

**Before the Hearings Panel
At Porirua City Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Porirua District Plan

Between **Various**

Submitters

And **Porirua City Council**

Respondent

**Statement of evidence of Gregory Martin Vossler, Planner/Heritage Adviser,
and Ian Alexander Bowman, Architect and Conservator, on behalf of Porirua
City Council**

Date: 3 November 2021

INTRODUCTION:

- 1 Our full names are Gregory Martin Vossler and Ian Alexander Bowman.
- 2 We have prepared this joint statement of evidence on behalf of the Porirua City Council (Council) in respect of technical related matters arising from the submissions and further submissions on the Proposed Porirua District Plan (PDP).
- 3 Specifically, this statement of evidence relates to matters in Chapter HH- Historic Heritage including the associated heritage schedules.
- 4 We are authorised to provide this evidence on behalf of the Council.

QUALIFICATIONS AND EXPERIENCE

- 5 Greg Vossler is employed by Boffa Miskell Ltd as a planner/heritage adviser and has approximately 30 years' experience advising on heritage related policy matters, while Ian Bowman is a self-employed architect and conservator with approximately 36 years' experience advising on built heritage conservation related projects.
- 6 Our qualifications and experience are set out in further detail in Appendix 1 of our evidence.

Code of conduct

- 7 We have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2014. We have complied with the Code of Conduct in preparing our evidence and will continue to comply with it while giving oral evidence before the Environment Court. Our qualifications as experts are set out in Appendix 1 of our evidence. Except where we state that we rely on the evidence of another person, we confirm that the issues addressed in this statement of evidence are within our area of expertise, and have not omitted to consider material facts known to us that might alter or detract from our expressed opinions.

INVOLVEMENT WITH THE PROPOSED PLAN

- 8 We have been involved in assisting the Council with preparing Chapter HH-Historic Heritage and associated schedules of the PDP since March 2019. This included a comprehensive review and reassessment of the range of historic heritage buildings currently listed in Appendices HH10.1 – Historic Heritage Schedule: Buildings Group A and HH10.2 - Historic Heritage Schedule: Buildings Group B, as well as a select number of sites in Appendix HH10.3 - Historic Heritage Schedule: Sites, of the operative District Plan, and recording and illustrating our findings in a Story Map format.

SCOPE OF EVIDENCE

- 9 Our statement of evidence addresses the following matters:
- 9.1 Inclusion of two additional heritage items on the supporting schedules to Chapter HH-Historic Heritage:
 - 9.1.1 The New Zealand Wars Memorial at Battle Hill Forest Park;
 - 9.1.2 The World War Two ‘Road Block’ adjacent to State Highway 1, Pukerua Bay.
 - 9.2 Elevation of the Titahi Bay Boat Sheds to a SCHED 2 (Group A) historic heritage item and extension of the proposed entry to also include the fabric of the boatsheds.
 - 9.3 Amendment to the wording of the Statement of Significance relating to the Mana Island Woolshed in SCHED 2 – Historic Heritage Item (Group A) of Chapter HH-Historic Heritage.
 - 9.4 The approach applied to reviewing and assessing heritage items for inclusion in the relevant schedules in Chapter HH-Historic Heritage.
 - 9.5 Repositioning of a heritage item within a heritage setting and relocation beyond a heritage setting.
 - 9.6 Scheduling of heritage item interiors.

EVIDENCE

Additional Heritage Items

- 10 Heather Phillips and Donald Love (79.10) seek inclusion of the New Zealand Wars Memorial located at Battle Hill Forest Park as an historic item in a relevant schedule to Chapter HH-Historic Heritage, noting that 'this site is a war memorial that was erected by the New Zealand Government and is on the Ministry for Culture and Heritage website'. A further submission in support was received from Te Rūnanga o Toa Rangatira (FS70.53) while one in opposition was received from Heritage New Zealand Pouhere Taonga (FS14.29).
- 11 He Ara Pukerua (6.1) seek inclusion of the World War Two 'Road Block' located adjacent to State Highway 1, Pukerua Bay in SCHED 3 – Historic Heritage Items (Group B) [SCHED 3] of Chapter HH-Historic Heritage (SCHED 3) due to its rarity and historic significance. A further submission in support was received from Heritage New Zealand Pouhere Taonga (FS14.28).

Response

- 12 In response to these requests we have undertaken a specific assessment of each of the nominated items, the outputs of which are attached to our evidence as Appendix 2.
- 13 Based on our assessment of the nominated items against the heritage values in Policies HH3.1.1 of the Operative Porirua City District Plan and HH-P1 of the Proposed Porirua District Plan (PDP) we have identified the following range of associated values attributable to each place:

13.1 New Zealand Wars Memorial

- It is unique in its association and proximity to the battle on 6th August 1846 between British forces and Te Rangihaeata and his supporters (Rarity).
- It is one of only two memorials to battles of the period in the Wellington region, the other being in Military Road, Lower Hutt (Rarity).

- It represents an important turning point in the relationship of Māori and Pākehā in New Zealand – one marked by the extension of British sovereignty and associated claims over land and, in the Wellington regional context, the willingness of Wellington Māori to support British authorities against resistance to those claims (Historic Value).
- It is an important contributor to a group of three graves located in Battle Hill Forest Park, two of which memorialise members of the Abbott family who settled in the area in 1860 (Physical Value).
- It is purposefully located on the site where British forces encamped during the August 1846 siege of Te Rangihaeata's forces at Battle Hill (Surroundings).

13.2 World War Two 'Road Block'

- It is the only remaining example of its type located on a main road in New Zealand and is also one of only two tank obstacles in the region that are still extant, the other being at Worsler Bay (Rarity).
- It was an important part of a system of road blocks constructed throughout the Wellington region to counter the threat of Japanese invasion during the Second World War (Historic Value).
- Its association and physical connection with a small number of extant defensive structures in the immediate vicinity (i.e. the Pukerua Bay machine gun posts) provides an important insight into the functional relationship between these structures (Physical Value).
- Its location and setting of the road block contributes to understanding and appreciating its intended functional role in the event of invasion of the Wellington region by Japanese forces (Surroundings).

Recommendation

- 14 Considering the associated heritage values outlined above we recommend:
- 14.1 Inclusion of the New Zealand Wars Memorial and World War Two 'Road Block' in SCHED 3 of Chapter HH-Historic Heritage of the PDP, along with the Statements of Significance contained in the associated assessments contained in Appendix 2 of our evidence;
- 14.2 Denoting on the Planning Maps an associated setting for each of these sites (refer Appendix 3 of our evidence), with the respective settings reflecting a spatial extent commensurate with their physical location and associated heritage values.

Titahi Bay Boat Sheds

- 15 Heritage New Zealand Pouhere Taonga (65.66) note that the Titahi Bay Boat Sheds (HHB018) are currently contained in SCHED 3 of Chapter HH-Historic Heritage but that the values of this place, including those identified in the statement of significance, may be sufficient to justify inclusion in SCHED 2 – Historic Heritage Items (Group A) [SCHED 2]. Considering this it seeks elevation of the place to a Group A historic heritage item.
- 16 Additionally, it notes that as the fabric of the boatsheds is an important part of their heritage and aesthetic value that this should also be included in the associated feature description.

Response

- 17 In response to the request to elevate the status of the boat sheds from Group B to Group A we carried out a review of the values assessment we undertook of the sheds in 2019 along with a further site visit on 28 September 2021 (an initial site visit was undertaken on 2 April 2019).
- 18 Our review of the 2019 assessment revealed 12 (70%) of the 17 assessed values were ranked 'high' in relation to the degree to which they were exhibited by the boat sheds, with a further two ranked 'moderate'. Noticeable values reflecting a 'high measure of value' included: historic (events, people, social), physical (architectural, group/townscape), social

(sentiment, recognition), surroundings, rarity and representativeness. This was reaffirmed during our further site visit.

- 19 Considering this we are of the opinion that sufficient justification exists to support the inclusion of the Titahi Bay Boat Sheds in SCHED 2 of Chapter HH-Historic Heritage.
- 20 In terms of the fabric issue we observe that although the form, scale and general design of the boatsheds is generally consistent the external cladding of many of the boatsheds is not.
- 21 It is possible that original materials comprised corrugated steel roofing, weatherboarded walls, battened front gables and sliding match lined timber doors. However, no evidence has been found to support this proposition as no original drawings or descriptions of the boatsheds contemporary with their construction have been discovered to date confirming the use of specific fabric.
- 22 Given the current lack of consistency of fabric and limited proof of original fabric, any fabric description of the boatsheds would be conjectural. Therefore, we are of the opinion that specifying and enforcing the use of specific materials through provisions in the PDP would be problematic in the absence of supporting evidence.
- 23 We are of the view that what is of particular relevance to the heritage values of the boatsheds is the retention of their form, scale and general design, noting that this is currently afforded a level of protection by virtue of the specification of these elements in the associated feature description in HH10.2 Appendix: Historic Heritage Schedule – Buildings Group B in the Operative Porirua City District Plan and SCHED 3 of Chapter HH-Historic Heritage of the PDP.

Recommendation

- 24 Based on our above response we recommend:
- 24.1 Elevation of the Titahi Bay Boat Sheds (HHB018) from a SCHED 3 (Group B) historic heritage item to a SCHED 2 (Group A) historic heritage item;

- 24.2 Retention of the reference in the associated feature description to the fabric of the boat sheds being excluded from protection.

Amendments to Statements of Significance

- 25 Heritage New Zealand Pouhere Taonga (65.61) note that recent archaeological research relating to the Mana Island Woolshed (HHA005) indicates that it was constructed prior to 1873, not between 1890 and 1897 as suggested in the accompanying Statement of Significance. Considering this it seeks an amendment to the Statement of Significance to rectify this inaccuracy.

Response

- 26 Considering the new information that has come to light as a result of this further research we are of the view that, subject to sighting the updated information referred to, the requested amendment is warranted and would improve the veracity of the Mana Island Woolshed Statement of Significance.

Recommendation

- 27 Based on the above response we recommend that reference to the construction date of 'between 1890 and 1897' is deleted and replaced with 'prior to 1873'.

Approach to Scheduling Heritage Items

- 28 Heather Phillips and Donald Love (79.8, 79.9) note that the nature of the approach and process that informed inclusion of heritage items in relevant schedules in Chapter HH-Historic Heritage was deficient, citing such matters as a lack of community involvement and the limited scope of sites selected.

Response

- 29 In 2019 we were commissioned by the Council to review and reassess the full range of historic heritage buildings listed in Appendices HH10.1 – Historic Heritage Schedule: Buildings Group A and HH10.2 - Historic Heritage Schedule: Buildings Group B, as well as a select number of sites

in Appendix HH10.3 - Historic Heritage Schedule: Sites, of the Operative Porirua City District Plan. Three further buildings/sites nominated for inclusion in the plan were also assessed – Exnells and a stone wall in Plimmerton and a remnant gold mine off Paekakariki Hill Road.

30 The approach we undertook to this task was, in our opinion, reflective of contemporary best practice and underpinned by a level of rigour sufficient to justify inclusion of the heritage items contained in SCHED 2 and SCHED 3, along with a number of sites in SCHED 4, of Chapter HH- Historic Heritage of the PDP. Our approach comprised four distinct stages, namely:

30.1 Document Review, Data Fields and Collection - this comprised:

- Reviewing scheduled heritage item entries in the 2007 Porirua Heritage Database;
- Developing, in collaboration with the Council, of a suitably robust recording and assessment framework to inform the review.

30.2 Data Collection and Analysis – this comprised:

- Undertaking additional primary research and a full values assessment of four currently scheduled historic heritage buildings/sites - Belmont Coach Road, Bowlers Wharf, the Mana Gold Mine remnant and the Plimmerton Railway Tunnel;
- Undertaking site visits to each of the historic heritage buildings/sites subject to review and assessing and recording their associated heritage values;
- Identifying and recording any visibly noticeable changes in the historic heritage values associated with these buildings/sites and assigning a measure of value (i.e. high, moderate, low, none/ unknown) to each in relation to the degree to which these values were exhibited by the building/site.

30.3 Assessment of Nominated Buildings/Sites – this comprised:

- Undertaking relevant historical research of the three additional nominated buildings/sites and preparing a brief historical overview for each;
- Undertaking site visits to each of the buildings/sites and assessing and recording their associated heritage values;
- Compiling the historical overview and values assessment into a report for each of the nominated buildings/sites.

30.4 Data Analysis and Report Preparation – this comprised:

- Reviewing any recorded changes in heritage values and re-assessing against the criteria in Policy HH3.1.1 of the Operative Porirua City District Plan and the existing entry assessments in the 2007 Porirua Heritage Database;
- Preparing a summary of findings and recommendations for inclusion/exclusion of each of the buildings/sites surveyed, including the rationale for the conclusions reached.

31 In response to the concern expressed regarding deficiencies in the review approach and process we would note that:

31.1 With the exception of the three additional nominated buildings/sites the scope of our work was limited to solely reviewing and reassessing buildings/sites scheduled in the Operative Porirua City District Plan;

31.2 Aside from the research undertaken on the Belmont Coach Road, Bowlers Wharf, the Mana Gold Mine remnant, the Plimmerton Railway Tunnel and the three additional nominated buildings/sites no further primary research was carried out, with reliance placed on the relevant entry information contained in the 2007 Porirua Heritage Database and Porirua’s Historic and Cultural Heritage: Places of Heritage Interest 2009;

31.3 Engagement with the community during the review and reassessment process was outside the scope of our work.

Repositioning and Relocation of Heritage Items

32 Heritage New Zealand Pouhere Taonga (65.26) seeks a number of amendments to proposed policy HH-P12 – Repositioning and relocation of heritage items, noting that, amongst other matters that:

32.1 Relocation of heritage items should only be permitted in exceptional circumstances, such as where its current site is in imminent danger and all other means of retaining the structure in its current location have been exhausted;

32.2 Repositioning as close as possible to the original location and maintaining heritage values and significance should be conjunctive considerations when assessing the relocation of a heritage item.

Response

33 While we are supportive of the intent of the above amendments we would note that there are a range of factors that could necessitate consideration of relocation of a heritage item beyond its original setting or repositioning as close as possible to its original location. These include:

33.1 Where the existing site or setting does not contribute to the heritage significance of the building and relocation would provide for an ongoing viable use;

33.2 Where a building was designed to be relocated or has been previously relocated, the current site has no associated heritage value, and relocation would provide for an ongoing viable use;

33.3 Where continuity of heritage value cannot otherwise occur;

33.4 Where the building is not a primary contributor to a large complex or group and its relocation allows for the conservation of more important buildings within any such complex or group.

Scheduling Heritage Item Interiors

- 34 Heritage New Zealand Pouhere Taonga (65.59) seeks inclusion of the interiors of a number of heritage items in SCHED 2 in their associated feature description, noting that 'there are a number of scheduled items where the interior has significant heritage value and should be specifically included'. It also notes that there may be a number of items in SCHED 3 where the interior has significant heritage value and requests that consideration is given to specifically including more interiors in this schedule (65.64).

Response

- 35 Although generally sympathetic to this request, we would be hesitant to support extension of feature descriptions in the absence of robust supporting evidence. In particular we consider that the nature and scope of the technical inputs required to inform any such assessment would include:

- 35.1 More extensive research into proposed Group A and B heritage items than is currently available to assist in determining the extent to which the interior of these items significantly contribute to their associated heritage value/s;
- 35.2 Interior inspections of proposed Group A and B heritage items to identify the nature and extent of any significant spaces, fixtures, fabric and finishes and the corresponding degree of authenticity;
- 35.3 Undertaking necessary research and compiling and analysing the data obtained from interior inspections of the proposed Group A and B heritage items;
- 35.4 Assessing internal spaces and elements of the proposed Group A heritage items against the heritage values in Policies HH3.1.1 of the Operative Porirua City District Plan and/or HH-P1 of the PDP to determine and recommend any spaces/elements of sufficient significance to warrant explicit identification in SCHED 2 and SCHED 3 of Chapter HH-Historic Heritage of the PDP.

Date: 3 November /2021

APPENDIX 1: QUALIFICATIONS AND EXPERIENCE

Gregory Martin Vossler

I hold the following qualifications:

- Bachelor of Regional Planning, Massey University
- Master of Heritage Conservation, University of Sydney

I am a full member of the New Zealand Planning Institute and am also a member of ICOMOS NZ and chair of its Legislation and Policy Committee.

I am employed by Boffa Miskell Ltd as a planner/heritage adviser and have approximately 30 years' experience advising and assisting local authorities and government agencies on the development of heritage related policy.

Experience relevant to this hearing includes:

- Preparing heritage related District Plan provisions for several local authorities
- Assisting with the preparation of heritage schedules and conservation plans
- As an expert witness in Council hearings

Ian Alexander Bowman

I hold the following qualifications:

- Bachelor of Arts (History and Economic History), Victoria University of Wellington
- Bachelor of Architecture, University of Auckland
- Master of Arts (Conservation Studies), University of York
- Various certificates in building materials conservation from ICCROM, ICOMOS and other international conservation organisations

I am a registered architect (NZRAB registration 2095), the immediate past Chair of ICOMOS NZ, current Board member of ICOMOS NZ, an Executive Board member and Treasurer of ISCEAH, expert member of ISCS, co-

convenor of APT Australasia Chapter and peer reviewer of World Heritage nominations for the World Heritage Committee.

I am a Fellow of the New Zealand Institute of Architects.

I am a self-employed architect and conservator and have approximately 36 years' experience advising local and regional authorities, government agencies and private clients on projects relating to built heritage conservation.

Experience relevant to this hearing includes:

- Preparing heritage inventories of individual buildings and heritage areas for numerous local authorities
- Advising on applications for resource consents for local authorities
- Assisting in the writing of heritage strategies, preparing design guidelines and conservation plans for local authorities
- As an expert witness in Council hearings, the Environment Court, the High Court and Environmental Protection Authority Nationally Significant Proposal boards of enquiry

**APPENDIX 2: NEW ZEALAND WARS MEMORIAL AND WORLD WAR
TWO 'ROAD BLOCK' ASSESSMENT REPORTS**

NZ Wars Memorial

Battle Hill Forest Park, Horokiri



Figure 1: New Zealand Wars Memorial, Battle Hill Forest Park © Boffa Miskell, September 2021

Description

A rectangular gabled concrete structure with a marble plaque erected in 1927 over the burial site of two military personnel who died in an engagement on 'Battle Hill' (Paekākāriki Hill) on 6 August 1846. Erected on behalf of the government by the Department of Internal Affairs in 1927,¹ the memorial is located on the site of the former troop encampment at the base of Paekākāriki Hill (lot 15 DP 8107). It sits beside the Horokiri Stream where Abbott's Farm was established and where the Battle Hill Farm Park headquarters are now located. Alongside lie the graves and associated headstones of Abbott family members in a larger concrete enclosure. The inscription on the memorial reads '*Maori War / in honoured memory of / leading seaman William Roberts. / H.M.S. Calliope. / & / Pte. Thomas Tuite, 99th Regt. / killed in action in Battle*

¹ *Appendices to the Journals of the House of Representatives*, 1928, H-22, p. 3, noted that the memorial to the two men had been finished in concrete and a suitably inscribed marble tablet. Unfortunately, the Department of Internal Affairs file 'War graves – Horokiwi' is missing from Archives NZ. ACGO, 8333, 7/4/76.

Hill engagement / Horo-Kiwi / 6th. August 1846.' Underneath 'Erected by N.Z. Govt. 1927'.

History



Figure 2: O'Keeffe and Grouden, 'Transmission Gully', figure 29, p. 53.

The engagement on Battle Hill on 6 August 1846 was the final stage of the Hutt war of that year.² In the early 1840s various Māori iwi contested the New Zealand Company's claimed purchase of substantial parts of the lower North Island and the top of the South Island, including the Hutt Valley above what was known as the Rotokakahi line. This had already led to a confrontation involving Ngāti Toa's Te Rauparaha and his nephew Te Rangihaeata and Arthur Wakefield at Wairau in the South Island in June 1843, the point at which the New Zealand Company attempted to commence surveying the area.

By this time Māori with interests in the area had moved back into the Hutt Valley to assert their claims. Those resisting the push of settlers up the valley were headed by Ngāti Toa led by Te Rangihaeata. Upper Whanganui Ngāti Rangatahi under Kaparatehau were granted access to Hutt Valley resources by Te Rauparaha for their earlier assistance in helping to displace Ngāti Kahungunu. Although they temporarily moved to Porirua in 1839, Ngāti Rangatahi returned to the valley in 1841 to cultivate land and trade with Wellington. Displaced from Kaiwharawhara, Te Kāeaea and Ngāti Tama also relocated to the Hutt Valley in 1842, along with a relative of Kaparatehau's, Hēmi Tōpine Te Mamaku (Ngāti Hāua), who moved from the upper Whanganui River to take advantage of the Wellington market.

Following the Wairau disaster tension heightened. British troops arrived in Wellington, fortifications were constructed and disturbances threatened to break out into war. Governor Grey arrived in Wellington in February 1846 with military reinforcements and a flotilla of naval ships. As Hutt Valley settlers became dispossessed Grey ordered troops

² For the war of 1846: James Cowan, *The New Zealand Wars*, vol 1, Wellington, Government Printer, 1955, chapter 13. Ian Wards, *The Shadow of the Land – A Study of British Policy and Racial Conflict in New Zealand, 1832–1852*, Wellington, Government Printer, 1968. John E. Martin, *Empire City*, Wellington, Victoria University Press, 2022, chapter 4 (forthcoming). Also New Zealand Archaeological Association, site record form R26/325. NZ History, 'Battle Hill'. <https://nzhistory.govt.nz/keyword/battle-hill>. NZ History, 'Battle Hill NZ wars memorial'. <https://nzhistory.govt.nz/media/photo/horokiri-nz-wars-memorial>

into the area. When Te Kāeaea's people returned to Kaiwharawhara their Hutt Valley pā was destroyed and others began to attack settlers there, many of whom subsequently fled into Wellington. In April two settlers were killed and Te Rangihaeata built a strategic pā at the head of the Pāuatahanui inlet from which raids on the valley were organised.

In May Boulcott's farm stockade was attacked and eight soldiers killed. The militia and newly created armed constabulary were mobilised, with considerable force in support of the authorities coming from Wellington's Māori leaders. Te Āti Awa was led by Hōniana Te Puni-Kōkopu, Wiremu Tako Ngātata and Te Ropiha Moturoa (Matehou hapū) and Mohi Ngaponga led Te Aro's Ngāti Haumia. After further skirmishing Grey captured and imprisoned Te Rauparaha and prepared for an assault. Some of his forces pursued Te Rangihaeata's forces over the hills from Hutt Valley, while the naval contingent and the rest of his forces converged on Pāuatahanui capturing the pā at the head of the inlet. In early August with the forces joined by a group of Ngāti Toa led by Rāwiri Kīngi Pūaha, the troops, Māori and others pursued Te Rangihaeata through the Horokiri (also Horokiwi) Valley and up the Paekākāriki Hill ('Battle Hill') to where a makeshift fortification had been hastily thrown up near the summit. There Te Rangihaeata made a stand.



Figure 3: Engagement of 6 August 1846. ATL, G-525, George Hyde Page

On 6 August an attack was made to take the defensive structure in extremely difficult circumstances. As reported by commanding officer Major Edward Last, the force had proceeded up the Horokiri Valley the day before to 'the foot of a precipitous hill thickly covered with wood, near the summit'.³ Major Last gave orders on the morning of 6 August for the troops to advance with Māori providing covering support. The first division comprised seven officers and 127 men 'made up of seamen, soldiers, militia and armed police' under the command of Major Arney of the 58th Regiment. The second division under Captain Armstrong of the 99th Regiment comprised five officers and 117 men. They were preceded by a party of men with tools to remove timber that could hinder progress.

They ascended about a mile with great difficulty to discover that Te Rangihaeata and his supporters had dug in on a steep spur 'so narrow in places that only a few men could

³ Archives NZ, WO 1/526, NZ despatches, Edward Last, Major 99th Regiment, from Porirua, 10 August 1846. NZS, 19 August 1846. NZJ, 27 July 1850, p. 177, Captain Russell. H.F. McKillop, *Reminiscences of Twelve Months' Service in New Zealand*, London, Richard Bentley, 1849, pp. 217-35.

proceed abreast' and entangled with supplejack. Here they had constructed a breastwork comprising logs stacked horizontally with loopholes. When some Māori appeared in front of the breastwork and attempted to turn the British left flank there was heavy fire and the British force was driven back. Firing from both sides continued for much of the day as trees were felled and bush cleared. The day's engagement resulted in three deaths and eight men wounded amongst the British forces.

Two were killed during the engagement – Ensign Henry Middleton Blackburn and private Thomas Tuite both of the 99th Regiment. William Roberts, leading seaman and captain of the mizzen-top, *HMS Calliope*, was seriously wounded in the chest at the same time as Blackburn was shot. Midshipman Henry McKillop of the *Calliope* helped carry Roberts away from the fighting for medical assistance, but he died shortly afterwards. Seven others were severely wounded (Blackburn was buried in the Bolton Street cemetery). The Māori defenders reportedly suffered five dead and another two wounded.

As a result, the fortification was considered too difficult to tackle head-on by the British and Te Rangihaeata was besieged in wet and miserably cold conditions. While Māori forces remaining up the hill, British troops overnighted at the base of the hill (where Abbott's farm would eventually be established and where the Battle Hill Farm Park headquarters is currently located) to prevent supplies running short, returning during the day to continue with the blockade. Palisades were also built to prevent supplies getting through to Te Rangihaeata. After a week Te Rangihaeata slipped away northwards during a wet night and eventually made his way to the stronghold of Poroutawhao at the mouth of the Manawatu River.

Private Thomas Tuite was in the 99th (Lanarkshire) Regiment which had been sent from Australia to New Zealand in 1845 to deal with the confrontation with Hone Heke in the Bay of Islands. It arrived in Wellington in February 1846 with recently appointed Governor Grey after he had brought the Northern War to an end. Along with the 96th and 58th Regiments the 99th Regiment formed the Wellington contingent of close to 700 troops during the 1846 war in the Hutt Valley and Pauatahanui. Little information is available on Tuite.⁴ The 99th Regiment was largely Irish drawing upon Dublin for its ranks. A labourer born in Dublin, Tuite enlisted in February 1841 but within a few months had deserted. Evidently, he rejoined the regiment and was part of a detachment sent out to Australia from 1842 onwards.

Leading seaman William Roberts was amongst the seamen on the *HMS Calliope*, a frigate of 26 guns and 220 men commanded by Captain Edward Stanley.⁵ Sent from Australia to New Zealand in December 1845, *HMS Calliope* relieved *HMS North Star* and played an active part in prosecuting the war. Grey arrived in Wellington in February 1846 with a flotilla of warships including *HMS Calliope*. After his capture at Taupō pā (Plimmerton) Te Rauparaha was held prisoner on the ship. As leading seaman (petty officer) and captain of the mizzen top Roberts would have been in command of other seamen who had charge of the mizzen mast (the mast behind the main mast, towards the stern of the ship).

⁴ Forces War Records, database. <https://www.forces-war-records.co.uk/records/13428895/private-thomas-tuite-99th-regiment-of-foot/>. Lyndall Ryan and Jeff Hopkins-Weise, 'Memorializing Britain's imperial wars in New Zealand in the 1840s – the 99th Regiment memorial in Hobart, Tasmania', *New Zealand Journal of History*, vol 49, no 2, 2015, p. 166.

⁵ *Nelson Examiner*, 24 January 1846. Information on William Roberts is not available in NZ; it appears that UK military records would need to be consulted there.

Assessment

Historic Values

Themes – High

The memorial is representative of an important turning point in the relationship of Māori and Pākehā in New Zealand. This is reflected in the mid-1840s wars in the north and in Wellington, particularly the extension of British sovereignty and associated claims over land and, in the Wellington regional context, the willingness of Wellington Māori to support British authorities against resistance to those claims over land.

Events – Moderate

The Battle Hill siege was the final confrontation of the Hutt Valley war of 1846. As the place where two of the three men killed were buried and where British forces encamped the site has strong associations with this war.

People – Low

Little is known of the two individuals buried at the site (presumably under the concrete memorial), with their significance largely attributable to the association they had with the broader events of the war.

Social – Low

This very plain, simple memorial in recognition of two military personnel represents a belated commemoration of the New Zealand wars following the First World War and was likely prompted by James Cowan's history of the New Zealand wars published at that time. It is one amongst a considerable number of memorials relating to New Zealand's early history that form part of this cultural commemorative movement.

Physical Values

Archaeological – Low

Although the memorial was constructed post 1900 and is not defined as an 'archaeological site' for the purposes of the Heritage New Zealand Pouhere Taonga Act 2014⁶ it is recorded on the New Zealand Archaeological Association's archaeological site recording scheme, Archsite.⁷ It is also noted that the adjacent graves pre-date 1900.

Architectural – Moderate

The memorial is an atypical design comprising a low, shallow pitched gabled concrete structure on a stepped concrete plinth in the form of a simple sarcophagus. It is a good example of craftsmanship of the period, with a marble headstone to William Roberts and Thomas Tuite and the date of the erection of the memorial (1927), along with incised and leaded lettering.

⁶ Refer s.6 NZPT Act

⁷ Refer NZAA site number R26/325

Technological – Low

The structure is made of concrete, a commonly used construction material for the period. The use of marble for the plaque and incised lettering filled with lead were also common materials applied to memorials of the period.

Age – Moderate

The memorial, although erected a considerable time after the event, commemorates the remains of two military personnel who died during the very early years of the Wellington region's colonial past.

Group or townscape values – High

The 1927 memorial is an important contributor to a group of graves located in Battle Hill Forest Park in an open, undulating paddock near the Horokiwi Stream. It sits alongside two others memorialising members of the Abbott family who settled in the area in 1860 and died between 1867 and 1883.

Social Values

Sentiment – Moderate

As a memorial to two military personnel who died during the Battle Hill confrontation there is a special association with the British troops and naval forces that were at the forefront of Britain's assertion of sovereignty over the new colony of New Zealand in the wake of the Wairau affray and Hone Heke's challenge in the Bay of Islands.

Recognition – Moderate

The memorial is held in moderate esteem for its belated recognition of the Battle Hill siege by the New Zealand government in 1927, as well as its association with the Battle Hill Farm Forest Park. Awareness of its existence through could benefit from further enhancement.

Tangata Whenua Values – None/unknown

Surroundings - High

The war memorial surrounds are highly important as the structure was purposefully located on the site where British forces encamped during the August 1846 siege of Te Rangihaeata's forces at Battle Hill. Notably this was also the last military conflict between Maori and the Crown in the Wellington region.

Rarity – High

The war memorial is unique in its association and proximity to the battle of 6th August, 1846. It is one of two memorials to battles of the period in the Wellington region, the other being in Military Road, Lower Hutt. A headstone commemorating those from *HMS Calliope* (including William Roberts) who died in 1846-47 is also located in Bolton Street Memorial Park, Wellington.

Representativeness - Moderate

The war memorial is designed as a simple concrete sarcophagus, a not uncommon style and use of materials applied to 20th century memorials. However, its diminutive size is uncommon.

Statement of Significance

Although a simple, relatively plain sarcophagus-styled memorial erected to commemorate two British forces personnel who lost their lives during a battle with Te Rangihaeata's forces in August 1846, the memorial represents an important turning point in the relationship of Māori and Pākehā in New Zealand – a point marked by the extension of British sovereignty and associated claims over land and, in the Wellington regional context, the willingness of Wellington Māori to support British authorities against resistance to those claims.

The memorial is unique in its association and proximity to this battle and its purposeful location on the site of the subsequent siege of Te Rangihaeata's forces. It is also one of two remaining memorials to battles of this period in the Wellington region and is an important contributor to a group of three graves located in Battle Hill Forest Park, two of which memorialise members of the Abbott family who settled in the area in 1860.

Relevant HH-P1 Values: Historic, Physical, Surroundings and Rarity

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World War II Road Block

State Highway 1, Pukerua Bay



Figure 1: World War II Road Block, Pukerua Bay © Boffa Miskell, September 2021

Description

A large concrete block embedded in the eastern bank of State Highway One on the northern approach to Pukerua Bay. It formed part of a Second World War tank trap comprising three such blocks located in a line across the road. Vertical slots in the blocks provided a receptacle into which heavy iron rails were dropped and secured, effectively enabling the obstruction of heavy military vehicles such as tanks.

History

Defence preparations for the Wellington region were made as early as 1938 as confrontation loomed in Europe and Japan invaded China.¹ At that time the concept of 'Wellington Fortress' (the area from Turakirae Head to Pukerua Bay) was developed.

¹ Archives NZ, AAYS, 18640, 13/4/2, Central Military District – Home Defence plan [1938]. Peter Cooke, *Defending New Zealand – Ramparts on the Sea, 1840-1950s*, Wellington, Defence of NZ Study Group, 2000, vol 2, pp. 743ff., esp. 748, 757, 779, 873.

Wellington was considered a vital port and command centre to defend; there was concern that an enemy would land up the coast and travel down to the city from the north. Sites for road blocks and bridge demolitions were surveyed in August 1940 and the Wellington Fortress Battalion, established in November 1940, was distributed between Plimmerton-Paremata and Titahi Bay-Porirua.

A road block no 1 was listed on the main highway on the northern approach to Pukerua Bay. This comprised a series of explosives buried under the road in a culvert in this vicinity, together with a nearby section post, machine-gun positions at the top of the road cutting and heavy machine-gun and light artillery on the western side of a bush-clad gully. A second road block was to be installed in Beach Road, Pukerua Bay.

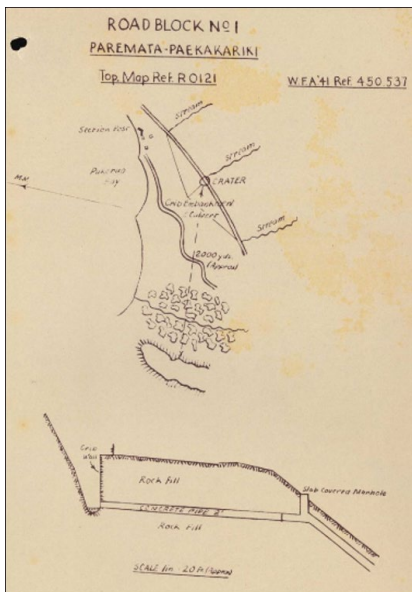


Figure 2: Road block no 1, Pukerua Bay. Archives NZ, AAYS, 18640, 13/4/2

Subsequently, Japan (which had entered the war in September 1940) attacked the American Pacific Fleet base at Pearl Harbour in December 1941 and invaded South-East Asia, various Pacific islands, Malaya (Malaysia), Singapore, the Dutch East Indies (Indonesia), and the Solomon Islands and New Guinea in the southwest Pacific. It was feared that Australia would be invaded and that New Zealand would also be threatened.²

The need to strengthen Wellington Fortress became extremely urgent. In particular it was envisaged that an invading Japan would land numbers of light tanks; defence thinking at the time was that the invading force advance should be hindered on the beaches and by obstacles on roads. A directive to create these works indicated that 'defences must be constructed to meet attack from land. In the first instance these might well be roadblocks, defended localities and demolitions ... Work on these roadblocks will start now, and be completed to such a stage that the road can be completely blocked in 30 minutes'.³ The line of defensive obstacles was strengthened – tank ditches, minefields, demolition belts and many road blocks covered by section posts. The most likely direction of attack on Wellington was considered to be from the north down the west coast, with Pukerua Bay itself seen as a potential invasion landing site. The road blocks were often referred to as 'tank stops' or 'tank traps', usually erected at a narrow defile or bridge and often combined with covering rifle and machine-gun fire, bomb

² Peter C. Wilkins, '1942, the Pacific war, and the defence of New Zealand', MPhil, Massey University, 2016.

³ Cooke, *Defending New Zealand*, vol 2, p. 744, defensive works directive, 29 January 1942.

parties, mines and anti-tank weaponry. Most of these defences were completed by August 1942.

The Pukerua Bay tank trap (designated no 801, erected by May 1941) was part of a system of such road blocks throughout Fortress Wellington, being described as an 'type E concrete block rail carrier'. Each block was 6 ft high, 5 ft wide and 12 ft long, sloping on the north side. On many roads the tank traps comprised two concrete blocks and rails but on the wider main highway three blocks were used as the road measured 29ft 6in at the time. The Home Guard manned the tank traps, with up to half a dozen men required to move and drop the heavy rails into the slots. Pukerua Bay also had machine-gun pill-box posts at each end of the bay and the mining of bridges and railway lines was also planned.⁴

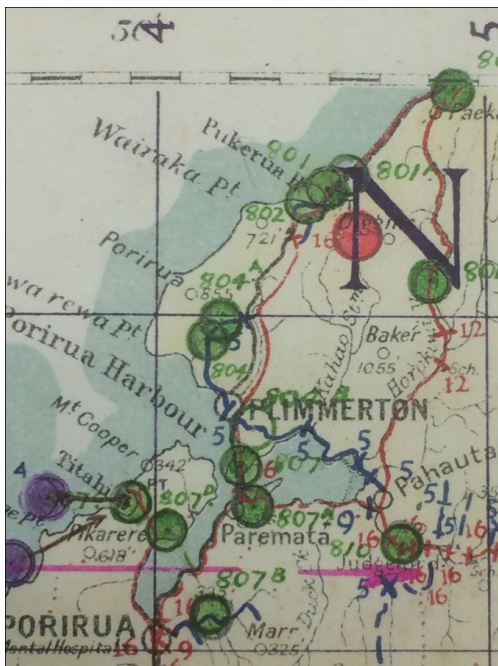


Figure 3: Road blocks (green) including no 801 on the northern approaches to Wellington. Archives NZ, AAYS, 8684, AD66, W2450, no. 11A

From June 1942 large numbers of American servicemen were stationed in New Zealand as a staging post for the Pacific war and to strengthen the country's defences. Large camps were established on the Kapiti coast in the vicinity of Paekakariki and the forces held amphibious training exercises in Pukerua Bay.

With the declining threat of Japanese invasion the manning of road blocks was discontinued in February 1943. As the road blocks caused great inconvenience if not danger to road users there was lobbying for their removal. This began to occur from September 1943 with road blocks along main highways such as no 801 being amongst the first to be removed. However, one of the three concrete blocks comprising the no 801 road block was never removed and remains embedded in the roadside to this day.

Unfortunately one Arthur Collin was tragically killed in May 1942 when he and his sister pillion passenger rode into the recently erected but inadequately marked Pukerua Bay

⁴ Cochran and Murray, *Coastal Historic Heritage of the Wellington Region*, Greater Wellington Regional Council, 2014, p. 102. <http://www.gw.govt.nz/assets/Plans--Publications/Regional-Plan-Review/Coastal-Historic-Heritage-of-the-Wellington-Region.pdf>

tank trap at night on his motorcycle.⁵ Detailed plans of the tank trap and accident were produced at the coroner's inquest.

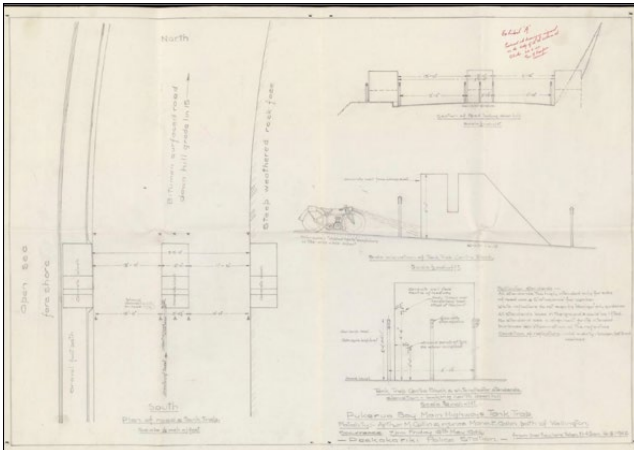


Figure 4: Plans of the road block drawn up for the coroner, Collin accident. Archives NZ, ACGS, 16231, J46/1149, COR1942/989

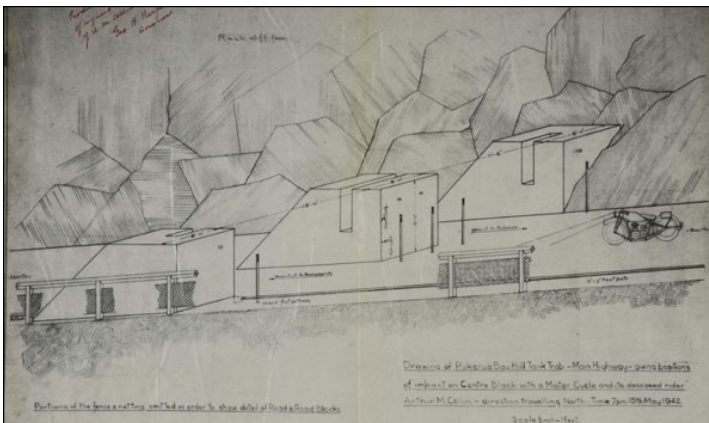
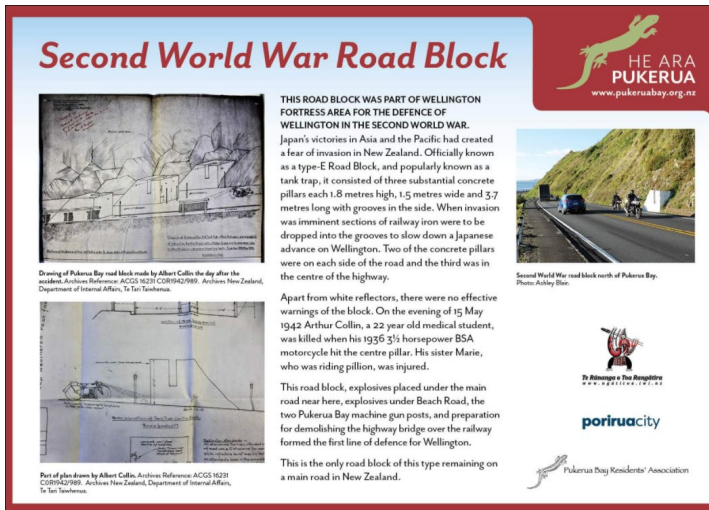


Figure 5: Archives NZ, ACGS, 16231, J46/1149, COR1942/989

The Pukerua Bay Residents' Association has an active facebook historical page 'He Ara Pukerua' on which the no 801 block is described as the only road block of its type still in existence on a main road in New Zealand.⁶ The association wanted to install a panel opposite the concrete block but has been unable to secure agreement to Waka Kotahi NZ Transport Agency. The panel includes the story of the tank trap and Collin's death.

⁵ Archives NZ, ACGS, 16231, J46/1149, COR1942/989, coroner's inquest, Arthur Collin. Ashley Blair, 'A war time tragedy at Pukerua Bay'. <https://bsaac.co.nz/852-2/>. *Evening Post*, 9 July 1942.

⁶ He Ara Pukerua. <https://m.facebook.com/HeAraPukerua>



Assessment

Historic Values

Themes – Moderate

The road block is associated with a crucial period in New Zealand’s involvement in the Second World War when the threat of Japanese invasion appeared very real. It is one of a number of Second World War defensive structures that remain in the Wellington region. Just up the road were three large American army camps in the vicinity of Paekakariki.

Events – Moderate

The site of the road block formed part of wider defences associated with Pukerua Bay and ‘Wellington Fortress’ mobilised by the country. While no invasion took place, New Zealand took the threat very seriously.

People – Low

Although the structure is not identified with any significant individual the fact that a motorcyclist met his end by colliding with the central block not long after the road block was erected has in recent years gained some prominence.

Social – Low

The manning of the road blocks by the Home Guard during 1942-43 gives the block some interest, as do a number of other remaining Second World War defence installations around Wellington.

Physical Values

Archaeological – Low

Although the block was constructed post 1900 and is not defined as an ‘archaeological site’ for the purposes of the Heritage New Zealand Pouhere Taonga Act 2014⁷ it is

⁷ Refer s.6 NZPT Act

recorded on the New Zealand Archaeological Association's archaeological site recording scheme, Archsite.⁸

Architectural – Moderate

The road block comprises a large concrete mass partially embedded into a cliff face along State Highway 1 above the northern end of Pukerua Bay and immediately above the bay's northern machine gun emplacement. It has a sloping face to the north and a vertical slot in the centre to accommodate a moveable barrier.

Technological – Moderate

The structure is constructed of concrete, a common material for the period and one that was particularly used for many World War II structures in the wider Wellington region such as gun emplacements and the ammunition storage magazines in Belmont Regional Park.

Age – Low

The block is one of a number of extant, 80+ year old Second World War defensive structures located across the Wellington region, most of which have proved durable because of their concrete construction.

Group or townscape values – High

The road block has high group value as one of numerous structures located between Porirua and Queen Elizabeth Park built for the New Zealand or US armed forces during World War II. Extant structures include machine gun posts, a recreation hall, officer accommodation, a reservoir supplying water to camps and a brick structure used to store fuel and designed to contain an explosion in the event of an attack. Other structures associated with this war can also be found in the Wellington and Hutt Valley areas.

Sentiment – Low

For many years the road block is likely to have gone relatively unnoticed on the flank of the hill bordering the northern road approach to Pukerua Bay. Its nondescript appearance alongside other concrete roadside structures in the vicinity has probably contributed to this lack of interest over the years.

Recognition – Moderate

The Pukerua Bay Resident's Association has featured the road block on its Facebook page in recent times, awakening local recognition in its significance. However, its relatively inaccessible location on a busy state highway appears to have hampered attempts to draw public attention to it on-site.

Tangata Whenua Values - None/unknown

⁸ Refer NZAA site number R26/284

Surroundings - High

As one of a number of structures in the immediate vicinity built to defend Wellington from an invasion during World War II, the location and setting of the road block are intrinsic to an understanding and appreciation of its heritage value.

Rarity - High

The road block is the only remaining example of its type located on a main road in New Zealand. It is also one of only two tank obstacles in the region that are still extant, the other being at Worsler Bay.

Representativeness – None/unknown

Given the rarity of the structure, it is difficult to establish its level of representativeness.

Statement of Significance

The road block adjoining State Highway 1 north of Pukerua Bay was an important part of a system of road blocks constructed throughout the Wellington region to counter the threat of Japanese invasion during the Second World War. Although it was one numerous other defensive structures constructed along the coast between Porirua and Queen Elizabeth Park during the war it is the only remaining example of its type located on a main road in New Zealand and one of only two tank obstacles in the region that are still extant.

Its association and physical connection with a small number of extant defensive structures in the immediate vicinity (i.e. the Pukerua Bay machine gun posts) provides an important insight into the functional relationship between these structures, while the location and setting of the road block contributes to understanding and appreciating its intended functional role in the event of invasion.

Relevant HH-P1 Values: Historic, Physical, Surroundings and Rarity

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**APPENDIX 3: NEW ZEALAND WARS MEMORIAL AND WORLD WAR
TWO 'ROAD BLOCK' SETTINGS**



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