches (ibid.). Te Waiarohia o Ngariki (the Waiarohia Inlet) was an important fish and shellfish gathering place, and the name refers to an earlier tribe searching for water (ibid.). The headland opposite Herald Island was named Te Turerenga, or ‘the slipping away’, referring to the night-time escape of prisoners taken by Nga Puhi in this area (Simmons 1987). Onetaipu, applied to the headland to the north of Te Turerenga, means ‘sandy foreshore’, while Te Tauhokaiapi refers to ‘the fishing net pole of Pi’, a mud flat. Like the Waiarohia inlet, the Rarawaru and Kotukutuku inlets are known today by their Māori names, but Brighams Creek was previously known as Pitoitoi (‘name of a bird’ – ibid.). Kopupaka, at the head of Pitoitoi, where it separates into Totara and Waiteputa (‘the water flowing forth’) Creeks, translates as ‘the scorched stomach’ (ibid.). The name Waipareira (‘the creek at the place before mentioned’ – ibid.) applied to a stream flowing into Limeburners Bay, but at the time of the first land sales became the name of the large block of land which included the Hobsonville Peninsula and Whenuapai.

¹ From Clough & Associates and Matthews & Matthews Architects 2016.

was much manuka and scrub on Sinton’s new land, perhaps due to natural regeneration following the clearing of the kauri forests. Much of the land at Whenuapai at the end of the 19th century appeared barren and devoid of large trees after the loggers and gum diggers had passed through (Hahn 2007).

Around Whenuapai, early gum diggers lived in shanty style dwellings, and would take the gum that they had excavated to one of the two stores owned by the Sinton family at either Brigham Creek or Hobsonville (Morris 1995; Ingersoll n.d.). Here, they would be either paid in cash for their gum or they could trade it for goods and supplies (Ingersoll n.d.).²

Despite the presence of a few European settlers farming the land in the Whenuapai area, most chose to settle at nearby Hobsonville (Hahn 2007). It would appear that for the most part Whenuapai follows a 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.

One crop that was cultivated successfully at Whenuapai was tobacco (Hahn 2007). The tobacco plant is known for its ability to grow in even the poorest soils and in a wide variety of climates, so the soil and conditions at Whenuapai posed no problems (Hahn 2007). So successful was tobacco cultivation at Whenuapai and Riverhead that by 1929, 120,000 pounds of tobacco was being produced annually (Hahn 2007). However, due to increased government taxation and pressure exerted from trade unions for improved working conditions and wages, tobacco production in Whenuapai steadily decreased. By 1940 tobacco cultivation had ceased and Motueka in the South Island had become the main centre of cultivation in New Zealand (Hahn 2007).

Whenuapai Airbase

New Zealand’s air force had its origins in June 1923, when the New Zealand Permanent Air Force (NZPAF) was officially established, and a small number of surplus British aircraft were acquired. The first training base was established in Canterbury at the Wigram Aerodrome, and in 1924 the Hobsonville Peninsula was chosen as a suitable location for an aircraft station for both seaplanes and land planes to defend the port of Auckland. Work began at Hobsonville in 1927 and it was operational soon after (Macready and Clough 2008).

In 1937 the Royal New Zealand Air Force (RNZAF) was created as a separate defence service, replacing the NZPAF (under the Air Force Act 1937). The first Chief of Air Staff, Wing Commander (RAF) Ralph Cochrane, had written a comprehensive report assessing the needs of the new Air Force in 1936 and recommended sweeping changes (Macready and Clough 2008). These included the separation of land and seaplane operations and other functions, and identified the need for airbases in New Zealand that could accommodate the new Wellington bomber (ibid.; Ingersoll n.d.). By August 1938, some suitable and inexpensive land had been identified at Whenuapai, and a 600 acre purchase was made on 29 August (Ingersoll n.d.; Ministry of Defence Report 2004). After the land had been levelled, drained and topsoiled, four grass runways were constructed at Whenuapai (Ingersoll n.d.). However, to better cope with the increased numbers of heavy aircraft using

² Ingersoll states that ‘Many times the store owners had lent them [the gum diggers] their first equipment to get started’ from Ingersoll (n.d.):16.

the airbase for the Pacific arena of war by 1942, they were replaced with thick concrete (Ministry of Defence 2004; Ingersoll n.d.).

In 1945, Whenuapai also opened to civilian aircraft and by 1947 the then National Airways Corporation was operating a passenger and freight service (Ministry of Defence 2004). Regular services commenced between Whenuapai, Paraparaumu, and Harewood and international services began in the late 1940s, and continued until 1965 when Auckland International Airport opened at Mangere (Ministry of Defence 2004). Since the war, Whenuapai has also retained military operations and today forms RNZAF Base Auckland (Ministry of Defence 2004). The Hobsonville Airbase was closed in 2002, surplus to defence requirements.

Land Ownership History

The property at 98-100 Totara Road (Lot 2 DP81411) and 102-102A Totara Road (Lot 1 DP53062) is a 16.3651ha portion of the much larger Lot 3, Parish of Waipareira, granted by the Crown to John Waters Bain and James Burttt on 15 December 1854 for the sum of £337 (1G/2240, Archives NZ, Figure 5). John Waters Bain and James Burttt entered into partnership as Merchants, and Ship and Commission Agents on 1 November 1850, being situated on the Wharf at Lower Queen Street (*New Zealander*, 2 November 1850:2). In 1855 Burttt retired from the business and settled in Paerata (*Auckland Star*, 30 January 1908:5). On 16 November 1855 Bain conveyed his share in the property to Burttt (DR 5D/572, Archives New Zealand) as part of the business asset split.

By 1860 Burttt had begun to subdivide the property, selling portions of the Lot; however, the subject properties remained in ownership of Burttt until 1885. On 1 April 1885 Burttt (and mortgage holders) conveyed 64 acres (c.26ha) to Nils Andrew Andersen for the total sum of £213 (DR R18/21, Archives New Zealand) including the land at 98-100 Totara Road. The portion of land including 102-102A Totara Road was retained by Burttt until 28 January 1903 when mortgagors conveyed the property to George Cozens for the sum of £225 (DR R88/96, Archives New Zealand).

98-100 Totara Road, Whenuapai

No documentary sources were located identifying Nils Andrew Andersen as residing on the property at Totara Road, although he also owned land located to the south of McCaw Avenue. Nils Andersen had emigrated from Grimstad, Norway and married Lilley Mary Spriggs on 16 October 1890 (*Auckland Star*, 16 October 1890:8). A 2015 residential subdivision of land at 108-116 Totara Road by Whenuapai Land Company saw commemoration of the couple naming Nils Andersen Road and Lilley Terrace after the former landowner and his wife (infocouncil.aucklandcouncil.govt.nz). Nils and Lilley had three children: Lily, Andrew and George (*Auckland Star*, 27 August 1945:1). Nils divided the property, conveying 20 acres to Peder Johan Andersen on 24 September 1897 for the sum of £55 (DR R58/141, Archives New Zealand) but did not sell the land at 98-100 Totara Road which remained in Nils Andersen's ownership. Nils Andersen died in 1905 (BDM 1905/843), his death certificate registered under the name Niels Andreas Anderson. Probate was granted in April 1905 (DR R112/351, Archives New Zealand) where his properties were formally conveyed to Lilley Mary Andersen (wife), Lilly Andrea Midgley (daughter), George Andersen (son), and Andrew Andersen (son) (DR R580/211, Archives New Zealand).

In 1932 the property at 98-100 Totara Road (along with land on the northern side of Totara Road) containing 47 acres 1 rood was conveyed to Andrew Andersen for the sum of £466 13s 4p (DR 580/211, Archives New Zealand). On 17 May 1944 Andrew Andersen was issued a Certificate of Title for the property, his occupation recorded as Farmer (NA767/239, LINZ). Following Andrew Andersen's death the property was transferred to his wife Violet Elizabeth Janet Andersen on 20 September 1950 as executrix before being formally conveyed to her as owner in 1952 (NA767/239, LINZ). In October 1955 the property was transferred to James Neil Anderson, sawmiller, and Lois Violet Harré as tenants in equal shares. Ownership remained static until 1973 following James Anderson's death, seeing his half share transferred to Joyce Emma Anderson, Violet Elizabeth Janet Anderson and John Coughlan (NA767/239, LINZ). In 1977 the property was separated into two lots, with the 11.61ha land at 98-100 Totara Road identified as Lot 2 DP 81411 with Anderson, Anderson, Coughlan and and Harré as owners (NA38B/84, LINZ). On 3 February 1978 Lois Harré became the sole owner. Later transfers of ownership are recorded as Barrie Frederick Connell and Lloyd McCrae Harre (1990), Lloyd McCrae Harre (2007), Lloyd McCrae Harre, Lynette Joy Clark and Colin James Lucas (2007), Lynette Joy Clark and Colin James Lucas (2015), Lois Violet Harre and Roderick McCrae Harre (2015), Roderick McCrae Harre (2019) and Roderick McCrae Harre and Andrea Elizabeth Flora Harre (2019) (NA38B/84, LINZ).

102 and 102A Totara Road

The portion of land including 102-102A Totara Road was retained by James Burt until 28 January 1903 when mortgagors conveyed the property to George Cozens for the sum of £225 (DR R88/96, Archives New Zealand). George Cozens, a well-known Auckland businessman, was unlikely to have had a direct connection to working the land, likely installing a manager on the property. Cozens retained ownership until 1 June 1909 when he conveyed it to George Percy Wake for the sum of £2500 (DR R164/34, Archives New Zealand). George Percy Wake was a solicitor based in Eltham, Taranaki and is likely to have owned the property solely as an investment. On 2 August 1911 George Wake transferred a share in the Equity of Redemption to his brother Theophilus Wake, journalist, for the sum of £166 13s 4p (DR R195/323, Archives New Zealand). At this time Wake had a printery in Devonport (*Auckland Star*, 15 September 1911:4) but also had holdings in Part Allotment 13 Parish of Waipareira (*New Zealand Herald*, 26 March 1914:4). On 30 June 1913 George and Theophilus conveyed part of the interest in the property to George Mason White, accountant, for the sum of £866 13s 4p (DR R226/80, Archives New Zealand) resulting in all three being tenants in equal shares. The land at this point comprised Lots 2 and 7 and Part Lot 1, Allotment 3, Parish of Waipareira (NA240/161, LINZ).

In 1915 George White transferred his share to James Jameson Campbell and Henry Walter Dawson before all owners shares in Part Lot 1 and Lot 2 were transferred to George Percy Wake and Theophilus Wake. The other portion of Part Lot 1 (subject property) and Lot 7 were transferred to George Percy Wake (NA240/161, LINZ). George Wake died in 1916 and probate was granted to Frederick William Wake and Hugh Godfrey Wake (NA246/194, LINZ). On 2 March 1920 the land was transferred to Andrew Andersen and George Andersen, farmers, as tenants in equal shares. In May 1928 the land was split between the two with George Andersen taking Lot 7 and Andrew Andersen taking the subject property of Part Lot 1 (NA246/194). In 1938 the Crown was to take the land for defence purposes but revoked 70a 3r 24p of the original proclamation in 1941 (NA371/296,

LINZ). Following Andrew Andersen’s death the property was transferred to his wife Violet Elizabeth Janet Andersen on 20 September 1950 as executrix before a portion was conveyed to Neil James Anderson in 1952 and the remaining portion of Lot 1 (including the subject property) formally conveyed to Violet Andersen (NA782/106, LINZ).

In 1953 Andersen transferred a portion of Lot 1 to Lloyd McCrae Harre and a further portion was taken for defence purposes in 1955 (NA1024/24, LINZ). In October 1955 the remaining property was transferred to James Neil Anderson and Lois Violet Harré. The land was later subdivided with the subject property being within Lot 1 DP53062, transferred to Lois Violet Harré on 29 July 1964 (NA1166/90, LINZ). Later transfers of ownership include a half share transfer to Lloyd McCrae Harre (1989), transfer of Lloyd Harre half share to Lois Harre as executor (2012), transfer of half share to Totara Gateway Trustee Ltd (2016), transfer of half share to Roderick McCrae Harre, Andrea Elizabeth Flora Harre and Lisa Janine Roberts as executors (2019) with that half share transferred to Roderick McCrae Harre and Andrea Elizabeth Flora Harre (2019).

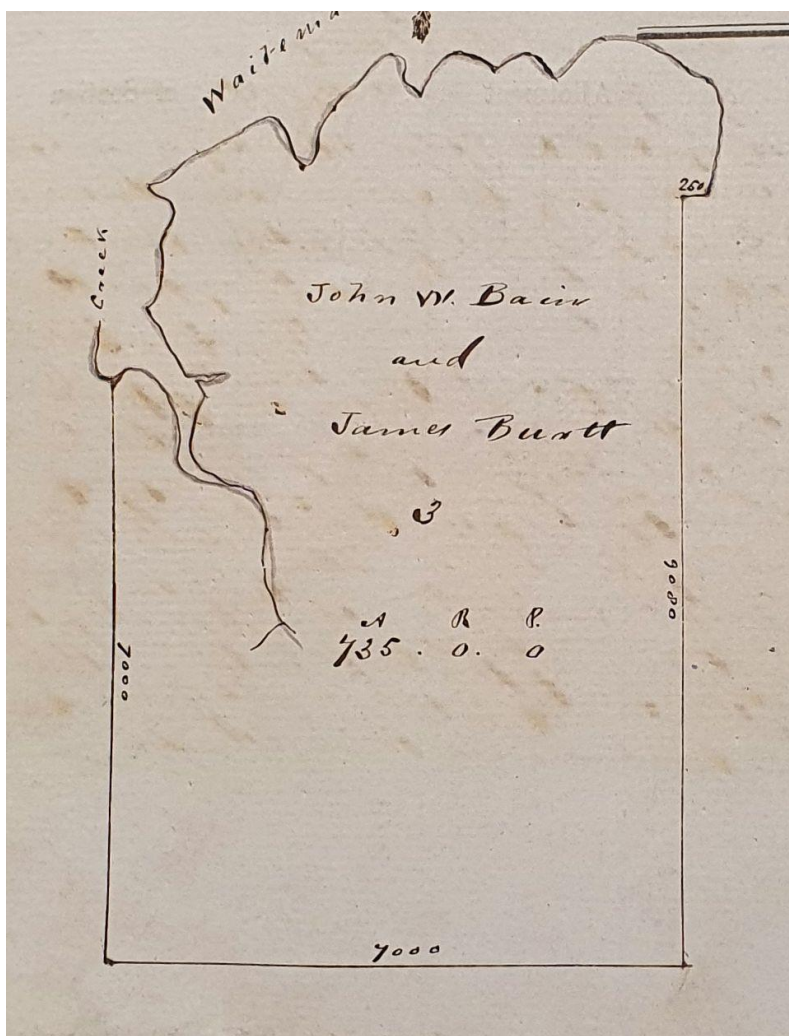


Figure 5. Boundaries of the 735 acre Lot 3, Parish of Waipareira as conveyed by the Crown to John Bain and James Burt

ARCHAEOLOGICAL BACKGROUND

For the most part the archaeological sites in the vicinity of Whenuapai relating to Māori occupation are small and dispersed around the shoreline of the upper harbour (Figure 6, Figure 7), with the exception of Tauhinu Pā on the opposite side of the harbour from Hobsonville Landing. Subsistence strategies employed by Māori inland from the coast consisted of the hunting (by spear and snare) of kaka, kereru, kiwi, wood-hen, tui and other small birds, while rats were caught in pits or traps (Best 1903, cited in Hayward and Diamond 1978). Forest plants also provided a range of foods with fruits, bracts and tubers from a variety of plants all gathered and consumed, while those Māori who dwelt on the coastlines of the Waitematā Harbour would have had an abundance of fish and shellfish resources at their disposal.

There has been very little in the way of archaeological field survey or investigation in the Whenuapai area in the past. However, in 2010 the route of a proposed wastewater pipeline that crossed Brigham Creek to the northwest of the project area 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). Also in 2010, an archaeological assessment was undertaken of some 1400ha of land in the area of Whenuapai and Hobsonville for Waitakere City Council (Shakles et al. 2010). Field survey, including in the area to the south of Brigham Creek Road, did not identify any archaeological sites. Judge (2011) completed an assessment for a new pumping station on Brigham Creek Road and Shakles, Low and Clough (2014) assessed land at 34-42 Brigham Creek Road and 2-8 Dale Road, but no new archaeological or other heritage sites were identified. More recently, nearby land at 150-152 Brigham Creek Road and 2-18 Kauri Road was assessed (Low and Clough, 2018), with no archaeological sites noted. The neighbouring property at 69 Trig Road was subjected to a preliminary archaeological assessment (Low and Clough, 2019) with no archaeological constraints identified.

Historic Heritage Places

There are no recorded archaeological sites within 1km of the proposed plan change area (Figure 6, Figure 7).

There are three recorded historic heritage structures on the Auckland Council CHI within 500m of the plan change area (Figure 7, Figure 8), two of which are scheduled on the AUP OP. These are the RNZAF Bristol Block Barracks (AUP OP Schedule 14.1 ID 00231, CHI 12878); the RNZAF Officers' Mess (AUP OP Schedule 14.1 ID 00232, CHI 12879) and a historic dwelling (CHI 3431). However, the latter has been demolished.

As shown in Figure 8, the scheduled extent of place of the RNZAF Officers' Mess (ID 00232) extends marginally into the proposed plan change area.

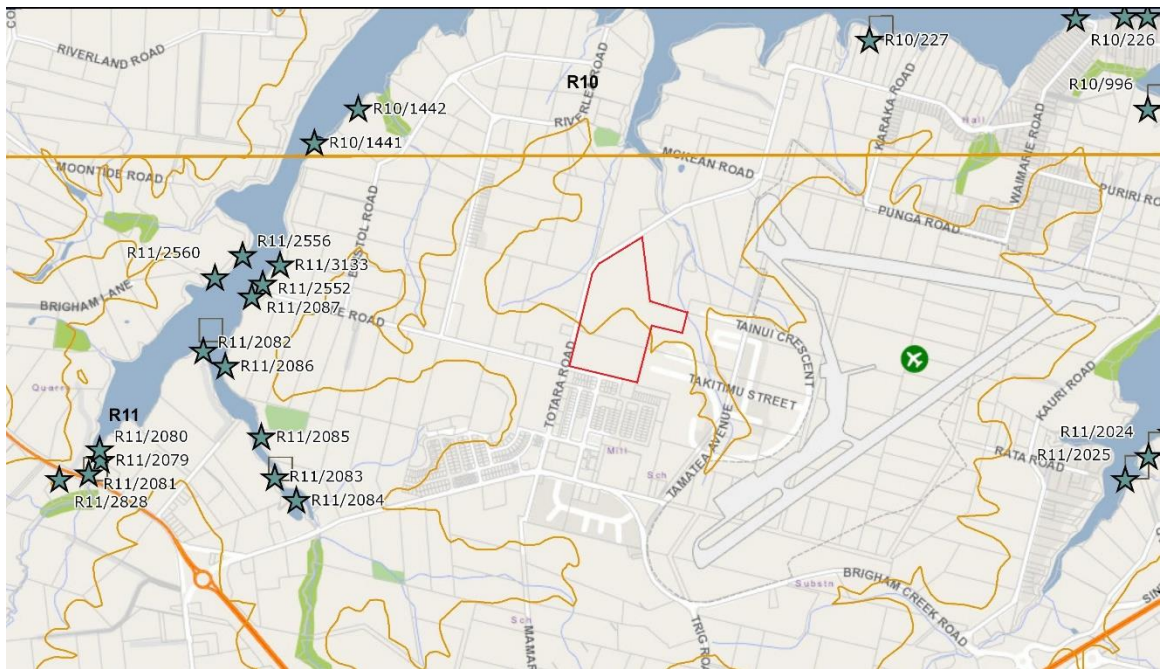


Figure 6. Recorded archaeological sites within the wider area with the proposed plan change area outlined in red. Source: NZAA ArchSite

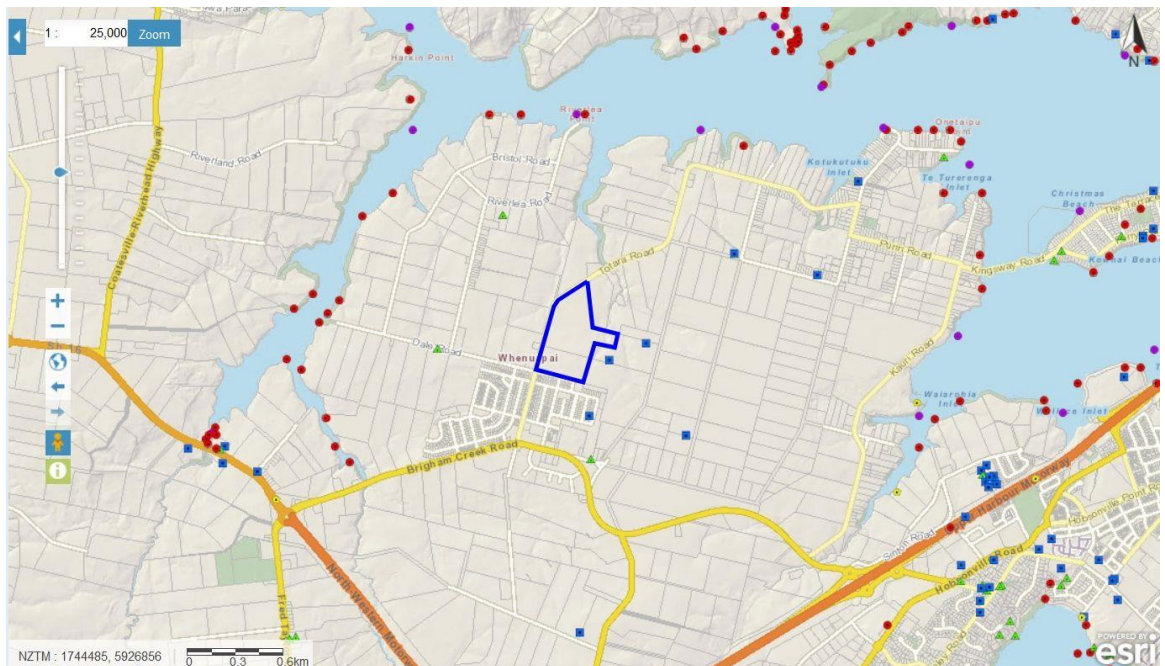


Figure 7. Showing sites of heritage significance within the wider area with the proposed plan change area outlined in blue (red dots = archaeological sites; blue squares = heritage buildings/structures; purple dots = maritime sites; green triangles = heritage trees). Source: Auckland Council GeoMaps

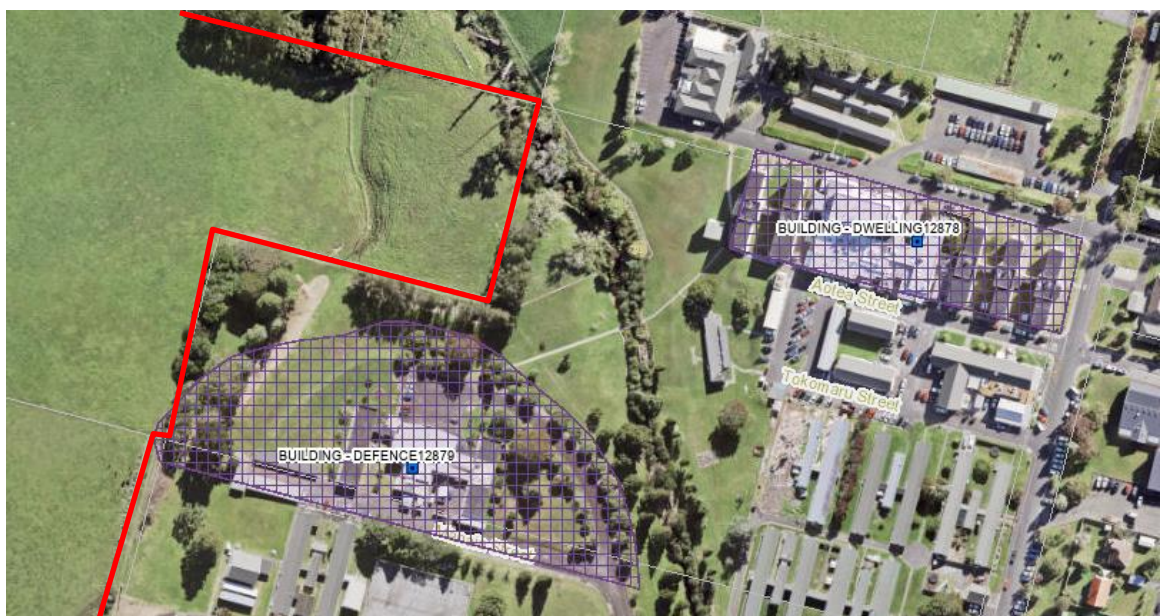


Figure 8. Aerial views showing the scheduled historic heritage places (purple hatching) in the vicinity of the proposed plan change area, with detail below showing the extent of place that falls within the plan change area. Source: Auckland Council GeoMaps

HISTORICAL SURVEY

Information from Early Maps and Plans

A number of Survey Ordinance plans and Deposited Plans were reviewed; however, none contained any information regarding early structures which may have been present within the proposed plan change area. SOs and DPs reviewed included SO841 (nd), SO904 (1854), SO29631 (1938), SO30571 (1938), DP53062 (1963), DP57435 (1966) and DP81411 (1976).

Information from Early Aerials

Aerial photographs from 1940 onwards were reviewed (Figure 9–Figure 11) and show that the proposed plan change area remained undeveloped and in open fields during the 1940s and into the 1950s. By the mid-1990s houses had been constructed in the northern corner at 98-100 Totara Road and in the southwest corner at 102 Totara Road. The rest of the plan change area was and is still (see Figure 3) in open fields with the occasional shed and outbuildings.



Figure 9. 1940 aerial photograph showing proposed plan change area (outlined in red) with only one small shed located on 98-100 Totara Road, Whenuapai. Source: Retrolens SN143 -92-20

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Figure 10. 1950 aerial showing proposed plan change area (outlined in red) with no structures present. Source: Retrolens SN583-1914-21



Figure 11. 1996 aerial showing proposed plan change area (outlined in blue) with house and outbuildings at 98-100 Totara Road (top) and house and outbuildings at 102 Totara Road (bottom left). Source: GeoMaps

PHYSICAL ENVIRONMENT

The proposed plan change area is bounded on its western side by Totara Road; to the south by McCaw Avenue and recent mixed urban residential subdivision development; to the northeast by rural residential properties at 92-94 Totara Road; and to the east by two Ministry of Defence properties accessed from Tamatea Avenue (Figure 12). The northern of these properties contains the two heritage buildings scheduled in the AUP OP: the RNZAF Officers' Mess, accessed from Kupe Avenue, and the RNZAF Bristol Block Barracks, accessed from Aotea Street. The Ratarā Stream runs along the eastern boundary of the plan change area and through this property; the area to the west of the stream contains the Officers' Mess and is landscaped and planted with mature trees along the boundary with the plan change area (Figure 12).

Within the proposed plan change area there are residences on each of the two properties: one on the northern end of 98-100 Totara Road and the other on the southwestern corner of 102-102A Totara Road, with a number of associated buildings and structures. The rest of the property is in open fields. As shown on the contour overlay (Figure 12), the land is relatively flat, ranging from 15m asl at the eastern and western boundaries to 25m asl in the southern area. A branch of the Ratarā Stream runs through the eastern part of the plan change area and there are a number of overland flow paths, mainly in the central area (Figure 12).

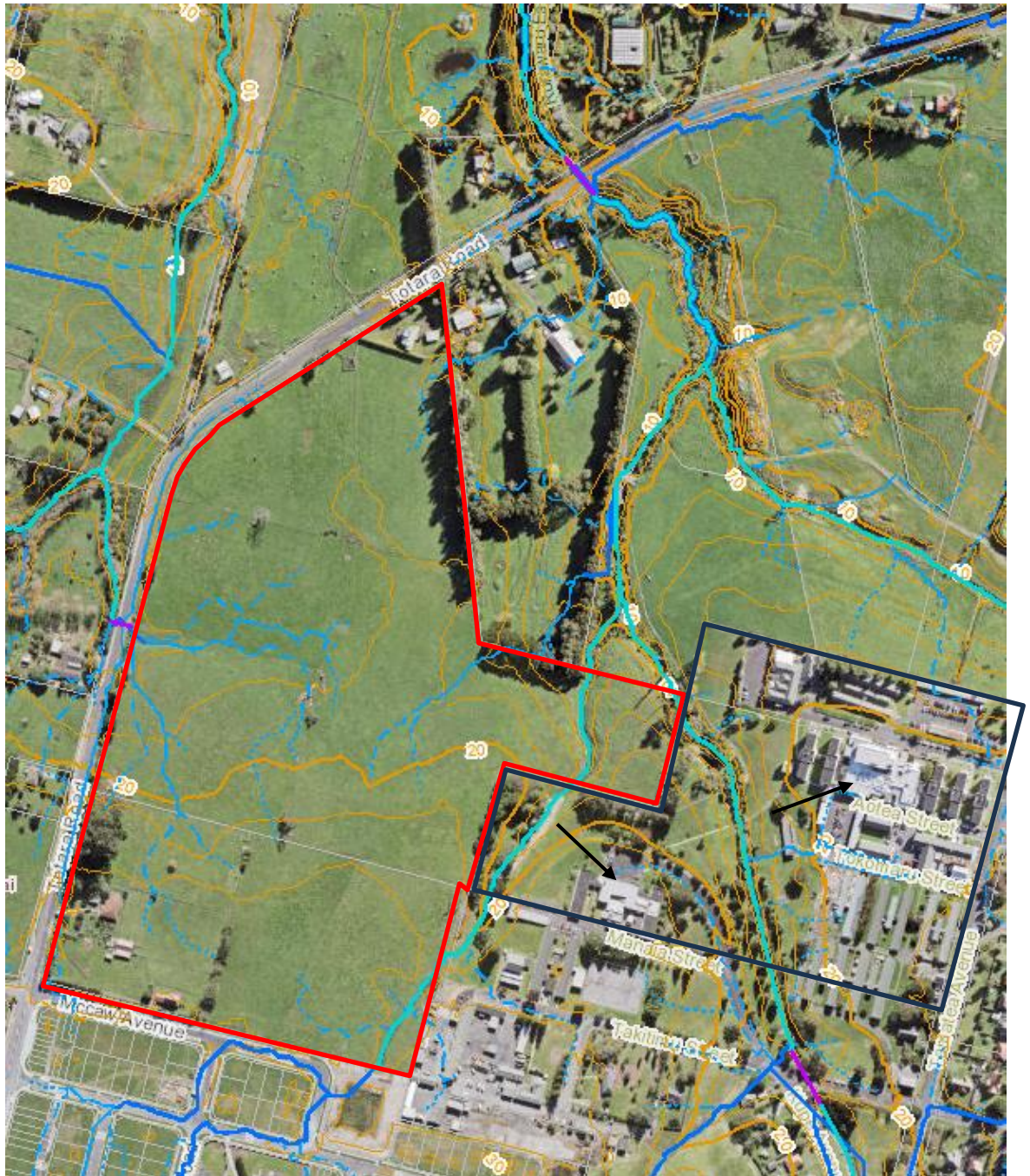


Figure 12. Aerial of proposed plan change area and adjacent properties, with contours, streams and overland flow paths overlaid. Blue outline shows Ministry of Defence property containing the two scheduled items (left arrow is the RNZAF Officers' Mess; right arrow is the RNZAF Bristol Block Barracks). Source: Auckland Council GeoMaps

FIELD ASSESSMENT

Field Survey Results

An archaeological survey of the properties at 98-100 and 102-102A Totara Road was carried out on 30 October 2020. The purpose of the survey was to determine the impact that future development might have on potential archaeological remains and to provide a record of the site pre-development.

At the time of survey the residence located on 98-100 Totara Road was leased as a rental property, while that on 102-102A Totara Road was used by the property manager who was overseeing both properties and managing the livestock (cattle) that were present on both. The land was separated into sections/fields by fencing and gates, and temporary wire fencing was used on a daily basis to relocate cattle.

As noted above, the terrain is relatively flat, although much of the plan change area can be characterised as gently sloping hills (see Figure 12). Trees run along much of the northeastern and eastern boundary of the property at 98-100 Totara Road (Figure 13, left), with some on the southeast border (Figure 13, right) and a few scatters of trees on the west and northwest borders (Figure 14, left). The residential areas of both properties also contain some trees and bushes/shrubs. There were numerous dead trees/stumps scattered across the property at 98-100 Totara Road (Figure 14, right, Figure 15, left), particularly seen in clusters on eastern side close to the Ratara Stream (Figure 13, right). Some could also be seen running along the eastern border of 102-102A Totara Road adjacent to the Ministry of Defence fencing along the paper access road (Figure 15, right). The only other vegetation on the property is grass used for cattle grazing.

A branch of the Ratara Stream runs through the eastern side of 98-100 Totara Road (Figure 16), with overland flow paths present on the west side (Figure 14, Figure 15). The eastern creek extends southwards and can also be seen in the southeast corner of the property at 102-102A Totara Road, with two large concrete drainage pipes on the southern end controlling water flow (Figure 17). At the time of the survey, the overland flow path on the west side of 98-100 Totara Road had a relatively low water level, while the eastern creek had significantly more water that could be seen flowing south–north.

The properties were walked and probed in approximately 10m intervals in order to determine whether archaeological remains might be present at below the surface; and three spade test pits were dug (Figure 18) with soil profiles recorded (see below). Photographs were taken and notes on the environment and landscape were made.

Particular attention was paid to the areas of the eastern creek and western flow paths. These areas were systematically probed and test pitted on relatively flat areas adjacent to the water courses.



Figure 13. Property at 98-100 Totara Road: facing east with residential property on left (left photo); and facing southeast towards Ministry of Defence land (right photo)



Figure 14. View to the north across the western side of 98-100 Totara Road showing an overland flow path at the centre (left photo); and a dying tree at the centre of the property (right photo)



Figure 15. Branch of Ratarua Stream in the eastern part of the property at 98-100 Totara Road, facing south (left photo); and tree stumps along the eastern property boundary of 102-102A Totara Road, facing southeast (right photo)



Figure 16. Branch of Ratarā Stream on eastern side of on 98-100 Totara Road, facing south (left photo) and facing north (right photo)



Figure 17. Continuation of stream in southeastern corner of 102-102A Totara Road, looking south along eastern property boundary showing concrete culverts (left photo); and facing north/northeast with eastern property boundary on right (right photo)



Figure 18. Aerial showing locations of test pits (yellow circles). Source: Auckland Council GeoMaps

98-100 Totara Road

The first property to be surveyed was 98-100 Totara Road. Field walking and probing began from the north side, progressing to the east, west and south sides of the property.

Probing across the property gave little resistance in all areas except for near the eastern and western water courses. The ground surrounding the these was significantly hard and dense, particularly on the west side of the eastern stream where the tree stumps were located (Figure 13, left). The majority of the land had been trampled by stock.

A large amount of unmarked glazed ceramic drain pipes were found scattered across the eastern stream (Figure 16, right, Figure 19). Their date could not be established as similar drains were produced from the late 19th through to the mid-20th century. They are likely to have been used for drainage into the stream in the past.

A test pit was placed on the east side of the eastern stream at NZTM coordinates 1744509 5927543 ±3m (see Figure 18). This test pit was 40cm long, 40cm wide and 15cm deep (Figure 20). The soil was noticeably dry, and the stock trampling is likely to have contributed to the hardness and compactness of the soil in this area. The stratigraphy was as follows:

Layer 1: 4-5cm of a light brown/grey soil, moderately compact with significant root disturbance.

Layer 2: 9cm of a light brown soil, moderately compact with significant root disturbance. Similar to layer 1 but slightly higher compaction and a slight change in colour. A small piece of kauri gum was found at the base of this layer.

Layer 3: 1cm+ (to base of pit) of light brown compact clay with high soil content, minor root disturbance. Similar to Layer 2 in colour but significantly higher compaction.

A raised area of ground several metres northeast of the test pit contained a significant amount of buried charcoal, wood and ash (Figure 21). A portion of this mound had eroded away, likely due to cattle or other animal trampling; the mound also contained a small burrow. This was burned tree stump, likely of recent origin, as the charcoal appeared to be recent and pieces of wood were in the process of decay.

A significant amount of unmarked glazed ceramic drainage was also found scattered across the western flow path, similar to those seen in the eastern stream.

A test pit was placed on the north side of the western flow path at NZTM coordinates 1744139 5927654 \pm 3m (see Figure 18). This test pit was 40cm long, 40cm wide and 14cm deep (Figure 22). The soil here was similarly dry and the ground stock trampled. The stratigraphy here was as follows:

Layer 1: 4-5cm of a light brown/grey soil, moderately compact with minor root disturbance.

Layer 2: 8cm of a light brown soil, moderately compact with minor root disturbance. Similar to Layer 1 but slightly higher compaction and a slight change in colour.

Layer 3: 1cm+ (to base of pit) of light brown compact clay with high soil content, minor root disturbance. Similar to Layer 2 in colour but significantly higher compaction.

No pre-1900 archaeological features or deposits were observed across the property or identified through probing or spade testing.



Figure 19. Sections of unmarked glazed ceramic drainage found along eastern stream in 98-100 Totara Road



Figure 20. Test pit placed near eastern stream in 98-100 Totara Road. Note small piece of kauri gum below tape measure. Facing east



Figure 21. Fire pit eroding out of mound to the east of eastern stream in 98-100 Totara Road. Note animal burrow in foreground (left photo, facing east/northeast) and fire pit showing charcoal, ash and wood (right photo, facing north)



Figure 22. Test pit placed near western flow path in 98-100 Totara Road. Facing north

102-102A Totara Road

The property at 102-102A Totara Road was surveyed in a similar manner. Field walking and probing began from the north side, progressing along the east, south and west portions of the property.

Probing across the property gave little resistance in all areas; the ground surrounding the stream on the east side was particularly soft and less compact than near the overland flow paths. As with property 98-100 Totara Road, the majority of the land had been trampled by stock.

As on the adjoining property, a large amount of unmarked glazed ceramic drainage was scattered across this eastern stream (Figure 23, left).

A test pit was placed on the east side of the stream at NZTM coordinates 1744346 5927349 $\pm 3\text{m}$ (see Figure 18). This test pit was 40cm long, 30cm wide and 13cm deep (Figure 23, right). The stratigraphy here was as follows:

Layer 1: 2cm of light brown soil, moderately loose with significant root disturbance.

Layer 2: 4cm of medium brown soil, moderately loose with significant root disturbance. Similar to Layer 1 but darker in colour.

Layer 3: 6cm of dark brown soil, moderately compact with minor root disturbance.

Layer 4: 1cm+ (to base of pit) compact medium grey/brown clay with high soil content, minor root disturbance.

No pre-1900 archaeological features or deposits were observed across the property or identified through probing or spade testing.



Figure 23. Unmarked glazed ceramic drainage found across northern end of south-eastern stream in 102-102A Totara Road, facing southeast (left photo); and test pit placed near the stream, facing northwest (right photo – note organic material (roots) rotting at base and in profile)

DISCUSSION AND CONCLUSIONS

Summary of Results

No archaeological sites had previously been recorded in the proposed plan change area and none were identified during the field survey. The likelihood of intact subsurface archaeological deposits being present is considered to be low, as the recorded sites in the Whenuapai area are all located along the coast and navigable waterways, while the proposed plan change area is over 1km inland from the coast.

Remnant glazed ceramic drain pipes were found scattered across and adjacent to the water courses within the proposed plan change area. However, these drains were unmarked and could date to any time between the late 19th and mid-20th century.

Two scheduled historic heritage places (the RNZAF Officers' Mess and the RNZAF Bristol Block Barracks) are located on adjacent Ministry of Defence land to the east. The scheduled extent of place of the Officers' Mess extends marginally within the proposed plan change area.

Māori Cultural Values

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

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

Survey Limitations

It should be noted that archaeological survey techniques (based on visual inspection and minor sub-surface testing) cannot necessarily identify all sub-surface archaeological features, or detect wahi tapu and other sites of traditional significance to Māori, especially where these have no physical remains.

Historic Heritage Value and Significance

While there is traditional historical evidence of Māori settlement and occupation around the wider upper Waitematā Harbour area in the past, no archaeological sites relating to Māori settlement have been identified within 1km of the proposed plan change area. The Whenuapai area saw early European settlement from the 1860s, but there is no record of early occupation within the plan change area itself, although tree felling, gum digging and stock grazing are likely early activities. The plan change area therefore has no known archaeological value or significance.

The RNZAF Officers' Mess is scheduled as a Category B historic heritage place on the AUP OP (Schedule 14.1 ID 00232), based on its historical significance and physical attributes. Category B indicates that the place is considered to have considerable significance to a locality or greater geographic area. The building was constructed in 1940 as part of the development of the Whenuapai Airbase during World War II. The Auckland Council CHI record (no. 12879) is appended to this report.

Potential Effects of Future Development

Future development resulting from the proposed plan change will have no effects on any known archaeological values as no archaeological sites have been identified within the property boundaries.

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. In this case it is considered unlikely due to the lack of previously identified archaeological remains within the proposed plan change area and its distance from the known locations of recorded sites. However, the possibility is provided for under the AUP OP Accidental Discovery Rule (E12.6.1).

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 scheduled extent of the RNZAF Officers' Mess extends marginally into the proposed plan change area, as shown in Figure 8 and Figure 24. The scheduled extent of place as shown on Figure 8 is semi-circular and presumably intended to reflect the alignment of Kupe Avenue. It is unclear why it extends into the proposed plan change area, which was never part of the Ministry of Defence properties. It is possible that it is a minor mapping error, which could be adjusted to align with the property boundary without detriment to the scheduled item.

Future development enabled by the proposed plan change will not affect any physical remains relating to the RNZAF Officers' Mess, which would all be contained within the Ministry of Defence property. There would be some visual effects from the construction of mixed urban housing on the adjacent, currently undeveloped land. However, the Officers' Mess building is at least 82m away from the eastern boundary of the proposed plan change area (Figure 24) and for the most part is well screened from the plan change area by mature trees to the west and north. Any adverse visual effects could be mitigated by further planting along the boundaries to the north and southwest of the scheduled item to improve screening. Any adverse effects on historic heritage values enabled by the proposed plan change are considered likely to be minor subject to mitigation through boundary planting as required.



Figure 24. Showing the extent of place of the scheduled RNZAF Officers' Mess that falls within the proposed plan change area (yellow) and the distance between the Officers' Mess and the property boundary

Resource Management Act 1991 Requirements

Section 6 of the RMA recognises as matters of national importance: 'the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga' (S6(e)); and 'the protection of historic heritage from inappropriate subdivision, use, and development' (S6(f)).

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when 'managing the use, development and protection of natural and physical resources'. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) 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 wahi tapu; (iv) surroundings associated with the natural and physical resources'.

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA. The Auckland Unitary Plan Operative in Part 2016 (AUP OP) is relevant to the proposed activity.

There is a scheduled historic heritage place (RNZAF Officers' Mess, ID 00232) located on adjacent Ministry of Defence Land which extends marginally into the proposed plan change area. This assessment has established that future development enabled by the proposed plan change would have no adverse physical effects on the scheduled item, which is located over 80m from the boundary of the plan change area, or on any elements associated with it. While there will be some visual effects through urban residential

construction on what was previously undeveloped farmland, these are considered likely to be minor as the heritage item is for the most part well screened from the plan change area by mature trees, and there would be opportunities for further planting within the plan change area to improve screening.

This assessment has also established that future development enabled by the proposed plan change would have no adverse effects on any known archaeological sites and the potential for unidentified subsurface archaeological remains to be present within the plan change area is very low.

However, if archaeological remains should be exposed by future development, this is provided for under the AUP OP Accidental Discovery Rule (E12.6.1). Under the Accidental Discovery Rule works must cease within 20m of the discovery and the Council, Heritage NZ, Mana Whenua and (in the case of human remains) NZ Police must be informed.

Heritage New Zealand Pouhere Taonga Act 2014 Requirements

In addition to any requirements under the RMA, the HNZPTA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ (Section 42).

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

- ‘**archaeological site** means, subject to section 42(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)³

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

An archaeological authority would not be required for any future development within the proposed plan change area as no known sites would be affected, and it is unlikely that any undetected sites are present. However, should any sites be exposed during development they would be subject to the archaeological provisions of the HNZPTA.

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

Conclusions

Future development enabled by the proposed plan change will have no known effects on archaeological values, as no archaeological sites have been identified within the plan change area and the potential for any unidentified subsurface archaeological sites to be present is very low.

The scheduled extent of place of the RNZAF Officers' Mess on neighbouring Ministry of Defence land extends marginally into the proposed plan change area. However, the scheduled building is set well back from the property boundary and for the most part is well screened from the plan change area by mature trees. Future development enabled by the proposed plan change would not have any adverse physical effects on the scheduled item, and any visual effects could be mitigated by additional screen planting along the property boundary.

RECOMMENDATIONS

- There should be no constraints on the proposed plan change on archaeological grounds, since no archaeological sites are known to be present and it is considered unlikely that any unidentified sites are present.
- Consideration should be given to realigning the scheduled extent of place of the RNZAF Officers' Mess on the property boundary, as its marginal extension into the proposed plan change area does not relate to any known heritage or heritage landscape elements associated with the heritage building.

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APPENDIX A: CHI RECORD 12879 (RNZAF OFFICERS' MESS)

Hide record		View record details	
CHI Places Number	12879	NZAA Metric Site Number	
NZMS 260 map number	R11	Date of Visit	
NZMS 260 map name	None	Type of site or area	BUILDING - DEFENCE
NZMS 260 map edition		Name of site or area	Whenuapai RNZAF Base - Officers' Mess Officers Mess
Grid References: Easting	2654920	Northing	6489190
1. Aids to relocation of site (attach a sketch map):			
Kupe Avenue Whenuapai RNZAF Air Base Whenuapai Base Auckland			
2. State of site and possible future damage:			
3. Description of site (supply full details, history, local environment, references, sketches, etc. If extra sheets are attached include a summary here):			
1930s Art-deco building.			
Additional Notes:			
Additional information added by Marguerite Hill, 24/08/2020: Te Kawerau a Maki are the mana whenua for the Whenuapai area, with interest from Waiohua and Ngati Whatua. The area was originally known as Waimarie which means 'calm waters'. The area is associated with important tupuna and significant battles, as well as a network of			
kainga, gardens, pa, walking tracks, wahi tapu, and resource gathering areas. Landscape features such as Ngongetepara stream (Brigham's Creek) and Manutewhau stream (Lawson's Creek), were significant transport routes and food gathering areas, while the ridgelines along the coast and peninsula were used as walking tracks and for gardening using terraces and pits. The land in this area was generally infertile and not used extensively for cultivation. However, the kainga in the area were used in conjunction with fishing and the harvesting of shellfish, seabirds, and tuna (eels). Settlements at Maraeroa and Taurangatira also gave access to Te Toangaroa (the Kaipara Portage).			
The area was rich in kauri forests which were cleared during the mid to late nineteenth century. The area was later a significant gum field in the late nineteenth and early twentieth centuries. The land later became farmland and crops such as tobacco were grown around Whenuapai and Riverhead. There were also pottery factories and brickworks in the area: the earliest were owned by Clark and Carder in the 1860s, with a later factory owned by J & W Ockleston and later purchased by RO Clark in the early 1900s.			
The Sinton family were the most significant Pakeha settlers in the area. William and Janet Sinton arrived in New Zealand in 1860, eventually receiving a Crown Grant for land in Hobsonville in 1864. The Sintons purchased more land to farm as well as establishing a store in Hobsonville. The Sintons also purchased land in Brigham's Creek (named after Crown Grantee John Brigham) and retained this land in the family for many years. They opened another store in Brigham's Creek and purchased gum from the gum-diggers in the area.			
The Air Force Base at Whenuapai is significant to the character of the area, as it has been part of the landscape since the 1930s. It also occupies a large area and the township services the Air Force personnel and their families. Surrounding the airbase is a mixture of housing, green houses, equine uses, orchards and crops. There is also an established residential neighbourhood closer to the Whenuapai shopping area.			
Bristol Block at the Whenuapai Air Force Base (UPID 00231), the Whenuapai Village Hall (UPID 0031) and a residence at 11 Punga Road (UPID 00038) are the only scheduled historic heritage places in the area. There are 19 scheduled places in Hobsonville, including several associated with the former Hobsonville Air Force Base.			

The Royal New Zealand Air Force (RNZAF) was established in 1937 with the Air Force Act, making it a separate entity alongside the army and navy (it had previously been part of the army). Whenuapai was selected as a base for Wellington bomber aircraft, with 30 of the aircraft ordered in 1938. The official announcement that Whenuapai would be an operational station came in June 1938, after the land had been purchased from local farmers. The first runways were grass but concrete runways were constructed in 1942 to accommodate heavy aircraft.

The land had be drained, levelled and grassed for the new air base. Construction on the air base began in 1939, with the hangars an early build. An air training school was established at Whenuapai in 1939, at the outbreak for the Second World War. This was operational by the end of 1940/early 1941.

Bases at Hobsonville and Whenuapai were integrated in 1965 to form RNZAF Base Auckland and some services were shifted to Ohakea and Papakura. The site is now about 300ha in size. It is the home of Base HQ Auckland, No.6 Squadron (Seasprite), No.5 Squadron (Orion), and No.40 Squadron (Hercules and Boeing 757). It also is home to various support units, including the Directorate of Operating Airworthiness, Operation Squadron (AK), RNZAF Parachute Training and Support Unit, the training school for Air Force security dogs and No 230 Mission Support Squadron. The Base has over 1,000 personnel and is the largest RNZAF Base.

From 1945-1965, Whenuapai was also the site of Auckland's civil airport, until the new international airport was opened in Mangere.

The airbase is not proposed to be developed as part of the Whenuapai Structure Plan and New Zealand Defence Force operations at the airbase will continue for the foreseeable future.

The Officers' Mess incorporates a main building with two accommodation wings which were for unmarried officers' use (cottages were provided for married officers on base). A newspaper article notes that 28 bedrooms for officers were planned. It went to tender in the first half of 1939. The expected cost was between £25,000 and £35,000, and the winning tender was £33,177. The complex was almost complete by May 1940, as a newspaper article reported that the building had a mess room, a modern kitchen, offices, writing room, a billiard room and a card room. The bedrooms were singles, with built-in wardrobes, bookcases and writing tables. There were also bedrooms for staff, storerooms and a separate entrance and rooms for guests.

Like the Bristol Block, which required additional piling, additional costs associated with the site of the Officers' Mess were noted in official documentation.

In March 1941, the Governor General Sir Cyril Newall (who was also Marshal of the Royal Air Force) inspected the air base and ate at the Officers' Mess.

The Officers' Mess has a central multi-purpose building flanked by two accommodation wings. The building is a single-storey, Art Deco building with cement render, metal framed windows and decorative elements including a stepped parapet and moulding. An earlier council document notes that the interior had been well-maintained, however the condition of the interior is unknown in 2020.

The design of the central part of the building is similar to the Hobsonville Headquarters and Parade Ground (former) (UPID 02787), although on a smaller scale. This is in turn identical to the Administration/Headquarters Building at the Wigram Flying Training School, which was constructed in 1938. The Wigram Headquarters was demolished circa 2014. The Hobsonville Headquarters have been retained and a Heritage Unit evaluation notes that they incorporate 'many design features Mair favoured, and demonstrated in much of his work, including simple design, and a combination of Art Deco and Stripped Classical design elements.'

Like other buildings at the Whenuapai and Hobsonville Air Bases, Government Architect John Mair was responsible for the design of the Officers' Mess. Mair (1876-1959) was New Zealand's second Government Architect and was in the role from 1922 to 1942. He studied architecture in the United States, at the University of Pennsylvania, and then in the United Kingdom, where he became an Associate (later Fellow) of the Royal Institute of British Architects. He entered the New Zealand public service in 1918, becoming architect for the Department of Education in 1920. He became Government Architect in 1922 and was responsible for major buildings, including Hamilton's courthouse (Heritage New Zealand list number 4207), the High Street Post Office in Christchurch, the Government Life Office Building in Wellington (Heritage New Zealand list number 3618) and the Jean Batten Building, Auckland (Heritage New Zealand list number 7631).

No consents for the Officers' Mess were found in council records; however, some drawings for reconfiguring the mess and servery, and the addition of a bar, were found in Archives NZ documents.

4. Owner:

Tenant/Manager:

Owner Address:		Tenant/Manager Address:	
5. Nature of Information (heresay, brief or extended visit, etc.): Aerial Photographs (reference numbers, and clarity of site): Photographs (reference numbers, and where they are held):		Historical summary and statement of significance for Officers Mess	
6. Reported by:	Sally Burgess Marguerite Hill	Date reported:	24/08/2020
Address:		Date (NZAA SRF Entry Date)	
Filekeeper:			
7. Keywords: ACCOMMODATION AIR BASE AIR FORCE ART DECO STYLE Base Auckland DEFENCE OFFICERS MESS Proposed Auckland Unitary Plan PROPOSED PLAN SCHEDULE RNZAF UP Category B UPID00232			
8. New Zealand Register of Archaeological Sites (for office use): NZHPT Site Field Code			
Latitude S	Type of site	Latitude E	Present condition and future danger of destruction
	Local environment today		Security code
	Land classification		Local body
ACC Heritage Number			