

**Before the Hearings Panel  
Appointed by Porirua City Council**

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**IN THE MATTER** of the Resource Management  
Act 1991

**AND**

**IN THE MATTER** of Porirua Proposed District Plan

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**STATEMENT OF EVIDENCE OF DEAN RAYMOND ON BEHALF OF  
HERITAGE NEW ZEALAND POUHERE TAONGA**

**PORIRUA PROPOSED DISTRICT PLAN**

**Planning Statement – Historic Heritage and Sites and Areas of Significance to Māori**

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**19 November 2021**

## **INTRODUCTION**

1. My name is Dean Raymond, and I am employed as a Planner for Heritage New Zealand Pouhere Taonga (HNZPT) based in the Central Region Office. I hold the qualification of Bachelor of Regional Planning from Massey University (graduated 1987). My current role includes providing statutory planning advice in relation to proposals under the Resource Management Act (RMA). I have been in this role for approximately 18 months.
2. I have a total of over 12 years' experience in planning and resource management roles in New Zealand. My previous roles include working as a consultant planner in the Wellington region, and as a resource consents planner at Kapiti Coast District Council and Horowhenua District Council. I have previously presented evidence at resource consent hearings and at the Environment Court.
3. Although this evidence is not prepared for an Environment Court hearing I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2014 and have complied with it in when preparing this evidence. I have considered all the material facts that I am aware of that might alter or detract from the opinions I express.
4. This evidence is within my area of expertise, except where I state that I am relying on the evidence of another person. Conservation Architect Alison Dangerfield has produced a brief of evidence for HNZPT, which I refer to in several places in my own statement.

## **SCOPE OF EVIDENCE**

5. HNZPT made submissions and further submissions on the Porirua Proposed District Plan (PDP). I was involved in preparing both the original submission and the further submission. I have been asked by HNZPT to assist by providing planning evidence on the PDP.
6. In preparing this evidence I have read the relevant submissions, further submissions, and the Section 42A report prepared by Council staff and/or consultants.
7. My evidence is structured in alignment with the 42A reports, with statements largely limited to areas where I have a difference of opinion. I acknowledge the findings and

recommendations of the Section 42A report writers and I concur in general with their evaluation of the submissions and analysis of the key issues.

8. I have focused my evidence on areas where I have a different opinion to the 42A authors. The main topics I discuss in my evidence are:
- Settings of eight heritage items in SCHED3
  - Interiors of scheduled buildings
  - 'Integrity' as an aspect to be considered in subdivisions of sites containing historic heritage (HH-P15)
  - Including a selection of State Houses in Titahi Bay in SCHED4
  - Managing grazing on Pā sites
9. I have included at Appendix 1 attached to this statement portions of the PDP provisions showing the changes I have suggested, alongside the changes recommended by the S42A report writers.

#### **Strategic Directions – Historic and Cultural**

10. I accept the analysis and conclusions of the S42A report writer for the strategic directions section of the PDP. I support the recommendation that the words 'and where practicable enhanced' be added to HCH-O1.

#### **Historic Heritage**

11. HNZPT submitted on the title of the places referred to as 'Historic Heritage Site' in the PDP, submitting that 'Historic Heritage Area' would be a more fitting title. While the report writer in paragraph 85 states that it is unnecessary to amend the title of this category of heritage, she does recommend amending the definition of Historic Heritage Site. I agree with the report writer that the minor amendment to the definition will improve the consistency and clarity of the provisions.
12. The issue of controlling grazing of large animals because of potential damage to archaeological sites has been raised in relation to both the Historic Heritage and the Sites and Areas of Significance to Māori chapters. I address this issue below in paragraphs 40 to 42 of my

evidence. The main resource management issue relating to grazing is the potential damage to archaeological sites, and in particular Pā sites. Because this is the main potential issue, I have focussed my comments particularly on the Pā sites included in schedule 6.

13. The submission by HNZPT in relation to HH-P12 was that the necessity of relocation due to natural hazards should be given more weight than other factors referred to in the policy. I acknowledge the evidence of Messrs Bowman and Vossler on this issue, and particularly their statement (paragraph 33) that there are a range of other factors that could necessitate consideration of relocation of a heritage item. I agree that there can often be a range of relevant factors, which include but are not limited to natural hazards. I also acknowledge the recommended change to HH-P12 clause 3, which results in both proximity of new location and maintenance of heritage values, as factors to consider in repositioning a heritage item.
14. HNZPT submitted that all items included in SCHED3 should include a heritage setting. Within SCHED3 there are eight places for which the heritage setting field contains the notation n/a\* which indicates heritage settings may be considered for inclusion at a later date.
15. The report writer states that the PDP takes the approach that **all** historic heritage items and their heritage settings are identified in the heritage schedules and identified on the planning maps (paragraph 151 – emphasis added).
16. This raises the question of why the Council has not undertaken the necessary work to determine the settings of these eight historic places. This would not be an unreasonably large amount of work for a heritage specialist. In the evidence of Ms Dangerfield (paragraph 15) she states that the amount of work involved for a heritage specialist to determine the settings of these eight places would be in the order of 5 days.
17. There are a number of PDP provisions which rely on the presence of heritage settings, as noted in the HNZPT submission and repeated in paragraph 150 of the S42A report. There are potentially some serious gaps in the PDP provisions for these activities where the heritage setting is defined as n/a\*.
18. By way of example I have considered a hypothetical scenario which illustrates the potential implications of the lack of a setting for one scheduled place – HHB023 Plimmerton Railway



Station. A new structure on the platform of the station, for example a utilitarian storage shed, would not be subject to any heritage considerations, even though such a structure could potentially have adverse effects on heritage values. If a setting is defined for the station, including the platform, such a structure would be a restricted discretionary activity under HH-R7. This would allow for proper consideration of the appropriateness of the new structure, and the effects on recognised heritage values.

19. In my opinion the Council needs to undertake the necessary assessments to determine the heritage setting for the eight places currently lacking a setting, so that all the entries for places currently included in SCHED3 are complete, and the identified gaps in PDP rules are rectified. This is necessary so that Council can fulfil its Section 6 obligations for the protection of historic heritage, including the surroundings of heritage places.
20. The introduction to both SCHED2 and SCHED3 states that 'interiors are excluded unless specifically identified'. However, although some of the schedule entries refer to interior elements, the PDP is not clear whether any of the interior elements referred to are actually included as recognised and protected parts of the heritage place.
21. There are a number of instances where interior elements are specifically identified. Examples were provided in the HNZPT submission which have been repeated in paragraph 159 of the S42A report. HHA004 (F Ward Porirua Hospital) is one example. The statement of significance for this entry includes the words *it has retained original isolation cells as well as relics of treatment, both of which contribute to scientific and technical value*. What is unclear in the PDP is whether or not this statement is an example of interiors being 'specifically identified' and therefore included in the schedule. In my opinion this needs to be clarified to avoid potential ambiguity.
22. The evidence of Messrs Bowman and Vossler includes the statement that they *would be hesitant to support extension of feature descriptions in the absence of robust supporting evidence*. I agree that robust evidence is necessary before any place or part of a building can be included in the plan schedule.
23. Regarding this Ms Dangerfield has undertaken an assessment of the interiors (paragraphs 30-34) of one scheduled building (Gear Homestead – HHA007) which serves two purposes:

- i. Her assessment is an example of the nature of the assessment of heritage interiors necessary in order to include these parts of a building in the district plan schedule; and
  - ii. In my view Ms Dangerfield's assessment is sufficiently detailed to justify inclusion of the interior of Gear Homestead in the SCHED2 of the PDP.
24. As robust supporting evidence has been provided by Ms Dangerfield in my opinion the interior of Gear Homestead, noting the exceptions of the kitchen and service area, can be specifically included in the district plan schedule.
25. The 42A report addresses submission points related to the definition of Heritage Values. I agree with the report writer's recommendations in paragraph 190, particularly to ensure and maintain consistency between the relevant planning documents (the District Plan and the Regional Policy Statement).
26. The 42A report addresses the HNZPT submission on HH-P4 and HH-P11 at paragraphs 204 to 216. I agree with the report writer's assessment and recommendations.
27. At paragraph 211 the author states that the submitter may wish to clarify whether the submission was intended to apply to heritage settings as well as heritage items and heritage sites. I have considered the recommended changes in the context of the other clauses of HH-P11, particularly the extent to which heritage settings are recognised in the policy. I consider that there are a number of clauses within the policy which adequately and appropriately address heritage settings, including clauses 1, 2, 5, 7 and 9. As such the 'minimum necessary' clause can appropriately be limited to alterations to heritage items and heritage sites.
28. HNZPT submitted on HH-P15, that *the integrity of the heritage item or site* should be included in the policy for the subdivision of sites containing historic heritage. The 42A author in paragraph 219 has invited the submitter to provide clarification of the submission point, particularly to explain why the integrity of a heritage site is not covered under consideration of heritage values. Ms Dangerfield has been asked to provide a response to this question, which is included in paragraphs 16 to 25 of her evidence. I consider that the reasoning provided by Ms Dangerfield provides sufficient rationale for including the extra words, as requested in the submission.

29. Regarding HH-R7 and HH-R9 the report writer acknowledges the provisions gap for non-heritage buildings, and the perceived double-up in these two provisions. I agree that the recommended new rule would address the issue raised in HNZPT submission points 65.36 and 65.38.
30. The S42A author has recommended that two additional items be added to SCHED3. The WWII road block has been assigned a site number in the NZ archaeological association database (R26/284). Although this was not a matter included in the original submission or the further submission of HNZPT it is in effect a minor technical change that could be added to the entry. This archaeological record is also referred to in the evidence of Vossler and Bowman (page 6). I have included a copy of site record R26/284 at Appendix 2.
31. HNZPT submitted that Sir Maui Pomare Cottage at Hongoeka Bay be added to SCHED4, with the proviso that there needs to be further discussion and consultation with the property owner. I accept that at this stage there is not enough information and buy-in from the owner and other relevant parties to add this place to the schedule.
32. Similarly I acknowledge that the inclusion of the NIMT railway line in SCHED 4 would need further assessment, as well as engagement with the owner and operator.
33. HNZPT made a submission that other heritage areas are considered for inclusion in the District Plan, with several examples given including the Austrian Housing Area in Titahi Bay. The S42A report writer considers that further work would be needed to justify inclusion of further heritage areas in SCHED4, including spatial extent, analysis of heritage values, land owner engagement, and assessment against district plan criteria. Ms Dangerfield has undertaken an analysis of the Titahi Bay Austrian Housing area, which is included in her statement of evidence at paragraphs 35 to 42.
34. I have considered the request for including such areas as the Austrian Housing in the District Plan schedule in the context of the requirements of the NPS-UD and the recent bi-party announcement regarding housing intensification. In the midst of a vital drive to provide for more housing, including in areas such as Titahi Bay, in my view there is an urgent need to identify and protect representative heritage, such as the Austrian Houses. The evidence



presented by Ms Dangerfield is in my opinion sufficient to justify including a representative area of these houses in the district plan schedule.

35. Ms Dangerfield in her evidence has provided a description of the heritage values of the Austrian houses. She has also provided an indication of the spatial extent of the suggested heritage area (page 12). It is clear from her analysis that the proposed group of houses contributes to an understanding and appreciation of the history and cultures of Porirua City. I have also undertaken the following brief assessment of the proposed group of houses against the relevant district plan criteria (HH-P1) and Policy 21 of the Regional Policy Statement:

Historic Values

- Themes of immigration, settlement patterns, and the history of state housing
- Significant events, being the arrival of pre-fab houses from Europe along with the associated immigration from Austria to Titahi Bay

Physical Values

- Architectural, in terms of the unique design of the houses, which are both similar and different to other state houses in New Zealand, as well as construction materials and methodology.
- Group of townscape values, while being part of a larger area of state houses, the selected area has particular townscape values as described by Ms Dangerfield.

Social Values

- The Austrian houses have a special association for descendants of the Austrian immigrants who settled in the area after arriving to help construct the buildings.

Representativeness

- The selected street is a good example of a wider area of Austrian state houses.

36. Regarding the Titahi Bay boat sheds I acknowledge the recommendation to move these heritage items from SCHED3 to SCHED2. I also acknowledge that there is not sufficient evidence available to justify the change requested by HNZPT to remove the note that 'the fabric of the boat sheds is not protected'.

37. I have attached to my statement at Appendix 2 the archaeological association record for site number R26/734 for the Mana Island Woolshed. This site record states that this building was constructed prior to 1873.



38. A number of relatively minor changes to schedules 2, 3, and 4 were requested by HNZPT (page 48 S42A Report). The majority of these matters have been recommended by the author to be accepted. I agree with the recommendations for the reasons given by the author.

#### **Sites and Areas of Significance to Māori**

39. HNZPT submitted that one additional place (Wairaka Kāinga) be added to SCHED6. Te Rūnanga o Toa Rangatira (TROTR) requested that 45 additional places be included in SCHED6. I acknowledge and accept the recommendation of the report writer that more work needs to be done to include further sites in the schedule. I also agree that the recommended additional paragraph in the Sites and Areas of Significance to Māori (SASM) chapter provides a clear statement of intent to work in partnership with TROTR to add further sites to the schedule.

40. Regarding grazing on SASM the S42A author takes note of the submissions by HNZPT and Te Whānau Horomona, and also refers the Department of Conservation document *Caring for Archaeological Sites* by Kevin Jones. As far as I understand the author is correct in saying that there has not been any assessment of whether site damage by grazing is an issue in Porirua. However, it is an issue at a national level, as evidenced by the inclusion of grazing as an issue in the Kevin Jones document, as well as the fact that a number of other councils have seen fit to include such provisions in their resource management plans.

41. The main risk of grazing on archaeological sites is damage to Pā sites and associated terraces. For some of the significant sites included in SCHED6 grazing is already controlled or prohibited by other means; for Mana Island by DOC management policy for the island, and for Whitireia, by the Regional Council management plan. Apart from these two places I have noted that there are a number of Pā included in SCHED6 which are located in rural areas, for example SASM010 and SASM011. For some of the rural Pā site damage by grazing animals *may* be an issue which needs to be addressed. I also note that some of the other places which Te Rūnanga o Toa Rangatira have requested to be included in SCHED6 are Pā for which grazing may also be an issue.

42. As mentioned above the S42A report writer has recommended including a paragraph noting that the Council will work with the iwi to initiate a plan change to incorporate more places into SCHED6. In my view this anticipated body of work, culminating in a plan change, should

also incorporate an assessment of resource management issues affecting the sites; both currently scheduled and potential additional places. One of these issues may be grazing, in which case a future plan change could include provisions to manage grazing.

43. A number of relatively minor changes to schedules 6 were requested by HNZPT (paragraph 121 S42A Report). The majority of these matters have been recommended by the author to be accepted. I agree with the recommendations for the reasons given by the author.

44. I have prepared a table of changes to PDP provisions showing PDP wording as notified, changes recommended in the S42A report, and my suggested amendments. This is shown at Appendix 1. I have also included in Appendix 1 a Section 32AA evaluation of the changes I have recommended.



**Dean Raymond**

**19 November 2021**

Black text = original wording

Blue text = recommended changes in S42A reports

Red text = additional changes sought by HNZPT

### HH-P15 subdivision

Only allow subdivision of sites that have heritage items, heritage settings or historic heritage sites listed SCHED2 - Historic Heritage Items (Group A), SCHED3 - Historic Heritage Items (Group B), and SCHED4 - Historic Heritage Sites where it can be demonstrated that:

1. The heritage values for which the heritage item or historic heritage site is scheduled are maintained and protected;
2. Sufficient land is provided around the heritage item or historic heritage site to protect associated heritage values and the integrity of the heritage item or site;
3. There are measures to minimise obstruction of views of the heritage item from adjoining public spaces that may result from any future land use or development; and
4. The remainder of the site associated with the heritage item, heritage setting, or historic heritage site is of a size which continues to provide it with a suitable heritage setting to maintain the heritage values associated with the heritage item, or historic heritage site.

### SCHED2

#### HHA007 Gear Homestead 'Okowai'

##### Feature Description

Original house and ancillary buildings (including the woolshed). The Interior of Gear Homestead, with the exception of the kitchen and service area, is included in the schedule.

### SCHED3

#### HHB034 World War II Road Block

NZAA site number      N/A R26/284

### SCHED4

<u>HHS009 Titahi Bay Austrian State Houses</u>		
<u>Location &amp; legal Description</u>	<u>All houses on Te Pene Avenue (both sides) between Te Puke Street and Piko Street, including 1 Te Puke Street and 34 Opapa Street, but excluding rear sections and the dairy at 128 Te Pene Avenue</u>	<u>Statement of Significance</u> <u>The Austrian state houses are unique in New Zealand. Five hundred houses were built in Titahi Bay between 1953 and 1955 to provide low cost housing</u>

		<u>for a post-war generation. Austrian tradesmen were brought to New Zealand and employed to build the houses out of kitsets shipped from Austria.</u>
<u>Feature description</u>	<u>Representative Austrian State Houses</u>	
<u>HNZPT Listing</u>	<u>N/A</u>	
<u>NZAA site number</u>	<u>N/A</u>	<u>The selected houses are good examples of the Austrian State Houses, in their original form and location, with many original features. The houses are visible as an array on a well-used route and are placed in a row which showcases their form and character.</u>  <u>Relevant HH-P1 values: historic, physical, social, and representativeness</u>

### 32AA ANALYSIS OF CHANGES

#### CHANGES TO HH-P15 TO INCLUDE INTEGRITY

##### Effectiveness and efficiency

- As demonstrated in the evidence of Ms Dangerfield adding the suggested words on the integrity of a heritage item or site will effectively deliver on the PDP objective HH-O2 in better protecting historic heritage from inappropriate subdiviison.

##### Costs and benefits

- The benefit of the suggested amendment is that any future subdivision of historic sites will be assessed, including consideration of the integrity of the place. There are no costs invloved in the change.

##### Risk of acting or not acting

- The risk of not acting is that integrity may be missed in the assessment of subdiviiosn proposals of historic places.

##### Decision about the most appropriate action



- In my opinion it is appropriate to include the proposed amendment to HH-P15.

## **CHANGES TO HHA007 TO INCLUDE INTERIORS**

### **Effectiveness and efficiency**

- As demonstrated in the evidence of Ms Dangerfield explicitly including the interiors of Gear Homestead will effectively deliver on the PDP objectives HH-O1 and HH-O2 in identifying a range of heritage and in better protecting historic heritage from inappropriate modification.

### **Costs and benefits**

- The benefit of the suggested amendment is that the heritage values of the interior of the homestead will continue to be protected from inappropriate modification.
- The cost is that there may be the need for the property owner (Council) to undertake a resource consent process for alterations of the interior. Repair and maintenance would continue to be permitted under the PDP rule framework.

### **Risk of acting or not acting**

- The consequence of not acting is that only a portion of this identified historic place (the exterior) is protected from inappropriate development, with the corresponding risk that the integrity of this place may be diminished in the future.

### **Decision about the most appropriate action**

- In my opinion, and based on expert evidence, it is appropriate to include the interiors of this place in the schedule.

## **ADDING ARCHAEOLOGICAL SITE RECORD TO HHB034**

No 32AA analysis undertaken as this is an inconsequential change to the PDP.

## **TITAHI BAY AUSTRIAN STATE HOUSES**

### **Effectiveness and efficiency**

- The inclusion of a selection of the Austrian State Houses in SCHED4 will effectively deliver on the PDP objectives HH-O1 and HH-O2 in better recognising Porirua's diverse history, and protecting the City's heritage from inappropriate modification and development.

- By including only a relatively small area in the context of all the state housing in Porirua the District Plan can efficiently maintain and protect a representative area of historical housing, while at the same time providing for other objectives such as increasing housing choice and urban development.

#### **Costs and benefits**

- The cost of adopting this change is that the land owners (primarily Housing New Zealand) will have more restrictions in terms of resource consent processes on the use of the land for housing or other development
- The benefit is that a representative area of historical housing is protected from inappropriate use and development.

#### **Risk of acting or not acting**

- In the current policy environment with a broad recognition of the need for more housing development and intensification in areas like Porirua there is an increased likelihood of large scale re-development of state housing areas such as Titahi Bay. As such there is a high level of risk that by not including a representative area of historic houses this physical remnant of a unique period of Porirua and New Zealand History may be lost.

#### **Decision about the most appropriate action**

- In my opinion including a discreet section of historic housing in Titahi Bay is the most appropriate course of action, taking into account the PDP objectives, and relevant Section 6 matters.





# Site Record Form

**NZAA SITE NUMBER:** R26/284

**SITE TYPE:** Military (non-Maori)

**SITE NAME(s):**

**DATE RECORDED:**

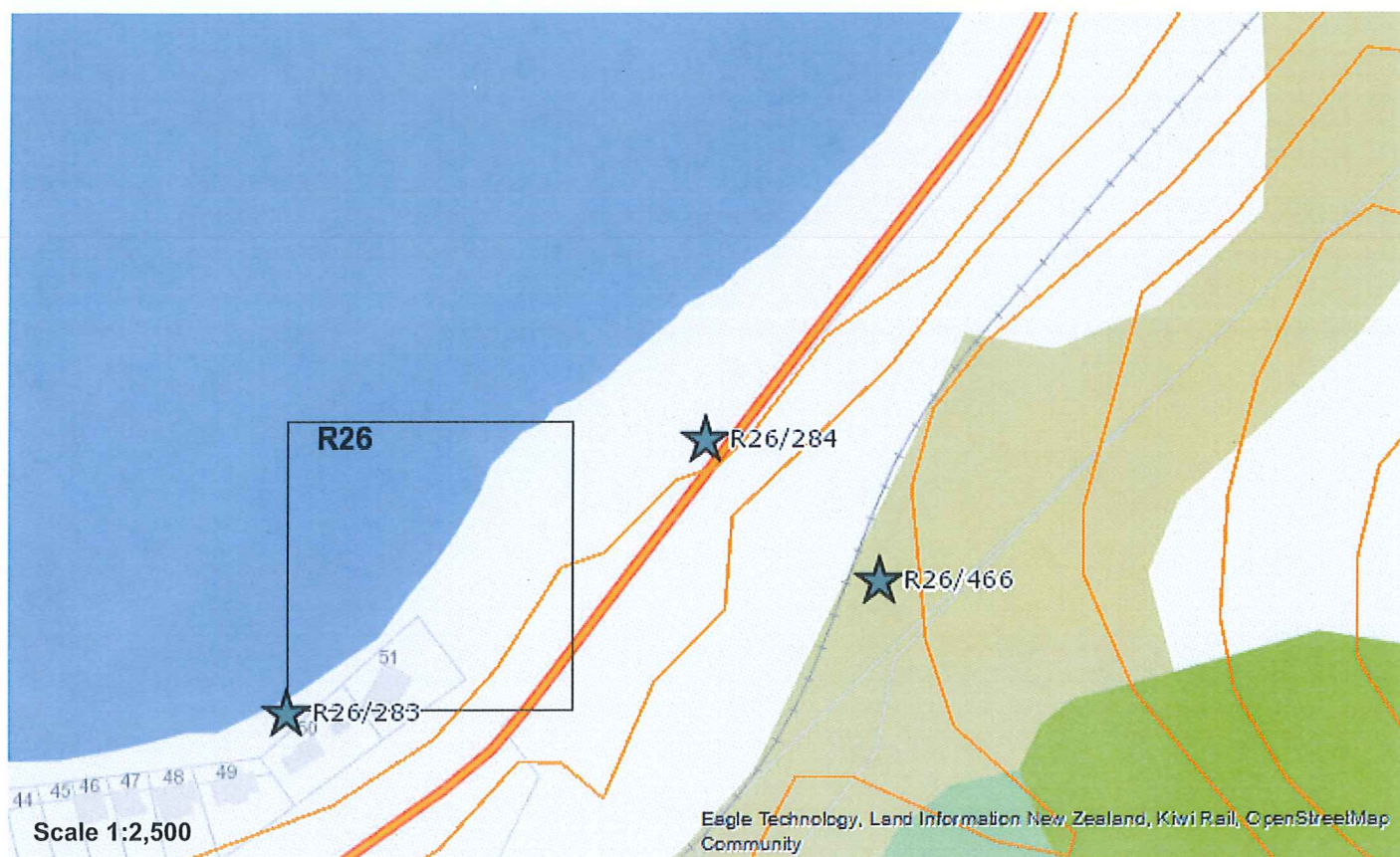
**SITE COORDINATES (NZTM) Easting:** 1759727

**Northing:** 5456380

**Source:** Handheld GPS

**IMPERIAL SITE NUMBER:**

**METRIC SITE NUMBER:** R26/284



**Finding aids to the location of the site**

East side of SH1, immediately north of prominent gut in hillside.

**Brief description**

Concrete World War II Road Block

**Recorded features**

**Other sites associated with this site**



<b>SITE RECORD HISTORY</b>	<b>NZAA SITE NUMBER:</b> R26/284
<p><b>Site description</b></p> <p>Concrete tank trap on inland side of SH1. The structure is a concrete block with a deep groove, into which a railway iron was dropped. There was a similar concrete block structure in the centre of the road and on the coastal road edge - these latter two have since been removed.</p> <p>History of a death caused by the structure attached, submitted by the author to the New Zealand Motor and Cycle Journal</p> <p><b>Condition of the site</b></p> <p>Highly visible in roadside bank/cliff. Remaining eastern portion is intact and structurally sound.</p> <p><b>Statement of condition</b></p> <p><b>Current land use:</b></p> <p><b>Threats:</b></p>	

<b>SITE RECORD INVENTORY</b>	<b>NZAA SITE NUMBER: R26/284</b>
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Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION <b>SITE RECORD FORM</b> NZMS260 map number R26 NZMS260 map name Paraparaumu NZMS260 map edition 1st 1983	NZAA METRIC SITE NUMBER R26/ <b>284</b> DATE VISITED 16 May 1998 SITE TYPE WWII road block SITE NAME: MAORI OTHER
Grid Reference Easting .2.6 6 9 7  . . Northing .6.0 1 8 0  .	
1. Aids to relocation of site (attach a sketch map)  East side of SH1 at roadside. Cliffs immediately behind. Immediately north of prominent gut in hillside. Very visible.	
2. State of site and possible future damage  Part that survives is good as concrete construction makes for a fairly durable feature. Presumably always at risk from road works.	
3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here)  Road blocks were created at points on the road where natural obstacles either side of the road made by-passing the road block difficult. They consisted of two solid block of concrete, one on each side of a road, and each with a slot to hold a barrier. Only the block on the eastern side survives at this site. Generally date to c.1942.  I recognised this only because of Owen Wilkes's Site Record Form (S14/202) describing one of these in Waikato.	
4. Owner Address Road Reserve	Tenant/Manager Address
5. Nature of information (hearsay, brief or extended visit, etc.) Photographs (reference numbers and where they are held) Aerial photographs (reference numbers and clarity of site)	
6. Reported by A. Walton Address DoC, P.O. Box 10420 WELLINGTON	Filekeeper Date <i>Swk</i> 20 May 1998
7. Department of Conservation (for office use)	
<u>FIH</u> Type of site <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">YY</span>	<u>AIAI</u> Present condition & future danger of destruction
<u>1-1-1</u> Local environment today	<u>PISI</u> Local body <i>PORIRUA</i>
<u>1-1-1</u> Land classification	

## A war-time tragedy at Pukerua Bay Ashley Blair

On 15 May 1942 Arthur Collin rode his 1936 3½ horsepower BSA motorcycle to the Nurses' Home at Wellington Public Hospital where he picked up his sister Marie. This was about 4:30 in the afternoon. They were heading off to Linton Military Camp. Arthur, who was a very experienced motorcyclist, had his pack on the tank and Marie had hers on her back. Just after they left the Nurses' Home the rear tyre punctured but they managed to get to Oates' motorcycle shop in Farish Street. The tyre repair took till about 6pm and before they rode off Arthur lit the acetylene headlight on the BSA. Although fiddly to use, acetylene headlights threw a very bright light. They travelled at a steady 25 miles per hour and at the Paremata Bridge Marie, who was watching the road ahead, saw a tank trap beside the road. Arthur commented, "We don't want to meet any more of those - we'll keep on the white line." In May 1942 the Battle of the Coral Sea had just been won but New Zealand still faced imminent threat of Japanese invasion. There were two types of tank trap at Paremata Bridge: large concrete prisms and bent sections of railway iron set into the ground. Unbeknown to Arthur and his sister a completely different type of tank trap had recently been constructed just north of Pukerua Bay. Officially known as a type-E Road Block, but popularly called a tank trap, the one at Pukerua Bay consisted of three massive concrete blocks six feet high, five feet wide and twelve feet long with grooves in the side. When the invasion occurred sections of railway iron were to be dropped into the grooves to slow down any Japanese advance towards Wellington. Two of the concrete blocks were at the side of the road: the third was right in the centre of the highway. The only warnings of this major obstruction were three standards with white reflectors immediately in front of the block. Since December 1941 Pukerua Bay had been part of the Headlight Restriction Area and all vehicles travelling at night were required to have their lights on dip.

Just before 7 pm the BSA struck the left side of the centre concrete block and Arthur Collin was killed instantly. The first person on the scene was Palmerston North veterinarian James Hill-Motion who found Arthur and his sister lying on the road and the motorcycle still upright but with the damaged headlight and the front wheel pushed into an oblong shape. Hill-Motion could find no pulse on Arthur and



described him as, "Cold and white." The next two people to arrive were sent by Hill-Motion to get help at Paekakariki and Pukerua Bay. The NCO in charge of the Home Guard at Pukerua Bay turned up and sometime later Constable Walter Peters arrived from Paekakariki. Marie was taken to Wellington Public Hospital by Wellington Free Ambulance. James Hill-Motion stayed at the scene until Arthur's body was taken to Paekakariki at about 8 pm.

Albert Collin, Arthur's father, identified the body. Dr Paterson of Paraparaumu examined the body and found severe fracturing of the skull, extensive brain laceration, the lower jaw fractured and wounds in the scalp. He said that extensive laceration of the brain was the cause of death. The next day Constable Peters and Albert Collin visited the scene of the accident and made extensive measurements. Albert Collin, a civil engineer, drew an extensive and detailed drawing with a plan view, side elevation, and north facing elevation of the centre block of the tank trap complete with detailed annotation. He even included the impact point of his son's head six and a half inches from the edge of the block and four feet four inches above the surface of the road. Of the reflectors he wrote: "All standards too high, intended only for side of road use & no allowance for camber. White reflectors do not signify "danger" only guidance. All standards loose in the ground & could be lifted. No standard was in alignment for its intended purpose ie:- illumination of the reflectors. Condition of reflectors – old, dirty, broken, battered, useless." Albert Collin also drew a remarkable three quarter view looking from seaward towards the cliff showing the tank trap and the B.S.A. motorcycle a moment before impact.

At the inquest on 13 July 1942 Coroner George Harper found:

1. That the central block of the tank trap, in the collision with which the deceased met his death, constitutes a serious obstruction to traffic in the main highway north of Pukerua Bay. It is situated approximately in the centre of the roadway.
2. That the sole warning device provided consists of standards fitted with reflectors which standards are placed at a distance of approximately two feet from the base of the centre and side blocks of the tank trap.



3. That in the circumstances the centre block of the tank trap is a source of danger to motorists approaching the tank trap during the hours of darkness.

He went on to recommend that the Hutt County Council and the Military consider the provision of lighting or illuminated signs near the tank trap to ensure reasonable warning be given at night to motorists approaching from either direction. Such safeguards, he said, should "be kept in operation except in times of actual war emergency."

By the time of Arthur Collin's inquest there had been another accident involving the Pukerua Bay tank trap. On 28 May at about 6 pm an International truck heading south was extensively damaged after hitting the central block. The driver suffered only minor abrasions and the truck, freed after ten minutes, was able to be driven back to Paekakariki. After this accident two red hurricane lamps were placed on the block but only until the damaged reflectors were replaced.

Early in 1943 there was no longer any fear of invasion and the Headlight Restriction was lifted. In September that year Army HQ sent out a circular ordering removal of emergency defence works, particularly those which posed a danger to the public. The Pukerua Bay block nearest the cliff was never removed and is there still, the only tank trap remaining in New Zealand on a main road. When you pass it remember Arthur Merrifield Collin, the victim of a device designed to keep the Japanese out of New Zealand

R26/284

Tank trap, State Highway 1

Images from google maps







## Site Record Form

**NZAA SITE NUMBER:** R26/734

**SITE TYPE:** Agricultural/ pastoral

**SITE NAME(s):** The wool shed

**DATE RECORDED:**

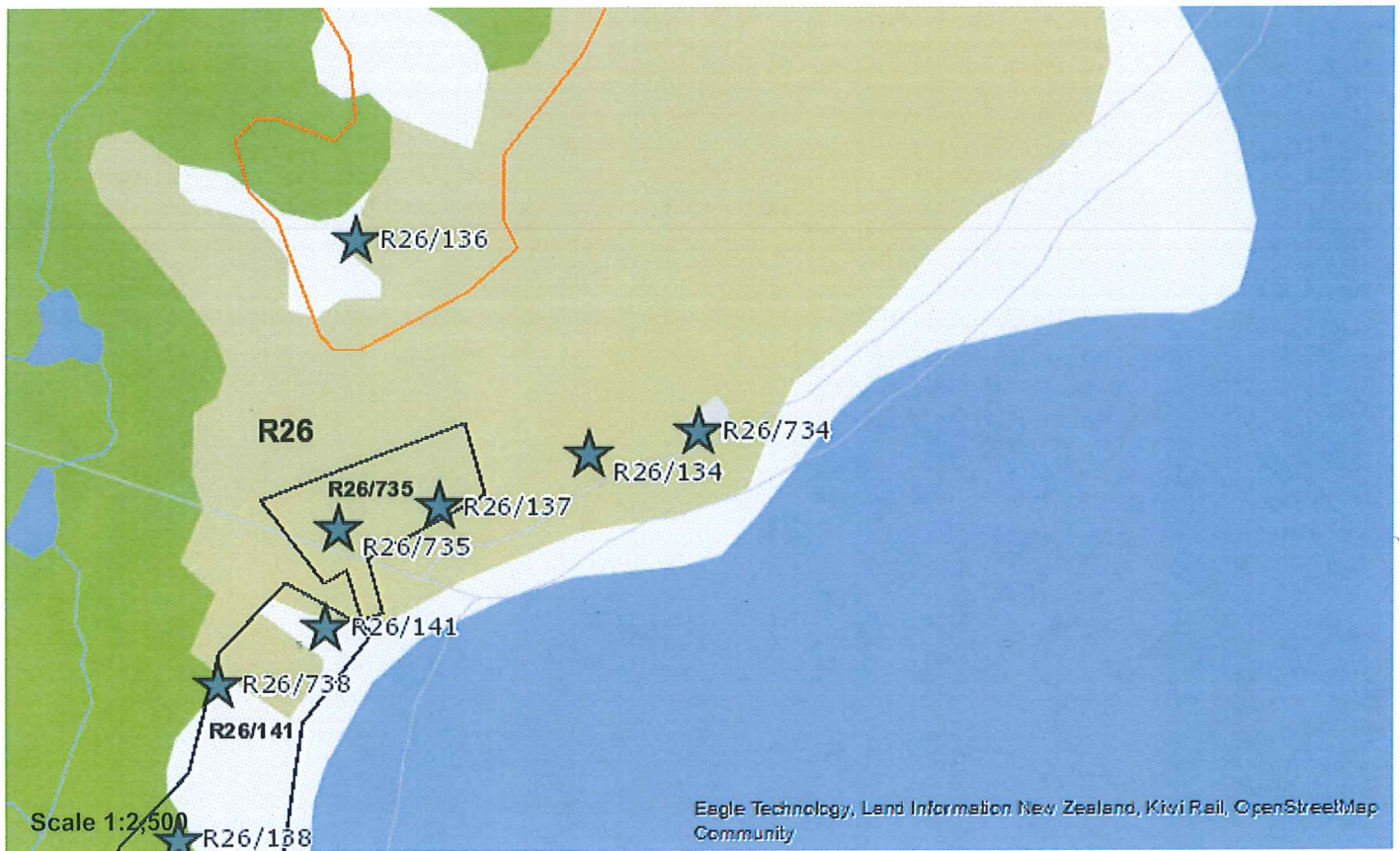
**SITE COORDINATES (NZTM) Easting:** 1750109

**Northing:** 5449528

**Source:** Handheld GPS

**IMPERIAL SITE NUMBER:**

**METRIC SITE NUMBER:** R26/734



**Finding aids to the location of the site**

Mana Island, at the southern end of the shingle flat, 180 metres northeast of the current boathouse and slipway

**Brief description**

Woolshed built prior to 1873. The building measures 30 x 27.5 feet, with a number of leanto additions on the northeast side.

**Recorded features**

Stock yard/ enclosure, Building - wool shed

**Other sites associated with this site**

SITE RECORD HISTORY	NZAA SITE NUMBER: R26/734
<p><b>Site description</b></p> <p>Updated 05/04/2019 (Field visit), submitted by andydodd , visited 07/03/2019 by Dodd, Andy Grid reference (E1750109 / N5449528)</p> <p>NZTM E1750109 N5449528 (handheld GPS).</p> <p>The wool shed on Mana Island was built prior to 1873. It is not shown on the 1865 survey plan (SO 10659), but the building and stock enclosures are clearly visible on the 1873 survey plan (SO 11047).</p> <p>Mana Island was purchased by the crown in 1865, while the Fraser brothers were still occupying and farming it. They appear to have still been in residence there in 1867 (Maysmor 2009:46) and possibly even as late as 1873, when the lease was issued to John Wright (Maysmor 2009:56). An early photograph of the wool shed shows an extensive area of post and rail stockyards on the western side of the wool shed (Maysmor 2009:62).</p> <p>The original building measures 30 x 27.5 feet, with a number of leanto additions on the northeast side. Concrete sheep dips have been added on the eastern (seaward) side and a small post and rail enclosure has been rebuilt from original materials on the western side.</p> <p>Inspected by Dodd, Andy</p>	
<p><b>Condition of the site</b></p> <p>Updated 05/04/2019 (Field visit), submitted by andydodd , visited 07/03/2019 by Dodd, Andy</p> <p>The cladding is largely not original, but the foundations and timber structure are. A small post and rail enclosure on the west side appears to have been rebuilt as a representation of the much larger enclosures visible in historic photographs and on old survey plans.</p> <p><b>Statement of condition</b></p> <p>Updated: 19/05/2019, Visited: 07/03/2019 - Fair - Some intact features, but others may be unclear or damaged</p> <p><b>Current land use:</b></p> <p>Updated: 19/05/2019, Visited: 07/03/2019 - Reserve/ recreation, Conservation land</p> <p><b>Threats:</b></p> <p>Updated: 19/05/2019, Visited: 07/03/2019 - Tree planting (other than forestry)</p>	



**SITE RECORD INVENTORY**

**NZAA SITE NUMBER: R26/734**

Supporting documentation held in ArchSite

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*Woolshed building viewed from the southwest (Dodd, 07.03.2019)*



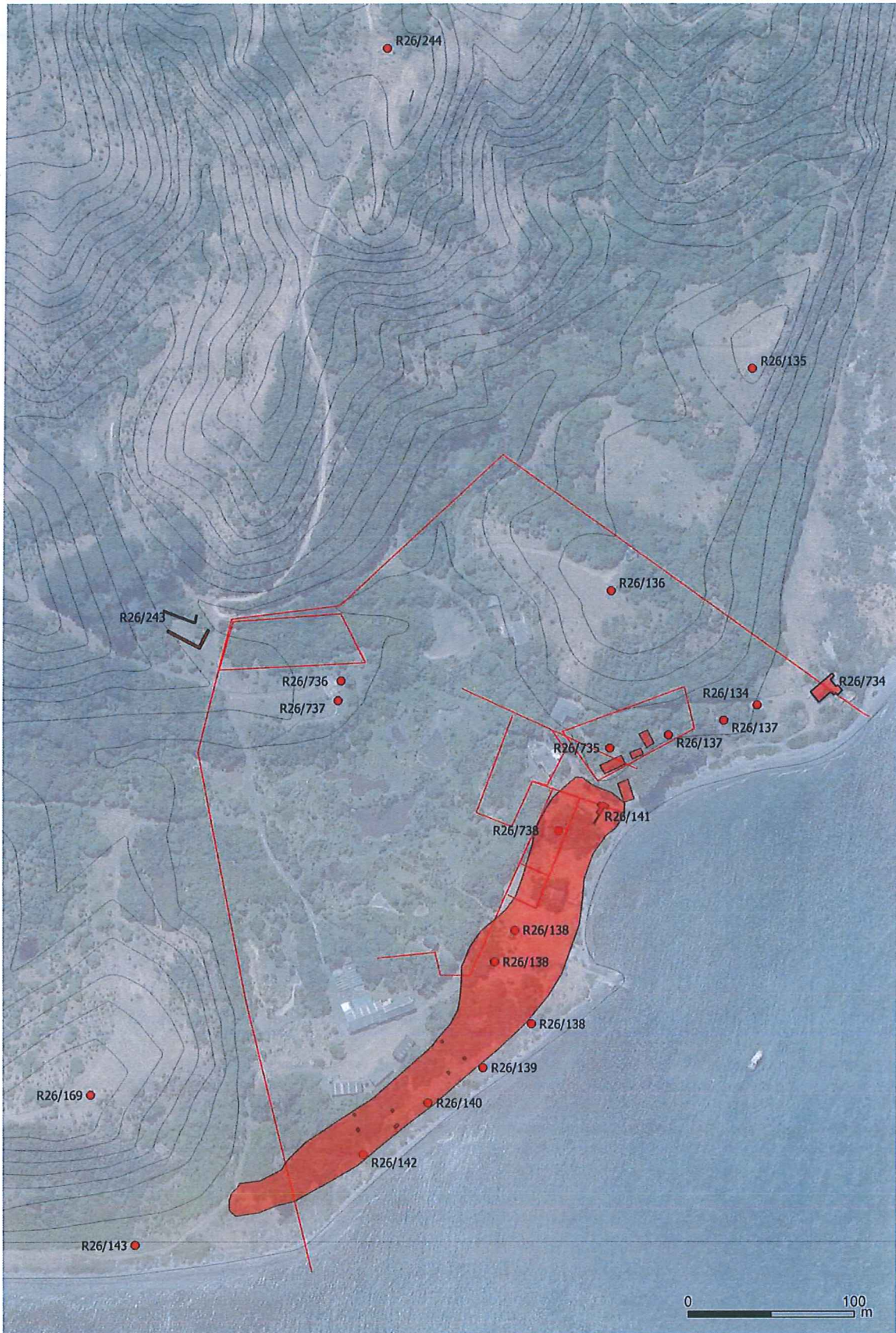
*Interior of woolshed (Dodd, 07.03.2019)*





Overlay of SO11047 (1873) onto 2012-13 aerial showing various buildings, fences and gardens in the landing area (Subsurface Ltd., 2019)





Location of recorded archaeological sites in the vicinity of the landing area (Subsurface Ltd., 2019)





Locations of recorded archaeological sites, Mana Island (Subsurface Ltd., 2019)