

Capital Heritage Limited

Archaeology and Heritage Consultancy



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27th January 2022

Section 1 SO493901- Benmore Crescent, Manor Park, Lower Hutt- Proposed Te Rangihaeata Business Park Development: Preliminary Archaeology Check (for Rosco Investments Limited)

Extent of Property

The proposed development includes all of Section 1 SO 493901. It lies between Te Awa Kairangi -Hutt River and State Highway 2, just south of the Hayward's Hill interchange (see Figure 1). Figure 1 SO493901 at Benmore Crescent, Manor Park, Lower Hutt. Original route of Wellington-Wairarapa Railway indicated with green line (Base image from Quickmap). It was originally surveyed out as part of Sections 179 and 200a, Hutt Survey District.

Proposed Work

Rosco Investments Limited in association with Ngāti Toa Rangatira intend to carry out bulk earthworks, to create a raised building platform across the majority of the site with the intention to develop it for industrial land use.

Preparation for the proposed development will most likely include removal of vegetation and topsoil to a hard surface and subsequent infilling. Details of the final design are to be confirmed. There may be additional excavation required for services. An overall plan of the proposal can be seen in Figure 2.

Māori Association with the General Area

There is strong association for Taranaki Whānui and Ngāti Toa Rangatira with Te Awakairangi and the Haywards area as a source of mahinga kai and means of transport between Pito-one, Kapiti and Heretaunga. The river is a statutory acknowledgement area for Taranaki Whānui and Ngāti Toa Rangatira.

Early Ownership History Section 200a Hutt District

Section 200a was awarded to James May by at least the 1860s although this was not recorded in the deed Index books until the 1870s (see detail of SO 10984 in Figure 3 and also Deed Index Volume 3 Folio 487). May sold to William Judd in 1864 (Deed Index Volume 3, Folio 487) and parts were leased out from at least the late 1870s. This included Swann, Ebdon and Roberts.

It appears to have stayed in Judd Family ownership until this area was sold to the Haywards Land Company Limited in 1906 (Deeds Index, Volume 3, Folio 544). The Section 200a area is likely to have been vacant land leased out for grazing between the 1860s and 1906.

Early Ownership History Section 179 Hutt District

The Section 179 area of the proposed development was awarded to Thomas Hodgson by crown grant in 1856 (Deeds Index Vol 3 pt 2 folio 549). Following his death, it was conveyed to S. Judd in May 1883. Various Judd family members owned large areas of land in the vicinity of Section 179, including Sections 263, 200 and 200a.

As with Section 200a, Judd retained the Section 179 area until it was sold to the Haywards land Company Limited in 1906 (Deed Index Volume 35 Folio 386 and WN225/248). The Section 179 area is likely to have been vacant land leased out for grazing between 1856 and 1906.

Post 1906 Ownership of the Development Area

The Hayward's Land Company Limited eventually subdivided up their holding into various lots. A small area noted as Lot 3 in Figure 6 was surveyed out as DP5450 in 1920 and sold to Grace Elizabeth Hawley, presumably as a proposed residential lot.

Most of what is now SO493901 was sold by the company to Edward William Cottle as lots 2, 4 and 8 of DP5786 in October 1920 (see Figure 6 and WN225/248). Cottle sold to Huse in November 1920 (WN291/240).

Lots 7 & 10 of DP 5786 were also sold to William Huse (hardware assistant) in 1923 (refer to WN225/248 and WN310/73). He also purchased Lot 3 from Ellen Jane Hawley in 1926 (refer to WN287/256).

Probable Development in the Wider Area

There are a number of survey plans showing the general development area and surrounding land. Few of these show any extent of probable building development, so it is not possible to be entirely certain whether or not the majority was used as bare grazing land before it was subdivided up into smaller lots by the Hayward's Land Company in 1920 (as DP5786).

One survey plan of the railway dated to 1887 shows a few small, probable structures in the wider area as hatched boxes (see Figure 5). Some of these are clearly bridges and all are small. There is little indicated in the actual development area apart from a hatched area that would be in what is currently streambed.

When the Hayward Land Company advertised the wider area for sale in 1915 (prior to the formal, 1920 survey), it was noted that two dwellings and dairying outbuildings were included in some of the lots (*Dominion* 8th December, 1915 page 9). These are most likely to have been in the vicinity of what is now Ford's Road, which is the only road access indicated in 1920 in DP5786. This lies several 100m north of the development area and these lots were the first areas sold at a premium rate of £100- £125 per acre to George Barton Styles and E. Holmes (see Figure 6 and refer to WN225/248 and *Evening Post* 9th December, 1915 page 2).

Probable post 1920 Occupation within the Development Area

An historical aerial photograph dating to 1941 shows the railway line running through the centre, prior to decommissioning, alongside a shallow, wooded creek. Relatively little construction had occurred within the whole proposed development area by that time (see Figure 7). This consisted mostly of a house and garden with outbuildings at the northern end. This was in the area purchased by William Huse in 1920-1926 and is most likely to have been built after that time. Mrs William Huse (nee Cottle) was reported as having given birth to a daughter in March 1922, with place of residence noted as "Haywards" (*Evening Post*, 14th March, 1922 page 1).

William Huse appears to have retained the majority of the area until it was taken by the government for "Better Utilisation" purposes in 1950, most likely as part of the rearrangement of the Petone-Upper Hutt railway and adjacent road (refer to WN291/242).

Wellington-Manawatu railway Line 1870s-1950s and Hayward's Station

Part of Section 179 was taken for the Wellington-Manawatu railway line corridor in the early 1870s (see Figure 4). This included a wider area that was possibly intended for development as a

platform or rural railway station, although there is no record of a railway station ever being built in this exact location (which is partly in a shallow creek). The closest railway station, Hayward's Station, was apparently located at a point 13.786 miles (22.97km) from Wellington Station. According to the original survey plans (eg SO12734), this would have put it in the general vicinity of the present Manor Park Station (replaced 1950s) which is some 500m to the north of the development area.

This section of the railway line was decommissioned in the 1950s, when a deviation was routed through from Petone to Waterloo and Taita with the original route converted into a branch line terminating at Melling. The track and formed rail bed from Melling to a little south of what is Now Manor Park Station (formerly Hayward's Station) was removed. Part of the original railway corridor is included within the proposed development area.

New Zealand Archaeological Association Site R27/536 -Part Wellington to Wairarapa Railway

The decommissioned section of railway has been recorded as NZAA site R27/536. This includes the 1874-1880 stretch between Melling and Manor Park which has been converted for use as various recreational tracks and service type roads. The record notes that "most of the railway features have been removed/destroyed, though some subsurface features may exist" (see full record at end of document).

Subsequent post 1950s Activity within the Property

There has been substantial, subsequent activity within the area. This has included:

- Construction of numerous buildings and development of large gardens pre 1977 (see Figure 8).
- Grading of the former railway rail bed and paving with asphalt (see Figure 10).
- Subsequent demolition of majority of buildings and removal of gardens shown in 1970s (see Figure 9).
- Recent, additional soil disturbance through heavy machinery activity/grading work over much of the southern end (see Figure 11).

Site Visit- 25th January 2022

No probable or likely archaeological materials or features were seen during the site visit.

There was no direct evidence of the former railway line. As noted previously, the former railbed itself has been graded, asphalted and formed into a road extending off the end of Benmore Crescent.

The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years.

Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.

Summary and Conclusions

Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.

It seems that the area was most likely leased out for grazing purposes from the 1850s to the early 1900s, with residential development delayed until post 1920 when most of the area was purchased by William Huse following subdivision by the Haywards Land Company ca 1915.

Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphaltting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.

Recommendations

There are no identified pre-1900 areological features within the development site apart from the former railway rail bed. It does not appear that there will be any need for excavation within the railbed area itself, as it has already been reduced to a hard surface and all, visible remains relating to railway use have previously been removed. The proposed development as shown in Figure 2 indicates that the current extension of Benmore Crescent which utilizes the old railbed will continue to be used as the main access road.

It is felt that if there is no further alteration to the former rail bed (beyond removal and replacement of current asphalt and probable underlying roading hard fill), then the development work over the remainder of the property can be safely carried out under the provisions of an Accidental Discovery Protocol (ADP), as long as any original, rail ballast or other, related railway material is not excavated. If any such material is encountered, then work must temporarily stop until further archaeological advice has been sought, as per the ADP.

It is suggested that to preserve the integrity of the rail bed route, a layer of geotechnical cloth is laid on top of it in order to differentiate between original ground and new fill material.

It is not felt that application to Heritage New Zealand for a General Archaeological Authority (as per the *Heritage New Zealand Pouhere Taonga Act*) will be required in this instance.

A sample, generic ADP is appended to this document for reference purposes. This can be adapted as appropriate for this specific site.

References

Cameron, W.N. 1976 *A Line of Railway: The Railway Conquest of the Rimutakas*. The New Zealand Railway and Locomotive Society Inc., Wellington.

Hoy, D.G. 1970 *Rails out of the Capital*. The New Zealand Railway and Locomotive Society Inc., Wellington.

Deed Indexes Wellington Land District Volumes 3, 6, 24 & 34- Archives New Zealand.

Certificates of title WN155/246, WN225/248, WN287/256, WN29/240, WN291/242, WN291/211, WN292/411 (LINZ).

NZAA Site database (Archsite) site record R27/536.

Evening Post 9th December, 1915 page 2; 14th March, 1922 page 1.

Dominion 8th December, 1915 page 9.

SO10984 (Quickmap)

SO12734 (Quickmap)

SO12732 (Quickmap)

DP5786 (Quickmap)

DP5450 (Quickmap)

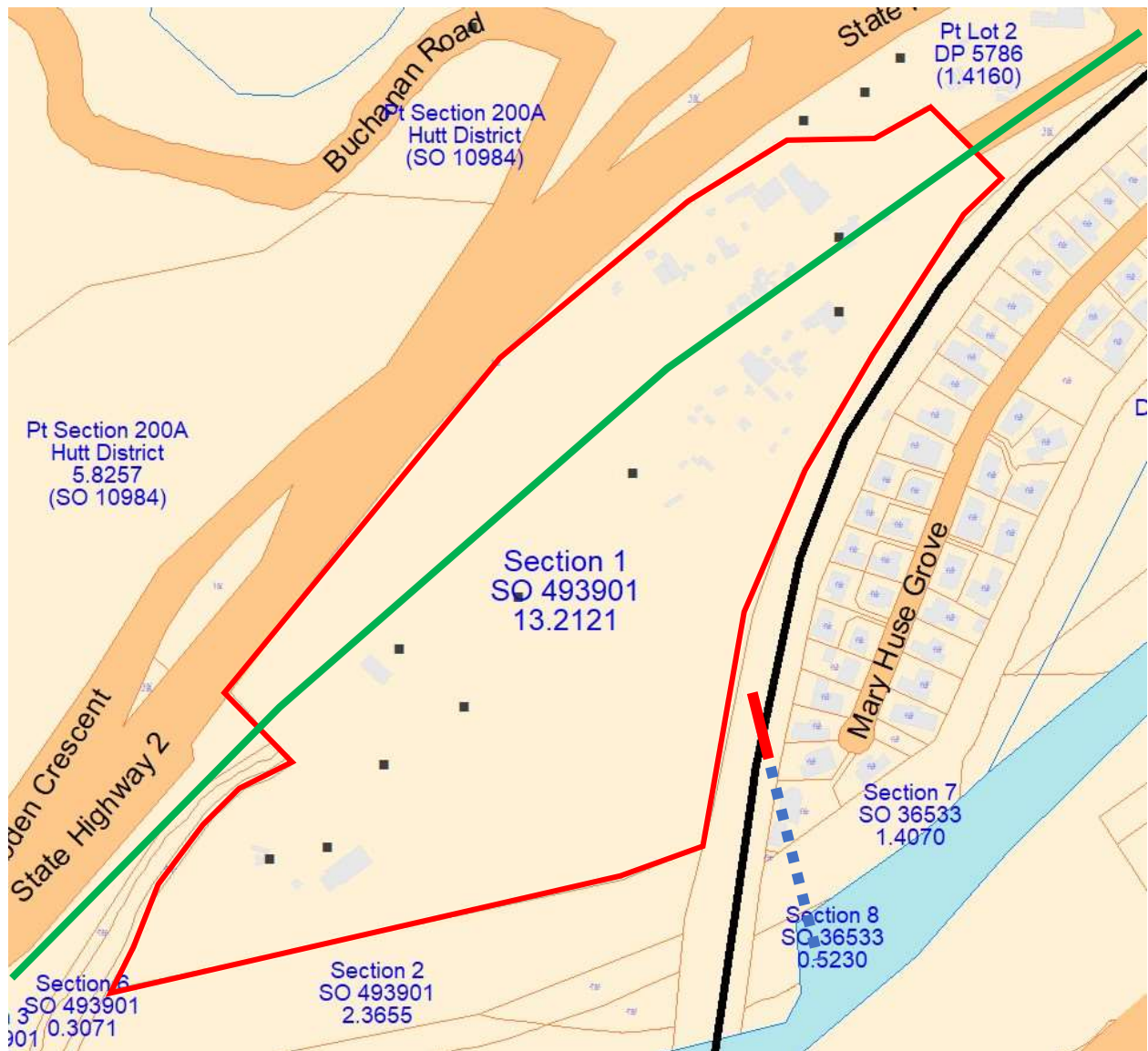


Figure 1 SO493901 at Benmore Crescent, Manor Park, Lower Hutt. Original route of Wellington-Wairarapa Railway indicated with green line (Base image from Quickmap).

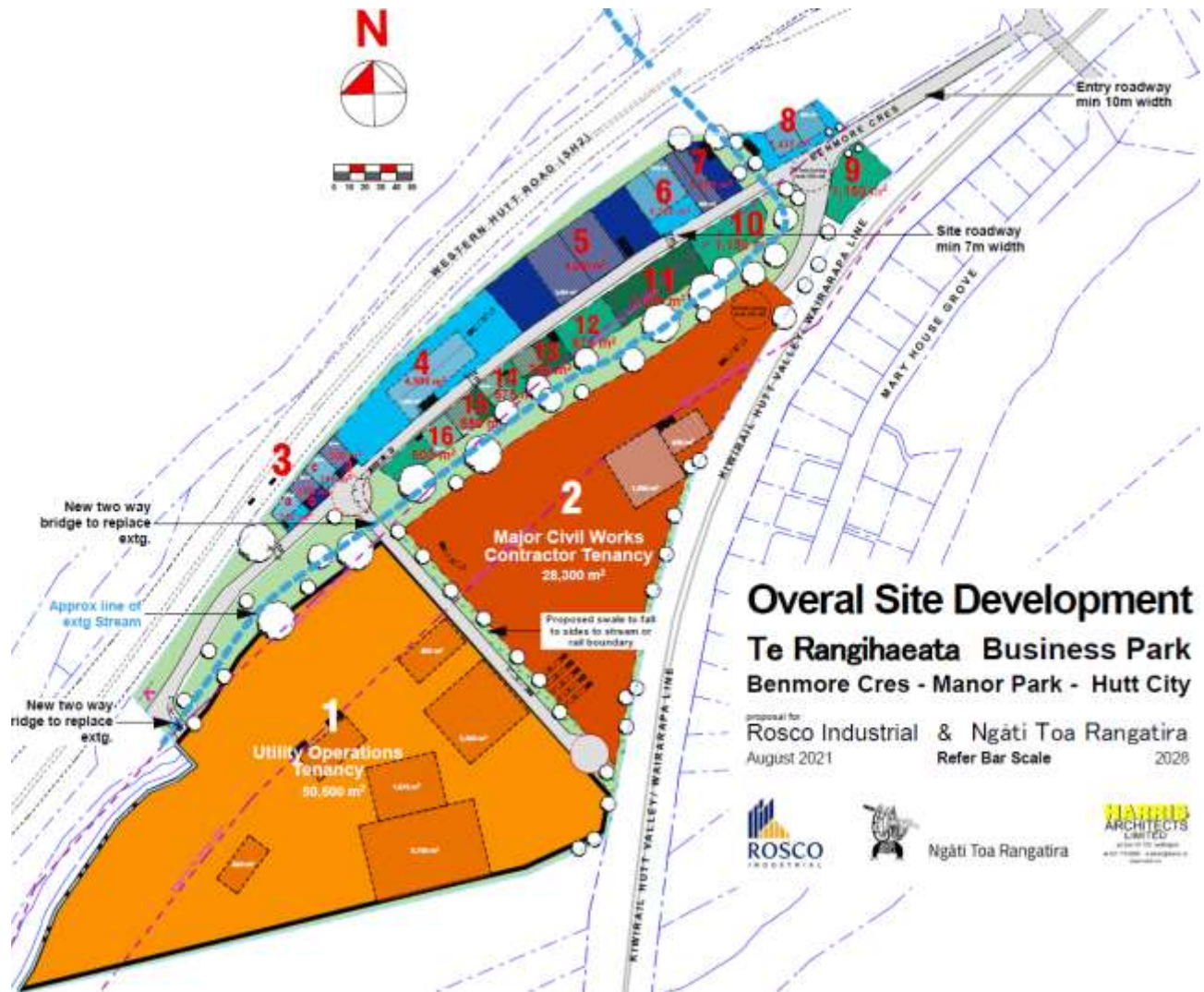
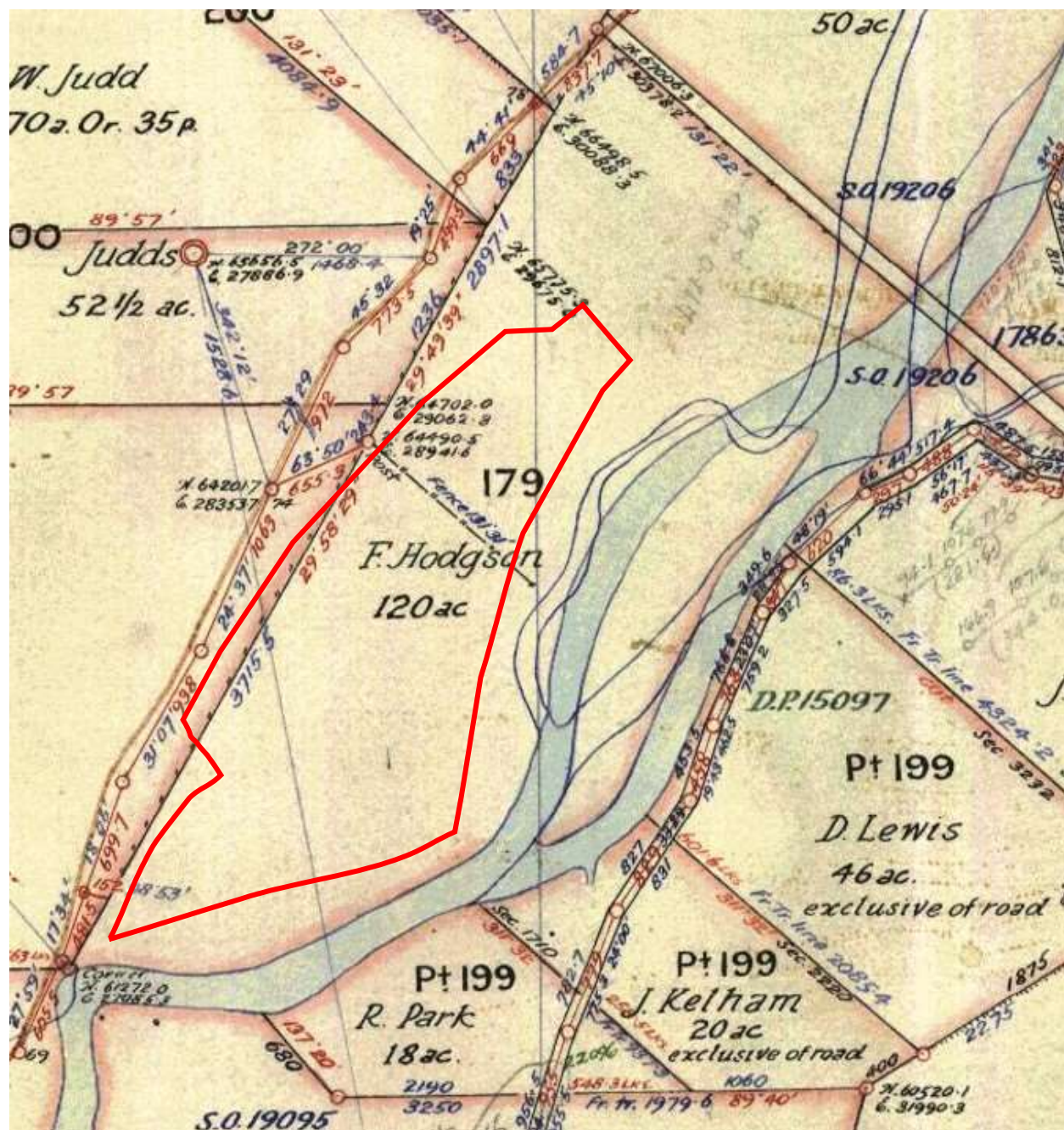


Figure 2 Plan of proposed Te Rangihaeata Business Park- Benmore Crescent (supplied by Tonkin & Taylor)



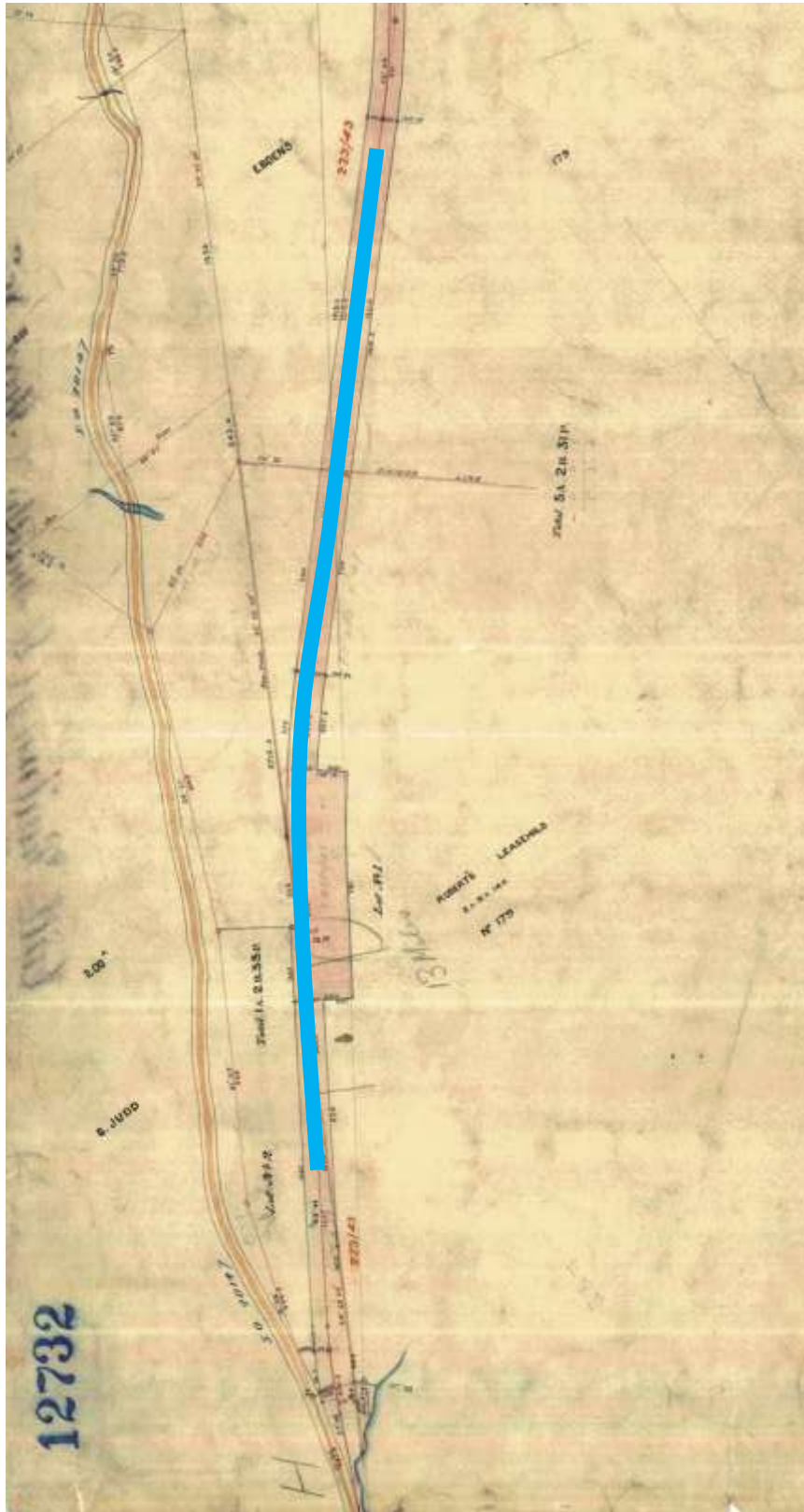


Figure 4 Detail of SO 12732 showing railway and road alignments (1873- from Quickmap). Approximate length of railway included in of development shaded in blue.

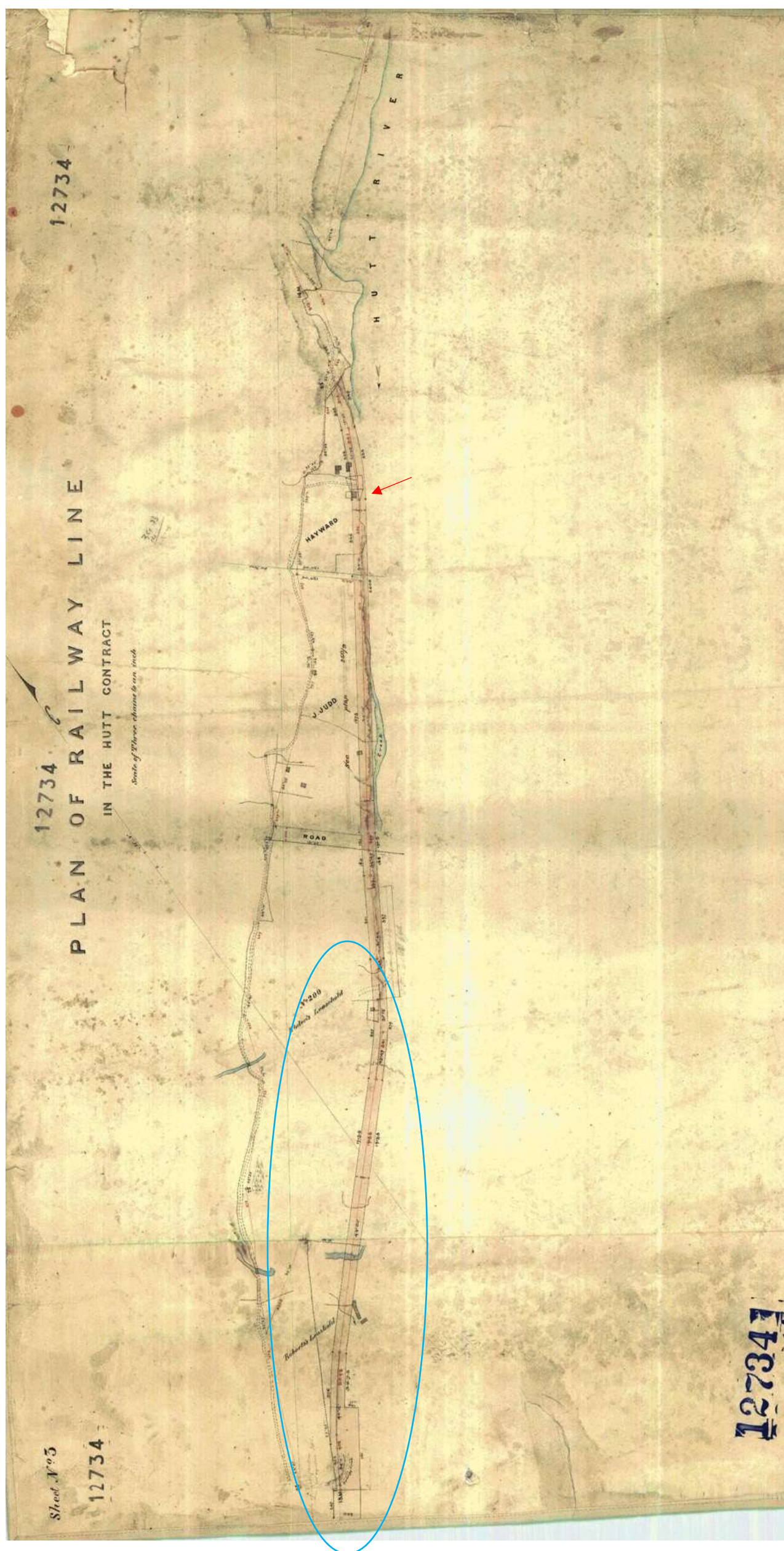


Figure 5 Detail of Plan of Railway line on the Hutt Contract - SO 12734 (1887). Hayward's property indicated, with probable location of Hayward's Station noted with red arrow. General area of proposed developed circled in blue.

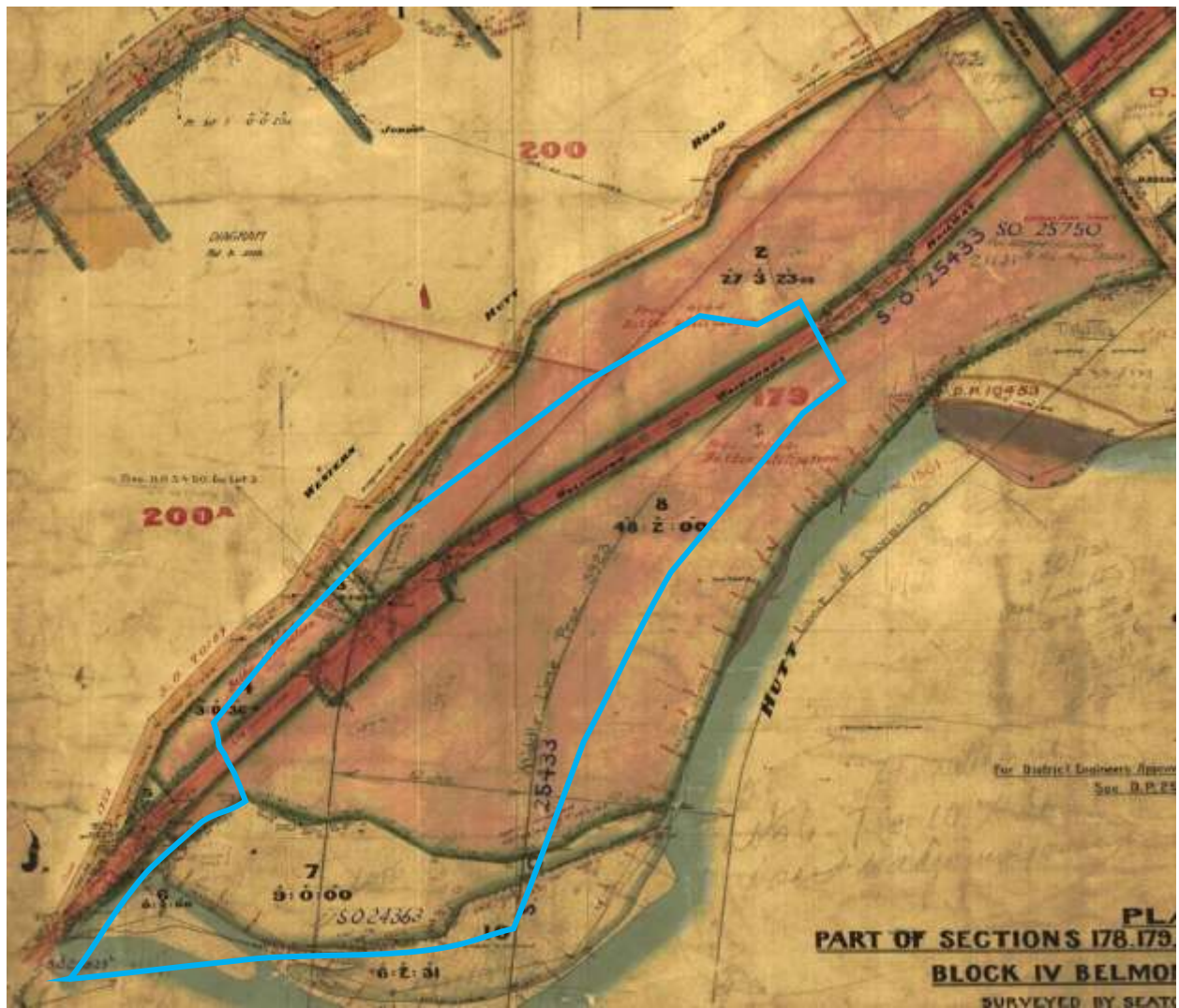


Figure 6 Detail of DP 5786 (1920- from Quickmap)) showing railway line. Approximate development area outlined in blue

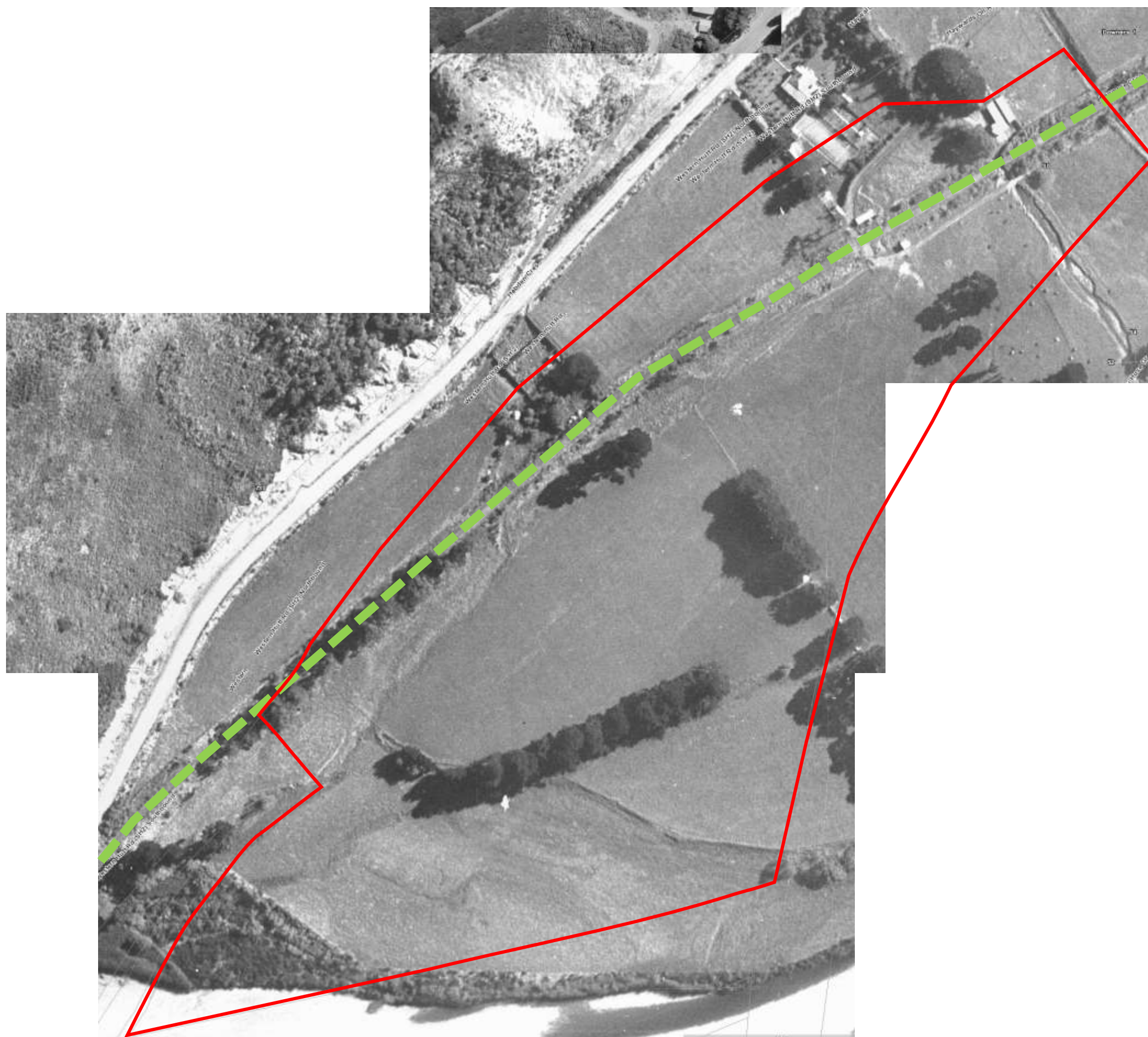


Figure 7 Detail of 1941 historic aerial image from Hutt City Public Viewer). Approximate development area outlined in red. Route of Wellington to Wairarapa Railway built 1875 indicated in green.

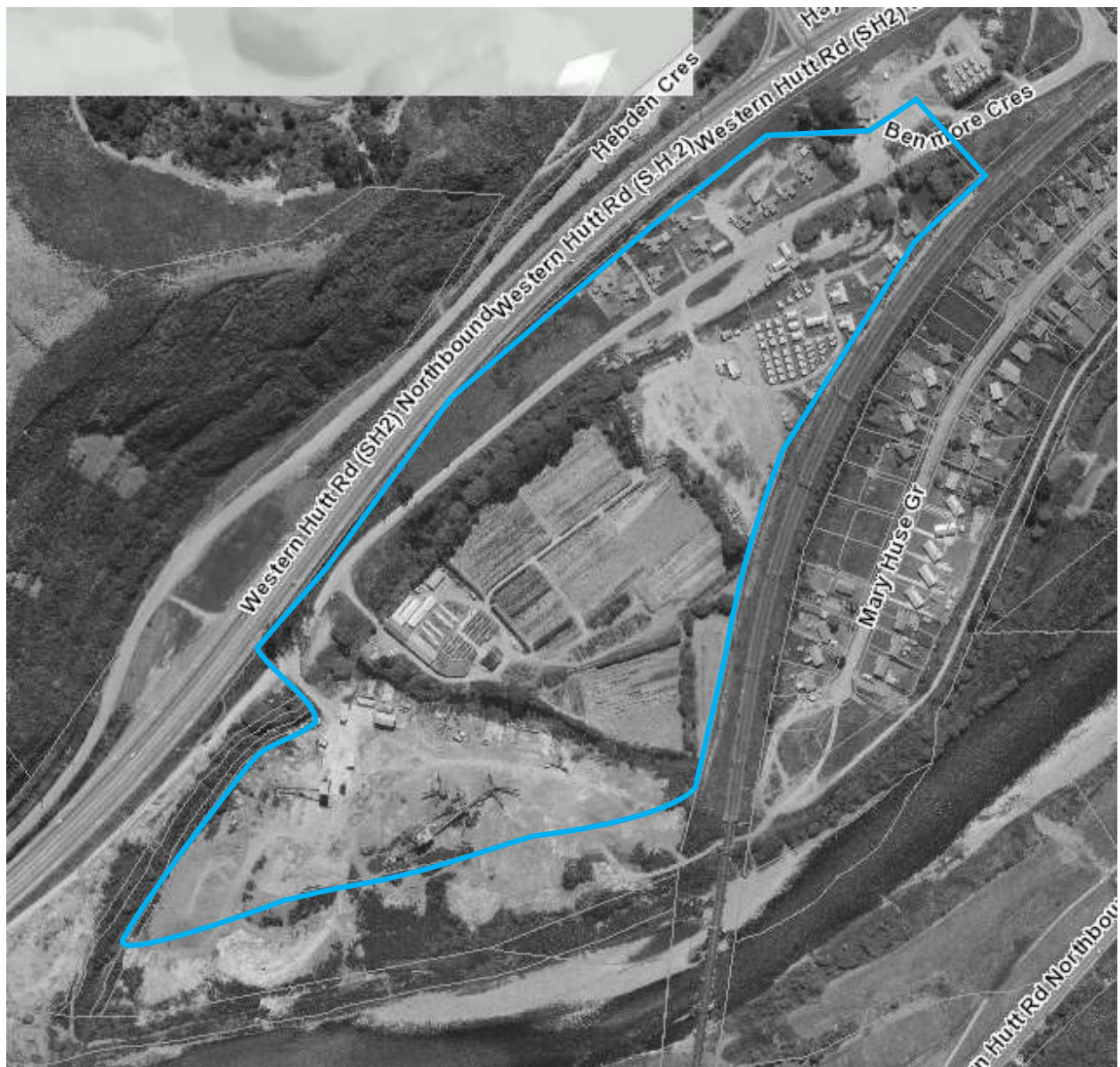


Figure 8 Historic aerial image 1977 (Hutt City Council Public Viewer). Development area in blue.



Figure 9 Development area showing route of decommissioned Wellington to Wairarapa Railway corridor outlined in blue



Figure 10 Former railway route facing north towards Benmore Crescent (25th January 2022).



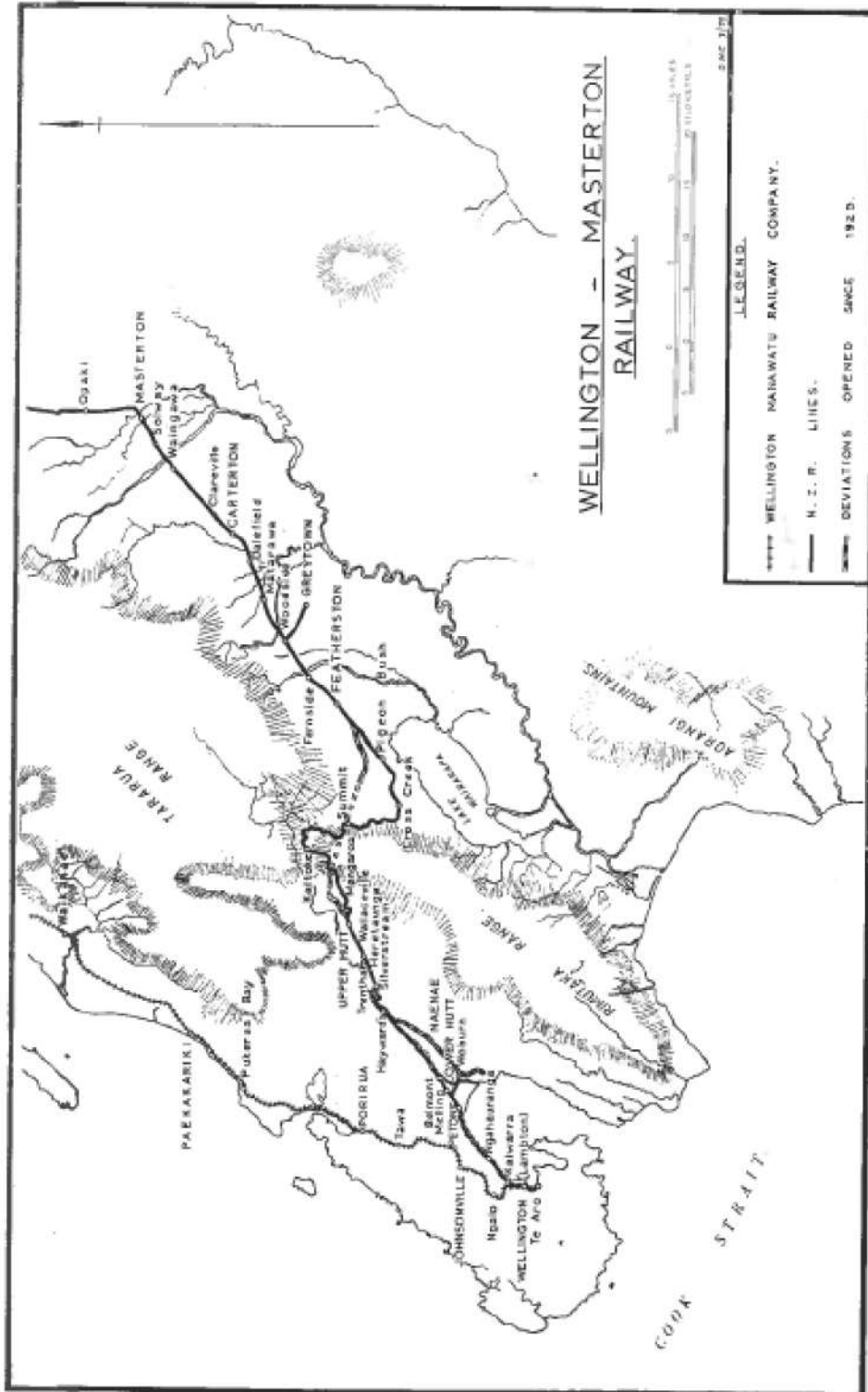
Figure 11 South end of development area- showing heavy machinery disturbance (25th January 2022).

NZAA Site Record R27/536- Wellington to Wairarapa railway

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 Site Record Form archaeological site recording scheme		NZAA SITE NUMBER: R27/536 SITE TYPE: Transport/ communication SITE NAME(s): The former Wellington-Wairarapa railway line DATE RECORDED:
SITE COORDINATES (NZTM) Easting: 1765375 Northing: 5441519 Source: On Screen		
IMPERIAL SITE NUMBER: METRIC SITE NUMBER: R27/536		
		
Finding aids to the location of the site Western side of the Hutt River, from Wellington to Wairarapa		
Brief description Former Wellington-Wairarapa railway line built between 1874 and 1880.		
Recorded features Railway		
Other sites associated with this site		

SITE RECORD HISTORY	NZAA SITE NUMBER: R27/536
Site description Updated 03/03/2015 (other), submitted by emilycunliffe Grid reference (E1765375 / N5441519) The former Wellington-Wairarapa railway line was built between 1874 and 1880. The line ran up the west side of the valley and crossed the river at Silverstream. The line crossed the Rimutaka incline between Kaitoke and Cross Creek, and ended at Masterton. Use of the line ceased in 1955. Condition of the site Updated 03/03/2015 (other), submitted by emilycunliffe Sections of the old line have been converted to roadways and cycle lanes. Most of the railway features have been removed/destroyed, though some subsurface features may exist. Statement of condition Current land use: Updated: 10/08/2016 - Reserve/ recreation, Road reserve Threats: Updated: 10/08/2016 - Road/ track formation or maintenance, Property development	

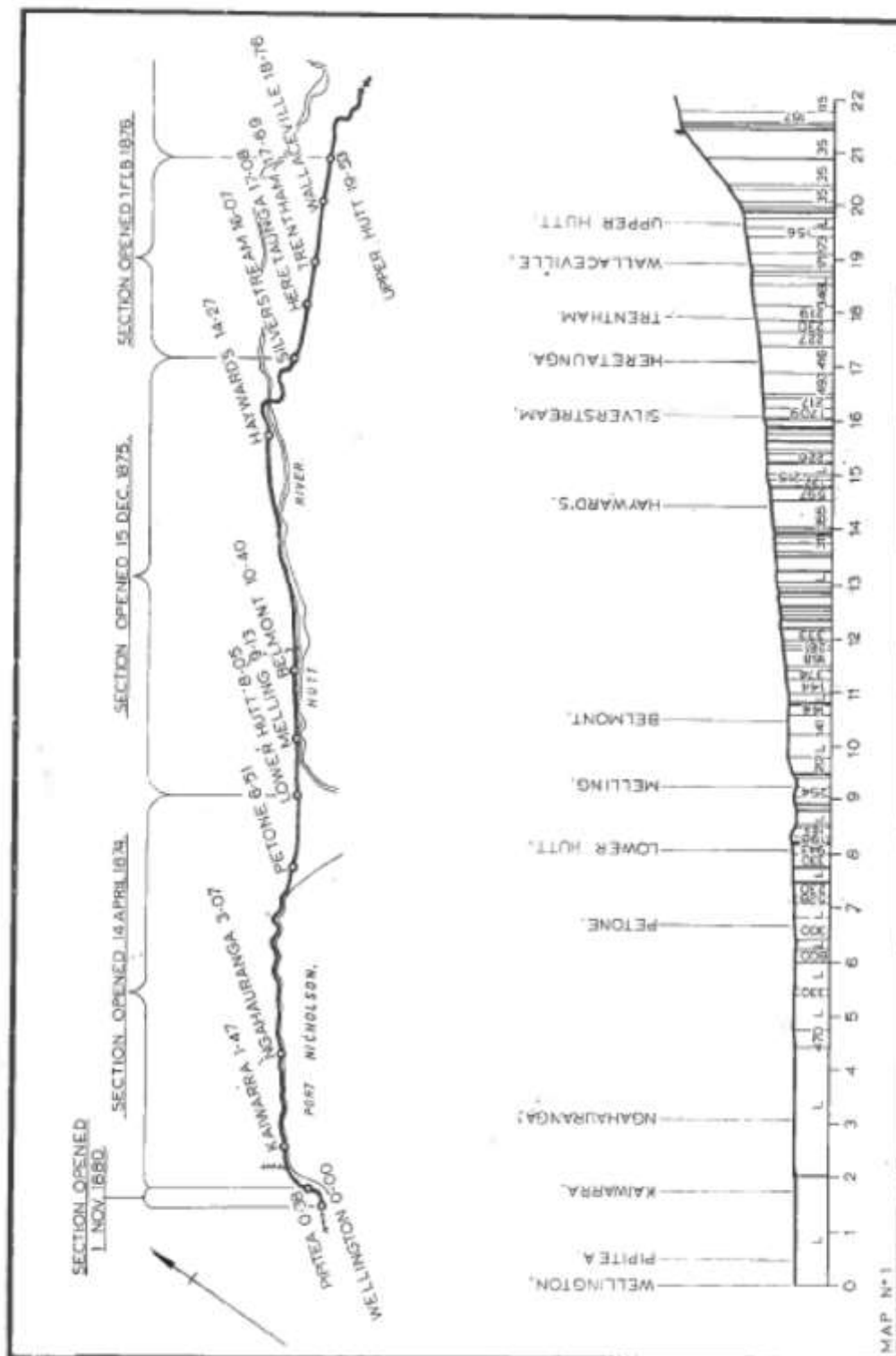


NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Wellington to Upper Hutt (Cameron 1976)

WELLINGTON TO UPPER HUTT

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Accidental Discovery Protocol

- i. In the event of an “accidental discovery” of archaeological matter¹ including human remains the following steps shall be taken:
- ii. All work within the vicinity of the site² will cease immediately.
- iii. The site manager will shut down all activity, leave the site area and unearthed archaeological material insitu and advise the relevant person (eg project manager, consultant, landowner).
- iv. The relevant person will take immediate steps to secure the area of the site to ensure the archaeological matter remains undisturbed. Work may continue outside of the site area.
- v. The relevant person will ensure that the matter is reported to the Regional Archaeologist at Heritage New Zealand Pouhere Taonga, Tangata Whenua and to any required statutory agencies if this has not already occurred³.
- vi. The relevant person will ensure that a qualified archaeologist is appointed to ensure all archaeological matter is dealt with appropriately, and on the advice of the Heritage New Zealand Pouhere Taonga Regional Archaeologist.
- vii. In the event of the material being of Maori origin the relevant person will ensure that WTT/PNBST are contacted in order that appropriate cultural processes are implemented to remedy or mitigate any damage to the site.
- viii. Any and all visits to the project site must be cleared by the relevant person. It is advisable that a list of authorised personnel to visit the site is maintained.
- ix. The relevant person will ensure that the necessary people shall be available to meet and guide representatives of Heritage New Zealand Pouhere Taonga and Tangata Whenua representatives, and any other party with statutory responsibilities, to the site.
- x. Works in the site area shall not recommence until authorised by the relevant person who will consult with Heritage New Zealand Pouhere Taonga staff, Tangata Whenua, the NZ Police (and any other authority with statutory responsibility) to ensure that all statutory and cultural requirements have been met.
- xi. All parties will work towards operations recommencing in the shortest possible timeframes while ensuring that any archaeological sites discovered are protected until a decision regarding their appropriate management is made, and as much information as possible is gained. Appropriate management could include recording or removal of archaeological material.

¹ Including any of but not exclusive to: Shells, Animal bones (not associated with farming), Human bone, Dark or burnt soils and charcoal, Fire-cracked rocks, Artifacts (stone, bone, shell, glass, ceramic, wood), Earthworks (terracing, storage pits, trenching), Buried structures.

² The immediate area or location where the material, artefacts or human remains have been discovered.

³ For example, the New Zealand Police in the event that human remains are found.