Cultural Impact Assessment

'Oruku Landing'
44A-48 Riverside Drive, Whangarei

Prepared on Behalf of:	Ngāti Kahu O Torongare Te Parawhau Hapū
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Te Parawhau	Pari Walker, Kaiarahi Te Parawhau
Date:	12 February 2020

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Intellectual property:

The cultural information in this report is the intellectual property of Ngāti Kahu O Torongare and Te Parawhau Hapū. Information contained in this report is to be used only by NDC (the applicant) or their authorised representatives for the purposes of the proposed 'Oruku Landing' at 44A – 48 Riverside Drive, Whangarei.

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1. INTRODUCTION

1.1 Nga Mihi

Te mea tuatahi e mihi atu ki te rungarawa mo tona wairua puta mai i runga tatau katoa. Tuarua e mihi aroha ki nga mate, ratau kua huru tuara kia tatau nga kanohi ora. Oti ra nga mihi ki koutou e titiro kaha ki tenei purongo, Tihei wa Mauriora.

In introducing this Cultural Impact Assessment (CIA) can we first acknowledge our spiritual wellbeing and those who have passed away. To the persons entrusted with the contents of this document, kia ora.

Ngāti Kahu O Torongare and Te Parawhau Hapū are connected through whakapapa and tātai to the whenua (land) highlighting shared historic events, which are defined by traditional kōrero tuku iho narratives appropriate to the project area and surrounds.

In relation to this proposal, various hui have affirmed that Ngāti Kahu O Torongare and Te Parawhau agree to work closely with each other within the kaupapa of mahitahi (common purpose). In emphasising this kaupapa, Ngāti Kahu O Torongare and Te Parawhau have provided strong collective thinking to give valued input to support this CIA.

Given that their responsibilities are driven by an obligation to preserve and protect their cultural wellbeing, it is also acknowledged that there will be differing perspectives held by both Hapū in certain aspects of their history. It is agreed that these differences should not detract from achieving this kaupapa. It is expected that this CIA will fulfil the duty imposed on them.

1.2 Scope and Limitations

The assessment of cultural effects discussed in this report are limited to the information provided in Cato Bolam's Infrastructure and Engineering Feasibility Report and the set of plans received 17 January 2020. A copy of these documents is provided at Appendix A and B. Any change in the proposal as described by these documents will require this CIA to be amended accordingly, or a new CIA prepared.

1.3 Background

Northland Development Corporation (NDC) seek resource consent from the Northland Regional Council (NRC) and Whangarei District Council (WDC) being the relevant consent authorities, to establish a hotel and apartment complex, commercial area and an Events

Centre at 44A-48 Riverside Drive, Whangarei. A 30 berth marina and jetty is also proposed in the coastal marine area.

The philosophy behind this proposal comes from a perceived lack of these types of facilities in the Whangarei District in the face of predicted future growth for the area and the combined increase in demand for visitors and locals alike for this kind of public amenity.

In January 2020, a new feasibility report was issued detailing several changes to the original proposal. These changes included the addition of a commercial area and removing one of the hotel complexes. It is noted also that one new set of plans provided showed a pedestrian bridge crossing the Hoteo River adjacent to to project site. However in a personal communication with Marc Forrester of Griffiths and Associates on 21 January 2020, Marc advised that this bridge does not form a part of the proposal and therefore is not included in this assessment.

2. CULTURAL IMPACT ASSESSMENT

2.1 Purpose

The primary objective of this CIA is to identify and assess the impact of the proposal upon the cultural values (both positive and adverse) of Ngāti Kahu O Torongare and Te Parawhau, here on in referred to as ('the Hapū') who have significantly strong whenua connections with the project area, and to provide means by which any adverse effects on the cultural values of the Hapū can be avoided, remedied or mitigated.

The purpose of the CIA can then be understood to:

1. Acknowledge the Hapū through Kaitiakitanga connections to the site and surrounding area.
2. Identify and document the Hapū's cultural values associated with their ancestral lands and waterways, in and around the project area.
3. Identify the potential effects (positive and negative) on the Hapū's cultural values for current and future generations, arising from the proposal.
4. Provide an assessment of those matters outlined in Part 2 of the RMA and other relevant legislation to evaluate the degree of effects on the Hapū's cultural values.
5. Determine appropriate measures to avoid, remedy or mitigate potential adverse effects on the Hapū's cultural values.

2.2 Methodology

The following methodology was employed in the preparation of this CIA:

- A walk over around the general project area.
- Several hui with Richard Shepherd and Pari Walker about the project.
- A hui with the NDC team to discuss intial project objectives.
- A review of the various draft consultants reports and plans (architecture landscape architecture, urban design and the cultural narrative assessment).
- A review of the provisions of the Resource Management Act 1991 and other relevant legislation.
- Research of previous reports prepared by the Hapū to aid in the understanding of the whakapapa and whaikorero specific to the site and surrounding area.
- Distribution of a draft CIA to Richard Shepherd, King George Cherrington, Takiri Puriri, Pari Walker and Fred Tito to review and discuss on behalf of the Hapū, and to enable their feedback to be incorporated into the final version.

2.3 NDC Engagement with the Hapū

NDC initiated consultation in 2018. This involved a number of hui with key members of both hapū. Initially with engagement between the NDC and Te Parawhau's Relationship Manager, Mira Norris and Kaiarahi, Pari Walker.

Following this consultation, Te Parawhau provided in-principle support for the project by way of a media release.

Shortly thereafter Te Parawhau assisted in building the relationship with NDC on Cultural matters during the initial Concept Stage.

Subsequent to these initial discussions, both Te Parawhau and Ngāti Kahu O Torongare have agreed to provide a bi-partisan response to the CIA request.

It should be noted that in recent times, the project scope has undergone a number of changes.

Richard Shepherd and Jade Kake, representatives of the Hapū sit on the governance board and have to date been involved in the planning and design stage, principally through the commissioning of a cultural design narrative, seeking to inform certain aspects of the project design.

3. THE PROPOSAL

3.1 Site Description

The subject site is located at 44A-48 Riverside Drive, Whangarei and is legally described as Lot 1 – 4 DP 40643.

The site occupies an area comprising 1.2432 ha of reclaimed land and is zoned Riverside Sub-Environment of the Town Basin Environment.

Located on the eastern bank of the Hoteo River, just south of 'The Town Basin', the site, roughly rectangular in shape, backs onto Riverside Drive and sits immediately below the Mackesy Bush Reserve at the foot of Parihaka Maunga (Mountain).

Land use

The existing landuse comprises mainly industrial and commercial activities and includes marine vessel sales, maintenance, and storage facilities.

The Hatea Loop walkway, a 4.2 km public walking and cycle track that circumnavigates the waterfront area extends along the site's southern boundary that adjoins the Hoteo River.

Watercourses

The Waitaua Stream just north of Kamo, flows southeast through Tikipunga and meets the main waterway that has its origins from a major aquifer/spring system at Pehiaweri Marae in Glenbervie. This water course passes through Otuhihau (Whangārei Falls) and into the Hoteo River (The Calabash). As it meanders through Mair Park, the Hoteo River flows on into Te Ahipūpūrangi a Īhenga (the Whangārei Town Basin) and past the project site which adjoins the Hoteo's eastern bank before continuing on to Whangārei Terenga Parāoa (Whangārei Harbour) on to Te Moananui a Kiwa. This system of waterways is the most significant in the Whangarei township.

Topography

As mentioned the land that the site currently occupies is the result of reclamation works, circa 1924. The land is mostly flat and bounded on the western perimeter by the Hoteo River and on the eastern perimeter by Riverside Drive. Immediately east of Riverside Drive the topography ascends to the foothills of Parihaka Maunga and on the southern end of Oruku Pā.

Vegetation

The site is highly modified. Other than a number of mature Pohutukawa planted along the frontage of Riverside Drive, the site is void of vegetation.

A small cluster of mangroves are however growing at the northern end of the site. A few wildling Pohutukawa are established within the seawall that adjoins the Hoteo River.

Heritage Features

No visible heritage features exist on the site as the site has been significantly modified over time to accommodate large scale reclamation works and activities associated with road works. The site is located within close proximity of Oruku Pā.

Illustration 3.1 Aerial Photo of the Site – outlined in yellow

Source: WDC GIS IntraMaps download date 10 September 2019

3.2 The Proposal

The proposal consists of the following:

- A multipurpose events centre;
- A four star hotel;
- An apartment complex;
- A commercial area (approx. 7 units) located beneath the apartment complex;
- Onsite parking building including a basement level;
- An adjoining rising boardwalk, promenade;
- A 30 berth marina and jetty[1].

Events Centre

A multipurpose event centre capable of being used for a community space, conference centre and theatre to accommodate approximately 2000 people. This is proposed for the north-eastern end of the site[2].

Four Star Hotel

A four star hotel is proposed, with approximately 132 serviced rooms over four levels[3] is planned to located centrally within the site, perpendicular to the eastern and western boundaries[4].

Apartment Complex

One apartment complex containing approximately 25 apartments[5]. This is located in the north-western part of the site.

Commercial Area

A commercial area, comprising approximately 7 units[6] is proposed beneath the apartment block.

Parking Building

A parking building is proposed for the north-western part of the site, adjacent to Riverside Drive and will consist of 2 levels including a basement level, accommodating approximately 206 car parks[7].

1 Cato Bolam. (Jan, 2020). *Engineering & Infrastructure Feasibility Report, Northland Development Corporation, Okuru Landing, 48 Riverside Drive, Whangarei.* Unpublished report
2 Ibid.
3 Ibid.
4 Ibid.
5 Ibid.
6 Ibid.
7 Ibid.

Marina, Jetty and boardwalk

An adjoining rising boardwalk, promenade, a 30 berth marina and an all tide jetty is proposed to be located on the Hoteo River in front of the site.

Access

The site will continue to gain access via Riverside Drive. Several access crossings currently established along the road frontage. Due to the road classification (Arterial Road) with 4 lanes of traffic with a raised central median strip, only two access crossings are capable of turning east and west out of the site by utilising a central median[8].

Wastewater

The Cato Bolam feasibility report (January 2020) highlights a high peak flow rate for the proposed wastewater discharge and suggests significant downstream effects. It is assumed from the feasibility report that wastewater would be fed to an existing 225 mm diameter sewer main located on the opposite side of Riverside Drive. The report highlights deficiencies in councils operational wastewater network and existing (apparent) capacity constraints giving rise to surcharge events. It is noted, that the Whangarei District Council (WDC) have plans to upgrade capacity on this part of the network.

To allow an accurate determination of current capacity, the Cato Bolam report recommends a full assessment of the existing pumps and a wastewater capacity assessment with the assumed curve data followed by a wastewater capacity assessment with dynamic modelling for the pump station.

The additional flow from the proposal will be required to work within this model along with details of connection to the sewer network and any new infrastructure proposed[9].

Water Reticulation

The site is connected to WDC's reticulated water network. These connections will be extended to service future development within the site. Backflow preventers are required to reduce the potential for contamination risk[10].

8 Ibid.
9 Ibid.
10 Ibid.

Earthworks

Earthworks are proposed over the full site (1.2 Ha). It is assumed all cut volumes are to be exported from site. This will include some contamination material[11].

The Cato Bolam feasibility study has used a ground floor level of R.L. 3.0m for the car park and apartment building and R.L. 2.5m for the events centre and hotel. These figures are taken from the current concept design. From this, approximately 7000 m^3 cut to waste is calculated. Approximately 1800 m^3 hardfill volume is required to reach design subgrade levels[12].

Dredging

The proposal includes a marina facility and all tide access to a jetty in front of the site[13]. Significant dredging of the Hoteo River is anticipated with estimated volumes of approximately 20,000 m^3 of cut material over an area of approximately 11,000 m^2. With allowance for 300 mm of over dredging, this volume may increase to 31,168 m^3 (M. Forrester, personal communication, February 4, 2020.

Stormwater Servicing

Cato Bolam have undertaken an assessment of the existing stormwater infrastructure in and around the site as well as the proposed management of stormwater following the development. Considerations have been given to the flooding hazard that applies to the site and how the proposed buildings will influence the overland flow paths.

It is noted that the existing site is entirely impervious. Living roofs and pervious pavement technologies are included in the proposal.

All stormwater is proposed to be treated prior to being discharged from the site. Cato Bolam are of the opinion that no attenuation is therefore proposed as there will be no additional impervious surfaces and in consideration of the sites location next to the Hoteo River.

11 Ibid.
12 Ibid.
13 Ibid.

3.3 Resource Consents Sought

Regional and District Council consents are required for this proposal.

Overall, the proposal is a discretionary activity with respect to the Whangarei District Council jurisdiction and a non-complying activity with respect to the Northland Regional Council.

A summary of the resource consents required was provided by Reyburn & Bryant Ltd in November 2019. However, the proposal has changed since this information was provided. A copy of this resource consent was not available at the time of preparing this assessment. As such, any deviation to the project scope, extent of works outlined in the sections above will likely require a new or revised CIA.

4. NGĀTI KAHU O TORONGARE/TE PARAWHAU

4.1 History and Association with the Project Area

4.1.1 Ancestral Lands and Rohe

The project area is located within The Hapūs' ancestral lands.

The tribes of Whangārei descend from tupuna who migrated by waka from the central Pacific. Significant migratory patterns are evidenced by the arrival of tupuna waka landing at Whangārei Terenga Parāoa among them Tūnuiārangi, Ruakaramea, Moekākara.

In earlier times Whangārei was occupied by Ngai Tāhūhū who arrived on Tū Nui ā Rangi. For many generations Ngai Tāhūhū enjoyed a position of power and influence. They were one of the major tribes in a large area extending from Otahuhu Tamaki Makaurau in the south to Pouerua in the north. The other tribe was Ngati Tū.

By the early 1700's, through inter-tribal warfare Ngai Tāhūhū were eventually displaced by Ngati Ruangaio. Under protection of the Ngati Ruangaio Rangatira, Ponaharakeke, the remaining Ngai Tāhūhū and Ngati Tū descendants settled on the western shores of Whangārei Terenga Parāoa[14].

Ngati Ruangaio, led by Te Ponaharakeke through a confederation of other chiefs which included Waikare, Te Ngarokiteuru, Tawhiro and his sons Tirirau 1st and Te Tokaitawhio defeated Ngai Tahuhu and Ngati Tu in a major battle from Pouerua through Whangārei Terenga Parāoa.

The lands were divided among the Ruangaio victors. Some also took Ngai Tāhūhū wahine as wives. Waikare took Pukenui and land to the north[15]. Te Ngarokiteuru gaining land to the north at Ngararatunua for his Ngati Kahu people.

As the Paramount Chief, Ponaharake assumed status over the lands and settled in Whangarei at Pukawakawa Pā. Te Kahore settled at Toe Toe. Tawhiro and his sons settled further south at motu Kiwi and Otaika.

After further inter-tribal warfare, following key events Ngati Ruangaio adopted the tribal name Te Parawhau whose leader Kukupa, the eldest son of Te Tokaitawhio, became Te

[14] M. Fletcher. (2018). *Otaika Quarry – Proposed Overburden Disposal Area, Cultural Report Assessment of Effects on Maori Values.* Unpublished report.
[15] M. Fletcher, etal. (2010). *Pohe Island CIA.* Unpublished report.

Parawhau's first Paramount Chief. Kukupa forged strong alliances with many other Hapū, those alliances remain in place today through eventual inter Hapū whanau relationships.

The project area forms part of the Cultural and Archaeological Landscape which has great significance to the Hapū (and other hapū of the surrounding areas). Within this landscape are waahi tapu, waterways, maunga and the suburbs of Whangarei City.

4.1.2 Kaitiaki and Kaitiakitanga

As kaitiaki, the Hapū have a responsibility to all other Hapū in the area which includes nurturing Mana Nga Atua, Mana Moana, Mana Whenua, Mana Tangata, Mana Ao Turoa.

Kaitiakitanga, means more than just mere guardianship, it is the intergenerational responsibility inherited at birth, which is passed down from generation to generation to care for the environment. The Hapū are also responsible for both mātauranga māori and tikanga māori in relation to the management of their resources.

Kaitiakitanga is not only about protecting the life supporting capacity of resources, but of fulfilling spiritual and inherited responsibilities to the environment, maintaining mana over those resources and ensuring the welfare of the people those resources support. This also means that as part of their responsibilities, the Hapū have a continuous and ongoing obligation to protect and use their natural resources and to interact and associate with their taonga and wāahi tapu. In this way, the legacy of kaitiakitanga is passed from one generation to another.

4.1.3 The Project Site and Cultural Significance

The site is located on the eastern bank of the Hoteo River, at the foot of Parihaka maunga and forms the southeast flank of Oruku Pā.

Parihaka

Parihaka is one of the most significant maunga for iwi and hapū throughout Te Taitokerau (Northland)[16]. It was once home to more than two thousand people, and a place where several significant battles were fought. At the start of the 19th century, Whangārei was occupied by a number of interrelated hapū. Among them Te Parawhau under their

[16] Whangarei District Council. (ND). *Parihaka*. Retreived from http://www.wdc.govt.nz/FacilitiesandRecreation/WalksTrails/Pages/Parihaka.aspx

paramount chief, Kukupa. Kukupa and his hapū performed a haka of defiance on top of the steep cliffs, defending Parihaka from their enemy circa 1750's that gave the area its name[17], the Haka of Te Parawhau or Parahaka[18].

Parihaka is still recognised as one of the most impressive and largest pā sites in Te Tai Tokerau. It contained many mahinga kai which included the subject site[19].

Winiwini, a Ngati Kahu Rangatira was one of the last remaining chiefs who resided on Parihaka. When Europeans first arrived in the area, koiwi (bones) still lay on the mountain. In 1839 when Gilbert Mair purchased the Tamatawhiti block (now Mair Park), Winiwini's bones were exhumed and relocated to a safe place[20].

Oruku Pā

The site originally formed the southeast flank of Oruku Pā. Riverside Drive residential development and surrounding local roads now dissect the original pā.

Oruku Pā was a look out and provided security for the traditional landing place (Te Pou Herenga Waka) where visitors tethered their waka.

Hoteo River

Ngā awa (the rivers) are the life force or the mauri that sustains the people (he tangata) and the land. The Hoteo River was central to the lives of tangata whenua (people of the land), as it was mahinga kai, a means of transport for waka and provided access to fishing grounds, and strategic locations for settlements[21].

Pohe Island/ Te Ahipūpūrangi-a-Īhenga and Hīhīaua

A number of other significant sites such as Pohe Island, Te Ahipūpūrangi-a-Īhenga and Hīhīaua surround the site, all of which have significant historical and cultural importance.

[17] Carpenter, J. (2019). *Archaeological Assessment of the Riverside Entertainment and Hotel Precinct*. Unpublished report.
[18] M. Fletcher, etal. (2010). *Pohe Island CIA.* Unpublished report.
[19] Author unknown. (ND). *Cultural Landscape Whangarei Boys High School Ngati Kahu O Torongare: The cloak of Torongare*. Unpublished document.
[20] bid.
[21] Kake, J. (2019). *Riverside Hotel and Entertainment Precinct, Cultural Design Report*. Unpublished report.

5. LEGISLATIVE FRAMEWORK

There are a number of acts and statutory documents that provide for the recognition of tikanga Māori and cultural values that need to be acknowledged in the context of this report. These are discussed below:

5.1 Te Tiriti o Waitangi

Te Tiriti o Waitangi (Te Tiriti) has constitutional significance and is regarded as the founding document of New Zealand (Aotearoa).

The articles contained within Te Tiriti and its principles are referenced in legislation, including the Resource Management Act 1991 (RMA). Te Tiriti is the underlying foundation for the Crown (which includes local authorities as representatives of the Crown) and iwi/hapū relations with regard to resource management. Protecting the values and interests of tangata whenua and enabling Māori to exercise their resource management are obligations under Te Tiriti.

The principles of Te Tiriti include:

(a) Rangatiratanga – the duty to recognise Māori rights of independence, autonomy and self-determination. This principle empowers Māori to determine and manage matters of significance to them.

(b) Partnership – the duty to interact in good faith and in the nature of a partnership. This includes a sense of shared enterprise and mutual benefits; where each partner must take into account the needs and interests of the other.

(c) Active protection – the duty of the Crown to proactively protect the rights and interests of Māori, including the need to build Māori capacity and capability.

(d) Mutual benefit – the need to recognise that benefits should accrue to both Māori and non- Māori, and that both must participate in the prosperity of Aotearoa.

(e) The right of development – recognising that Treaty rights are not confined to customary uses or the state of knowledge as at 1840, but include an active duty to assist Māori in the development of their properties and taonga.

Comment:

Rangatiratanga empowers Māori to determine and manage matters of significance to them. As mentioned above, the site, Oruku Pā and the Hoteo River are of great cultural significance to the Hapū. The site and surrounding areas is located within their ancestral lands and waterways.

Protecting the Hoteo River and Whangārei Terenga Parāoa is of paramount importance to the Hapū. The hapū exercise their right in accordance with the principle of rangatiratanga under Te Tiriti.

Partnership – as Te Tiriti partners (representatives of the Crown), Northland Regional Council and the Whangarei District Council have a duty to act in good faith in the nature of partnership with the Hapū. In accordance with Te Tiriti, they must take into account the needs and interests of the hapū to protect the site and surrounding waterways which are wāahi tapu, wāahi taonga and within their ancestral lands.

Active protection - the Crown (which includes Northland Regional Council and the Whangarei District Council) have a duty to proactively protect the site in keeping with the Hapū's rights and interests.

Protecting the Hapū's values and interests and enabling them to exercise resource management are also obligations under Te Tiriti[22].

Mutual Benefit – benefit should accrue for both hapū and the wider community. The nature and details of such benefit should be agreed upon in consultation with the Hapū.

[22] Gooder, C (2018). *Cultural Values Assessments. Negotiating kāwanatanga and rangatiratanga through local government planning processes in Aotearoa, New Zealand: a review of the literature*. Auckland Council technical report, TR2018/008.

5.2 The Resource Management Act 1991

Part 2 of the RMA requires the consideration of Māori values.

As outlined in section 5, the purpose of the Resource Management Act (RMA) is to promote the sustainable management of natural and physical resources. This means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety.

All persons exercising functions and powers under the RMA must, as a *matter of national importance*:

- under section 6(e), recognise and provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāahi tapu and other taonga;
- under section 6(f), recognise and provide for the protection of historic heritage from inappropriate subdivision, use and development;
- under section 6(g), recognise and provide for the protection of recognised customary activities, as a matter of national importance;

All persons exercising functions and powers under the RMA shall have particular regard to:

- under section 7(a), kaitiakitanga; and
- under section 7(aa) the ethic of stewardship.

Under section 8, all persons exercising functions and powers under the RMA shall take into account the principles of the Te Tiriti o Waitangi (matters listed above).

Comment:

The site sits on what was once the Hoteo River, a taonga to the Hapū. Any activity that impacts the river also translates to an impact upon the greater harbour, Whangārei Terenga Parāoa. The Hoteo River and surrounding Te Ahipūpūrangi-a-Īhenga were areas where an important connection between land and water was maintained by the Hapū's ancestors (tupuna). Located at the southwest end of Oruku Pā, the site was also traditionally used as a landing place for waka.

In accordance with Part 2 of the RMA, all persons exercising functions and powers under the Act must, as a matter of national importance, recognise and provide for the Hapū's relationship with the site and surrounding area (land and waterways) as these lie within their ancestral lands. Protection must be provided for historic and cultural heritage and recognised customary activities traditionally undertaken within the site and the surrounding lands and waterways.

Under section 7, as kaitiaki, the Hapū have a responsibility to safeguard the site and surrounding area from harm. The proposal has the potential to give rise to adverse effects on the terrestrial and marine environment. As such, the Hapū must be satisfied that appropriate measures are implemented to avoid these effects.

All persons exercising functions and powers under the RMA *shall take into account* the principles of Te Tiriti under section 8.

5.3 New Zealand Coastal Policy Statement 2010 (NZCPS)

The NZCPS states a number of objectives and policies in order to achieve the purpose of the Act (RMA) in relation to the coastal environment of New Zealand and specifically Te Tiriti and the role of tangata whenua as kaitiaki. It contains a number of policies and objectives that have important context to this proposal. Key amongst them are;

Objective 3: To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:

- recognising the ongoing and enduring relationship of tangata whenua over their lands, rohe and resources;
- promoting meaningful relationships and interactions between tangata whenua and persons exercising functions and powers under the Act;
- incorporating mātauranga Māori into sustainable management practices; and
- recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua.

Policy 2: The Treaty of Waitangi, tangata whenua and Māori

In taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga, in relation to the coastal environment the following clauses :

a. recognise that tangata whenua have traditional and continuing cultural relationships with areas of the coastal environment, including places where they have lived and fished for generations;

c. with the consent of tangata whenua and as far as practicable in accordance with tikanga Māori, incorporate mātauranga Māori[1] in regional policy statements, in plans, *and in the consideration of applications for resource consents*, notices of requirement for designation and private plan changes;

d. provide opportunities in appropriate circumstances for Māori involvement in decision making, for example when a consent application or notice of requirement is dealing with cultural localities or issues of cultural significance, and Māori experts, including pūkenga[2], may have knowledge not otherwise available;
f. provide for opportunities for tangata whenua to exercise kaitiakitanga over waters, forests, lands, and fisheries in the coastal environment.
g. in consultation and collaboration with tangata whenua, working as far as practicable in accordance with tikanga Māori, and recognising that tangata whenua have the right to choose not to identify places or values of historic, cultural or spiritual significance or special value:

Comment:

The site and surrounding areas (land and waters) are highly significant to the Hapū.

The proposal will give rise to adverse cultural effects on these taonga. As kaitiaki, mitigation measures in accordance with mātauranga and tikanga Māori are required. On-going collaboration with the Hapū throughout the life of this project is necessary.

5.4 Marine and Coastal Area (Takutai Moana) Act 2011

The Marine and Coastal Area (Takutai Moana) Act 2011 sets in place a regime to:

1. (a) Recognise the mana tuku iho exercised in the common marine and coastal area by iwi, hapū, and whānau as tangata whenua;
2. (b) Acknowledge Te Tiriti o Waitangi; and
3. (c) Promotes the exercise of customary interests of iwi, hapū and whanau in the common marine and coastal area of New Zealand;
4. (d) Ensure the protection of the legitimate interests of all New Zealanders in the marine and coastal area of New Zealand.

Comment:

An application has been lodged with the Courts to recognise the Hapū's customary interests in Whangārei Terenga Parāoa. A customary claim has not been made for the Hoteo River. Nonetheless, as the Hoteo River is located within the marine and coastal area[23] and discharges into Whangārei Terenga Parāoa, any effect on the river will impact the wider marine environment including Whangārei Terenga Parāoa and the area covered in the customary claim under the Takutai Moana Act.

[23] Northland Regional Council. (2020). *Regional Coastal Plan, Appendix 1: Cross-River Coastal Marine Area Boundaries, 1.2 Whangarei District*. Retrieved from https://www.nrc.govt.nz/media/10758/regionalcoastalplanappendix1whangareidistrict.pdf

5.5 Heritage NZ Pouhere Taonga Act 2014

The Heritage New Zealand Pouhere Taonga Act 2014 promotes the identification, protection, preservation and conservation of the historical and cultural heritage of New Zealand.

It is administered by Heritage New Zealand Pouhere Taonga (formerly the Historic Places Trust). The Heritage New Zealand Pouhere Taonga Act contains specific provisions relating to the protection of archaeological sites, historic places and historic areas. Ngā taonga tuku iho nō ngā tupuna (Māori heritage) comprises a wide range of different places and items from the physical and tangible, to the natural environment and the intangible.

It recognises Māori values in the following ways:

- The Heritage New Zealand Pouhere Taonga Act ensures that Heritage NZ works collaboratively with Tangata Whenua and with any scientific investigation of a site of interest to Māori that requires the consent of the appropriate iwi or hapū.
- In the case of sites of interest to Māori, the archaeologist approved to undertake archaeological work under an authority must have skills and competencies relating to recognising and respecting Māori values and have access to appropriate cultural support.

Comment:

It is noted that an archaeological assessment of the project site has been undertaken by Jono Carpenter of Geometria. The assessment details the history of the site and its surrounds and broadly covers pre-European history, along with details of Maori occupation and traditional uses of the area. A copy of this report can be found at Appendix C.

5.6 Planning Policy Framework Documents and Plans

The following planning and policy documents are of relevance to Māori cultural values in relation to the proposal;

5.6.1 Regional Policy Statement for Northland (RPS)

The purpose of the RPS is to promote sustainable management of the region's natural and physical resources. Of importance to Māori and listed among the statement's guiding principles is;

> Partnership with tangata whenua
>
> *'In recognition of the partnership principles in Te Tiriti o Waitangi, and the benefits of working in partnership, tangata whenua have a key role in resource management'.*

The following objectives and policies are directly relevant to the Hapū's role as kaitiaki and the regional and district council's obligations to provide for the Hapū's involvement in resource management, particularly where it affects their taonga.

> Objective 3.1.2 - Tangata whenua role in decision making states;
>
> *'Tangata whenua kaitiaki role is recognised and provided for in decision-making over natural and physical resources.'*
>
> And informs that;
>
> *'Tangata whenua are the kaitiaki of their traditional taonga, while the regional and district councils have delegated authority from the Crown to manage Northland's natural and physical resources. In keeping with the partnership principles of the Treaty of Waitangi and the Resource Management Act 1991 (sections 6(e), 7(a) and 8), the regional and district councils must provide for tangata whenua involvement in resource management, particularly where it affects their taonga'.*
>
> Section 8 Policies and methods - Tangata whenua
>
> 8.1.1 Policy – Tangata whenua participation
>
> *'The regional and district councils shall provide opportunities for tangata whenua to participate in the review, development, implementation, and monitoring of plans and resource consent processes under the Resource Management Act 1991'.*
>
> *'This policy supports the relationship of tangata whenua with the natural and physical environment by providing opportunities for their input into resource management processes'.*

8.1.2 Policy – The regional and district council statutory responsibilities

'The regional and district councils shall when developing plans and processing resource consents under the Resource Management Act 1991 (RMA):

(a) Recognise and provide for the relationship of tangata whenua and their culture and traditions with their ancestral land, water, sites wāahi tapu, and other taonga;
(b) Have particular regard to kaitiakitanga; and
(c) Take into account the principles of the Treaty of Waitangi including partnership'.

8.1.3 Policy – Use of Mātauranga Māori

'The regional and district councils shall provide opportunities for the use and incorporation of Mātauranga Māori into decision-making, management, implementation, and monitoring of natural and physical resources under the Resource Management Act 1991'.

8.1.5 Method – Statutory plans and strategies

'The regional and district councils shall:

(a) Engage with iwi authorities at the earliest possible stage of any review and / or change to plans developed under the Resource Management Act 1991(RMA) to agree appropriate mechanisms for tangata whenua pārticipātion and consultation; and

(b) Include an analysis of the effects of any resource consent application on tangata whenua and their taonga, including details of any proposed measures to avoid, remedy, or mitigate effects and consultation undertaken, in all regional and district council reports on resource consent applications'.

Comment:

The RPS provides further statutory recognition of tangata whenua's traditional role as kaitiaki, recognises the Hapū as mana ki te whenua and ensures Hapū the opportunity to exercise resource management over all activities proposed within their ancestral lands and waterways.

5.6.2 Operative Whangarei District Plan

The RMA informs much of the district plan's policy framework in relation to Māori issues.

Of most relevance to this report are the District Plan's Objectives and Policies in Chapter 7 'Tangata Whenua', and in particular, Objectives 7.3.1 and 7.3.2 which set out to;

- ensure that priority is afforded to the act of protection of taonga of tangata whenua and to the relationship of tangata whenua and their culture and traditions with their ancestral lands, water, sites, wāahi tapu and other taonga; and to;

- enable tangata whenua to exercise rangatiratanga and kaitiakitanga over their ancestral lands, waters, sites, wāahi tapu and other taonga in the District.

Policy 7.4.2 Sites of Significance to Māori

'ensures that land use, subdivision and development does not adversely affect Sites of Significance to Māori, or other taonga identified in the District Plan or Hapū Environmental Management Plans'.

Comment:

The significance of the proposed project site set in the context of how the Hapū exercised traditional practices including kaitiakitanga and rangatiritanga within an extensive period of uninterrupted occupation, is considerable. Over time, hapū members and their tupuna have witnessed the steady desecration of these lands and waterways (taonga) and with it the erosion of their ability to exercise these traditional practices and inherited responsibilities. As a consequence their mana (prestige, power) has been stripped and the mauri of their taonga degraded.

Crucial to hapū with any proposed development is a level of input that ensures the project does not further diminish but rather helps to restore the mauri of the area, upholding the cultural values of the Hapū and has a net positive benefit to the community it serves.

5.6.3 Plan Change 100: Sites of Significance to Māori

As a part of the rolling review process, WDC are currently preparing a plan change to identify sites of significance to Māori. This plan change, 'Plan Change 100' is designed to preserve and protect Sites of Significance to Māori. Operational Procedures and Guidelines for WDC staff are also being developed as a part of this plan change.

Comment:

Owing to the historical significance of the project site as a landing place for waka, the Hoteo River and the residual land area associated with Oruku Pā should be included in this plan change. The plan change is in the information gathering stage and is not fully operative, however it signals WDC's intent for such sites to be identified and appropriate protection afforded. Engagement with the Hapū is required to discuss these matters fully.

5.6.4 Hapū Environmental Management Plans

There are no Hapū Environmental Management Plans relevant to this proposal.

6. CULTURAL VALUES

6.1 Hapū Cultural Values

The project site is located on a reclaimed portion of the eastern bank of the lower Hoteo River at the foot of Pārihaka maunga adjacent to what was Oruku Pā. The project site and surrounding area are of great cultural significance to the Hapū. The proposed works will extend over and into the Hoteo River.

The Hapū have emphasised the deep and important relationship they have with the environment within and surrounding the project area and the need to recognise this as a part of the decision-making process.

The Hapū and all other living and non-living things are intrinsically connected (physically and spiritually) to Te ao turoa (the environment) through whakapapa and whanaungatanga. Spiritual values are as important as the physical.

As kaitiaki, their responsibilities are not just focused on archaeological remnants but include their ancestral lands, customary activities and waters, wāahi tapu, the effect on their taonga, mana, tapu and the mauri of resources.

All things animate and inanimate have a life force (mauri). The entire site, adjacent river and Oruku Pā have a mauri that binds the current generation through mana, tapu and whakapapa to the whenua and Tu au Turoa (the environment).

The following key concepts are fundamental for environmental management based on Mātauranga Māori (Māori knowledge). They cover both the tangible and intangible and govern the rules and regulations for the appropriate use and exploitation of natural and physical resources.

These concepts form a cultural value framework which are expressed as:

- Mana whenua (the land's mana) – effects (positive/negative and benign) on the land arising from land use activities and includes earthworks/indigenous vegetation/building coverage
- Mana moana – (the water's mana) – effects (positive/negative and benign) on the surrounding waterways and includes activities such as;
    - dredging/earthworks within the watercourse,
    - any physical change or discharge.
- Mana atua – (the gods/spirit realm's mana) – effects (positive/negative) on the spiritual realm which includes tikanga (protocols/procedures)

- Mana tangata – (peoples' mana) – effects (positive/negative) on people which includes why is the project being carried out, social benefits/dis-benefits
- Mana Te au Turoa – (the environment's mana) – effects (positive/negative).

7. ASSESSMENT OF EFFECTS ON HAPŪ CULTURAL VALUES

This section considers the Hapū's cultural values and the potential effects (adverse and positive) upon these values (kaitiaki/kaitiakitanga, taonga, tikanga and mauri) arising from the various activities associated with the project.

7.1 Mana Whenua

Description of activity

The proposal involves the (relatively) large scale development of a hotel and apartment complex, entertainment centre and other associated structures.

The site is a highly modified, reclaimed site and is entirely covered in concrete and/or other impermeable surfaces Approximately 7000 m³ of cut and 1,800 m³ of hardfill (earthworks) are proposed within the site to establish building footprints, footpaths and car parking areas. It is anticipated that some of the cut material will contain contaminants. This will need to be exported from site and contained in an 'appropriate' fill site.

The existing Pohutukawa trees along Riverside Drive will be protected. No removal of other indigenous vegetation is required.

Potential Effects

These activities have the potential to give rise to adverse effects on taonga, wairuatanga, mauri and mana tupuna.

Mitigation Measures

- A meeting shall be held with the Hapū prior to works commencing on site to clearly explain the proposed works and methodology.
- Cultural monitors shall be on site before, during and after earthworks activities are carried out, to monitor the potential discovery of koiwi and taonga. Cultural monitor costs are requested to be covered by NDC.
- Effective erosion and sediment controls are established prior to any earthworks commencing.
- A copy of the erosion and sediment control plans and the contractor's environmental plans are to be provided to the Hapū prior to any works commencing. The Hapū's comments shall be provided to NDC prior to works commencing.

- Landscaping shall be implemented to reduce the total impervious surface areas across the site as per the initial Landscape Concept Plan prepared by 4Sight Consulting in 2019. Where possible, the use of indigenous and rongoa Maori plant species are requested to be included in the proposed landscaping.
- No stormwater runoff shall be discharged from the site into the Hoteo River. Stormwater runoff shall be reused within the site for areas such as landscape/gardens etc.
- The Hapū reserve the right to request an independent technical peer review of the proposed works and methodologies.
- Contaminated soil and sediment shall be disposed of to an approved facility/site with details of the approved site provided to the Hapū in accordance with their kaitiaki responsibilities.

7.2 Mana Moana

Description of activity

Large scale development of a hotel and apartment complex, entertainment centre and an adjoining rising boardwalk, promenade, 30 berth marina and jetty will be established on the site and within the Hoteo River.

Significant dredging of 31,168 m^3 is proposed within the Hoteo River to facilitate the jetty and marina construction.

Potential Effects

Development around Te Ahipūpūrangi-a-Īhenga area and the wider Whangarei urban and residential area has had significant negative impacts on the mauri (life force) of the Hoteo River and the upper Whangārei Terenga Parāoa marine environment, and its ability to sustain life and provide for the Hapū's whanau and for future generations. The proposal has the potential to exacerbate these effects. As Kaitiaki, the Hapū have an inherited responsibility to protect and enhance the mauri of this resource.

The proposed earthworks, dredging and the development of structures within the Hoteo River has the potential to give rise to significant adverse effects upon the marine environment and adverse effects on taonga, wairuatanga, mauri and mana tupuna.

Pollution of the Hoteo River and Whangārei Terenga Parāoa from the impacts of dredging (sediment laden with heavy metals and other toxic chemicals), and the cumulative effects of more regular appearance of marine vessels, fouling the waterway with petrochemicals, increased sediment and other pollutants including foreign organisms, over time has contributed to a severe decline in the environmental health of the river and upper harbour.

Drilling piles into the river bed and construction materials will also give rise to increased pollution, sediment disturbance and displacement of marine benthic flora and fauna.

Stormwater runoff from the site, if not appropriately controlled has the potential to discharge into the Hoteo River carrying petrochemicals, sediment and other pollutants.

Mitigation Measures

- Appropriate erosion and sediment controls to be established prior to any works commencing within the Hoteo River.
- Appropriate environmental controls shall be developed in collaboration with the Hapū to safeguard the Hoteo River and wider receiving environment from toxic chemicals/heavy metals (contaminants) and sediments.
- A copy of the contractor's environmental management plans outlining their contamination/environmental management procedures is requested to be provided to the Hapū prior to any works commencing.
- Pre-works survey is requested to be carried out of the marine benthic environment to enable the Hapū to fully understand the effects of the proposed works. A copy of this assessment shall be provided to the Hapū prior to any works commencing.
- Cultural monitors shall be on site (before, during and after) dredging activities are carried out within the Hoteo River. Provision shall be made to enable the cultural monitors to visually inspect sediment and debris excavated from the river bed. NDC are requested to cover the costs of cultural monitors as agreed with the Hapū.
- A species relocation management plan is requested from NDC and is to be prepared by, or in consultation with the Hapū for the relocation of fauna/flora. Where the Hapū is responsible for preparing this plan, NDC are requested to cover the costs.
- Water quality controls are requested to be maintained throughout the duration of the project works and for a period afterwards as agreed in collaboration with the Hapū.

- Detailed plans showing bulk and location, including construction method (depth and number of pile/foundation structures) of the proposed jetty and marina shall be provided to the Hapū.
- Contaminated soil and sediment shall be disposed of to an approved facility/site with details of the approved site provided to the Hapū in accordance with their kaitiaki responsibilities.
- NDC are requested to prepare a Cultural Management Plan in collaboration with the Hapū, project archaeologist(s) and other specialists as appropriate.
- Accidental Discovery Protocols are to be strictly implemented and carried out in accordance with Māori customary traditions.
- In the event of koiwi (human remains) and taonga being uncovered, work should cease immediately and the appropriate Hapū representative(s) contacted in accordance with the approved Cultural Management Plan.

7.3 Mana Atua

Description of the Activity

The proposal has the potential to give rise to adverse effects on wairuatanga, mana tupuna and the Hapū's kaitiaki responsibilities may arise from the proposal.

Mitigation Measures

- Where required NDC are encouraged to collaborate with the Hapū to include tikanga and mātauranga Maori in the proposed works.

7.4 Mana Tangata

Description of the Activity

The proposal has the potential to further desecrate the Hapū's taonga (includes the Hoteo River, Whangārei Terenga Parāoa) including the degradation of rangatiratanga, whanaungatanga, wairuatanga and mana tupuna.

The proposal may however offer benefits to the Hapū by way of increased employment opportunities and use of the future services available once the project is complete.

Mitigation Measures

- Accidental Discovery Protocols are to be strictly implemented and carried out in accordance with Māori customary traditions.

- In the event of koiwi (human remains) and taonga being uncovered, work should cease immediately and the appropriate Hapū representative(s) contacted in accordance with the approved Cultural Management Plan.
- Cultural Monitors shall be on site for the duration of earthworks, dredging and piling activities. Provision to enable cultural monitors to visually observe excavation of taonga and koiwi is requested.
- Where possible employment opportunities shall be made available to Māori.

7.5 Mana Te Ao Turoa

Description of the Activity

The proposal has the potential to further desecrate taonga (includes the Hoteo River, and Whangārei Terenga Pāraoa) including the degradation of rangatiratanga, whanaungatanga, wairuatanga and mana tupuna.

Adverse effects on taonga, wairuatanga, mana tupuna and the Hapū's kaitiaki responsibilities may arise from the proposal.

Mitigation Measures

- Where required NDC are encouraged to collaborate with the Hapū to include tikanga and mātauranga Maori throughout the proposed works.

8. CONCLUSION

The project site is located within The Hapū's ancestral lands. The surrounding lands and waterways are of high cultural significance to all hapū of Whangārei.

The site is located within the boundaries of Parihaka Maunga, Oruku Pā, Hihiaua and Te Ahipupurangi.

The Hoteo River, the wider harbour and surrounding lands were mahinga kai and have suffered significant degradation over time from on-going development.

Large scale earthworks and dredging activities are anticipated with this proposal. These works have the potential to give rise to adverse effects on the Hoteo River and Whangārei Terenga Parāoa, and on the cultural values of the Hapū.

Appropriate mitigation measures as discussed in this report, including pre-works surveys and assessments are required prior to any works being carried out to avoid and mitigate potential adverse effects on the Hapū's cultural values.

It is acknowledged that hapū have been involved in the early planning stages of the project, and a cultural narrative design has been commissioned. It is important that this dialogue and collaboration continue throughout the project lifecycle and indeed beyond.

The Hapū supports the proposal providing the mitigation measures outlined Section 7 of this report are carried out.

9. GLOSSARY OF TERMS

Te Reo Māori	English
Awa	River.
Hapū	Sub tribe.
Kāinga	Maori Settlement.
Kaitiaki	Caregiver, caretaker, guardian, the role of protecting and nurturing the mauri of all things and the surrounding inanimate environment.
Kaitiakitanga	The exercise of kaitiaki (guardian) roles and responsibilities. The exercise recognises the intricate balance and integral relationship between all natural resources.
Koiwi	Human remains
Korero tawhito	Oral traditions, history.
Mahinga Kai	Customary and contemporary gathering and use of naturally occurring and cultivated foods
Mana	Authority, spiritual authority, protective power and prestige.
Manaakitanga	The provision of sustenance, care, and support, particularly in the hospitality shown to manuhiri.
Mana Atua	The mana of the gods (the spirit realm). The effect on the gods/spirit realm.
Mana Moana	The mana given to Tangaroa to give him power to produce the bounties of nature. The effect on the waterways (streams, lakes, rivers, harbours and seas).
Mana Tangata	The mana of the people. The effect on the people (positive and negative).
Mana Tupuna	The mana of the Tupuna (ancestors). The effect on the ancestors.
Mana Whenua	The mana given to Papātuānuku (Earth Mother) to give her power to produce the bounties of nature. The effect on the whenua or the land.
Mana ki te whenua	People with authority/responsibility to make decisions, look after the land.
Mātauranga	Traditional and contemporary Māori knowledge, knowledge systems and knowledge bases. This includes the body of knowledge originating from Māori ancestors, including Māori worldview and perspectives, Māori creativity, and cultural and spiritual practices. As an organic and living knowledge base, mātauranga Māori is ever growing and expanding.
Maunga	Mountain.

Mauri	Life force. Some hold the view that both animate and inanimate objects have mauri.
Noa	Safe, make safe.
Pā	Inhabitants of a fortified place.
Papātuānuku	Earth Mother.
Pātaka	Pantry, larder, place to store food.
Rangatira	Chief, leader.
Rangatiratanga	Chieftainship, right to exercise authority, chiefly autonomy, chiefly authority, ownership, leadership of a social group, domain of the rangatira (chief), attributes of a chief.
Rohe	Area, territory.
Taonga	Treasure – applied to anything considered to be of value including socially or culturally valuable objects, resources, phenomenon, ideas and techniques.
Taonga tuku iho	Heirloom, something handed down, cultural property.
Tapu	Sacred, prohibited, restricted.
Te mana ao Turoa	The mana of the environment, wider natural world. The effect on the environment.
Tikanga	The customary system of values and practices that have developed over time and are deeply embedded in the social context.
Tuna	Eel.
Tupuna	Ancestor.
Wāahi tapu	Sacred site, sacred place.
Wairua	Spirit.
Whakapāpā	Genealogy, lineage, descent, layers of kin relationships/connections to all things.
Whanaungatanga	Relationship, kinship, sense of family connection - a relationship through shared experiences and working together which provides people with a sense of belonging.
Whare	House.
Whenua	Land.

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APPENDIX A: PLANS

ORUKU LANDING - RIVERSIDE DRIVE

WHANGAREI

ARCHITECTURAL DESIGN

NORTHLAND DEVELOPMENT corporation

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON architecture urban design

DALMAN ARCHITECTS

4SIGHT CONSULTING

ORUKU LANDING - RIVERSIDE DRIVE

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NORTHLAND DEVELOPMENT corporation

IN ASSOCIATION WITH

HB ARCHITECTURE | BREWER DAVIDSON architecture + urban design | DALMAN ARCHITECTS | 4SIGHT CONSULTING

ORUKU LANDING - RIVERSIDE DRIVE

1.0 INTRODUCTION

NORTHLAND DEVELOPMENT corporation

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON architecture / urban design

DALMAN ARCHITECTS

4SIGHT CONSULTING

Overall Development

Northland Development Corporation (NDC) is looking to develop a unique Whangarei Events Centre with associated hotel and apartments on 12,460m² of reclaimed river land between the Hatea River and Riverside Drive in Whangarei. The aim is to provide Whangarei a world-class facility that will enhance the local economy as well as attract visitors locally and internationally to the region. The buildings and facilities envisaged for the site are:

1) A new Whangarei Events Centre for theatre and conferencing/functions employing up to 49 staff and catering for up to 750 people with banqueting for up to 620 people.
2) A new 4-star hotel – 132 rooms/ keys
3) Up to 18 new riverfront apartments as part of a mixed use building including retail and parking.
4) Electric ferry dock
5) Fully serviced marina

The client team and interested community groups proposed a number of requirements that helped to inform the overall brief for he selected Design Team. These have been incorporated into the design and include the following:

- the overall design of the development is to be "uniquely Whangarei"
- it is to be designed for locals and visitors, and representative of all of Northland
- the development is to be warm, light, strong and adventurous, open, comfortable, welcoming, raw, genuine, vibrant, unique, natural, real and unstructured, environmentally sustainable, modern but not too shiny, connected and connecting
- there is to be a strong cultural narrative threaded seamlessly throughout the design.

In looking at the site, orientation, surrounding landscape and aspects, we have formulated an overall site layout for the four key buildings.

The site has a gentle slope down to the Hatea river from Riverside Drive. The existing buildings on site are a mix of industrial and marine industry facilities. Some are abandoned and others are under-utilised. The existing Hatea Loop has been extended along the river edge protected by a low concrete wall. To the West and East of the site are a number of privately-owned boat sheds with launching ramps and storage units.

The two main local landmarks are Parihaka and the Hatea River. The connection between the two is seen as critical, and at a very early stage in the design process we decided to build a series of individual buildings that allowed for views through and across the site.

The main aspect is to the South-West, towards the river, with distant views up, down and across he river. There are also views through and over the Pohutukawa trees towards the foothills of Parihaka.

The Hatea Loop continues along the waterfront of the site. We propose to enhance the current pathway with a wider boardwalk promenade to strengthen the loop and encourage public onto and into the site. It is proposed to include local artists' work, new seating and possibly a ferry mooring location along the boardwalk to further improve the urban experience.

The key building on the site is the New Whangarei Events Centre opening up onto a new public plaza. This is a new multi-purpose theatre and events centre capable of accommodating up to 950 people with a variety of conference/ entertainment modes. We have located this at the Eastern end of the site. Servicing will be via a dedicated entrance at the most Eastern end, with the main entry accessed off the new plaza at the Western end of the building. The foyer of the Whangarei Events Centre will include a mezzanine level with café facilities as well as the usual ticketing and administration areas. The main façade will be largely glazed and together with the high-level canopy will provide a very welcoming entrance to the Events Centre.

On the other side of the proposed plaza is the new 4-star hotel designed by Dalman Architects. This is a five-level building running from Hatea river to the road, opening up at the ground floor to the new public plaza, river and the garden and hotel forecourt areas to the West.

Generally, across the whole site, we have constructed a new "ground level" podium, roughly 1.5 metres above existing ground level. This raised podium will protect the buildings from flooding, and also provide for a car park basement below the mixed use building that will be "half in half out" of the ground.

The next proposed building to the West is the new mixed use building designed by HB Architecture. This is also proposed to be five levels and will run from the road to the Hatea river edge. This is likely to be part of a second stage of development, as demand requires.

Bo h the hotel, and the mixed use building have been orientated towards the closest two historic pāh sites.

The mixed use building facilitates 3 main programmes of use which include car parking, residential apartments, and retail areas. The car parking portion of this building will provide some parking for the entire Oruku Landing development. The carpark will also provide changing areas, bike parking, and EV charging bays. The residential apartments will consist of 18 units orientated along the southern and western edges of the building. The retail portion of this design will take up the bottom storey of the building's southern edge, where the public will have direct access from the promenade and plaza areas.

The space between the mixed use building and the hotel is seen to be landscaped, contrasting with the more urbane hard landscaped public plaza.

Associated with the development is a new commercial marina and berths with a wider boardwalk expanding and further enhancing the existing Hatea Loop walkway that exists on the site. We have also proposed a potential new pedestrian bridge over the river to link the site more directly with the Whangarei town centre and existing tourist attractions along the Southern edge of the Hatea River.

The individual buildings and outdoor spaces are further described in the accompanying 4Sight document outlining the urban spaces and overall public spaces.

Key Design Team Members

Griffiths Associates Project Managers
HB Architecture in association with Brewer Davidson Architects
Dalman Architects
4SIGHT Landscape Architects
Cato Bolam Engineers
Silvester Clark Structural Engineers
Landform Urban Design
Matakohe Architecture and Urbanism Ltd
Marshall Day Acoustics
Geometria Civil Engineers
RLB Quantity Surveyors
Reyburn and Bryant Planners and Surveyors

ORUKU LANDING - RIVERSIDE DRIVE

2.0 LANDSCAPE & URBAN DESIGN CONCEPT

NORTHLAND DEVELOPMENT corporation

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON architecture / urban design

DALMAN ARCHITECTS

4SIGHT CONSULTING

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

IMAGES

SCALE (A3)

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.01**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

SITE CONTEXT

SCALE (A3)

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.02**

SHEET SIZE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

EXISTING SITE

SCALE (A3) 1:1000

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

DESIGN PHASE

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.03**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

SWOT ANALYSIS

STRENGTHS

- CULTURAL NARRATIVE
- INDUSTRIAL NARRATIVE, BOATS & MARINA
- HATEA RIVER
- SURROUNDING NATURAL LANDSCAPE
- HATEA LOOP
- ROAD FRONTAGE
- NORTH FACING
- FLAT SITE
- WALKABLE
- HILL SEPERATES USES
- ONE OWNERSHIP - INTEGRATED DESIGN SOLUTION
- ASPECT - RIVER EVENING/AFTERNOON SUN

WEAKNESSES

- ASPECT SOUTH-WEST
- ON MUDFLATS
- GEOTECH POOR - RECLAIMED LAND
- CONTAMINATED - HIGH ACID
- ISOLATED SITE - CPTED ISSUES
- RESIDENTIAL BEHIND - ACOUSTICS AND VIEW SHAFTS
- OUTLOOK AT PRESENT AT SHEDS

THREATS

- ADJOINING FINE GRAIN SHEDS & RESIDENTIAL ON HILL
- NOISE COMING IN FROM ROAD & FROM WITHIN THE SITE
- NOISE WITHIN & LEAVING THE SITE
- HIHIAUA - DUPLICATION OF OFFER
- DISCONNECTED AND ISOLATED
- NOT ENOUGH $ TO DO WHAT WE WANT
- PUBLIC OPPOSITION (THEATRE GROUP)

OPPORTUNITIES

- USING THE FINE GRAIN
- DECONSTRUCTED BUILT FORM
- STRONGER PROMENADE/WHARF
- REMOVAL OF MUDFLATS
- CONNECTION IMPROVED TO TOWN, WATER & POHE ISLAND = ACTIVATION
- COULD BECOME THE GATEWAY
- HEALING
- WHARF BERTH AND CHARGING POINT FOR BERTH
- ARTWORK ON SITE
- UNDERSTANDING THE 3 MAUNGA, 3 AWA & 3 PA
- REFLECTIVE OF COMMUNITY
- GATHERING SPACE FOR COMMUNITY
- SUSTAINABLE AND ECO-FRIENDLY (GREEN TECHNOLOGY AND INFRASTRUCTURE)

REFER 4SIGHT URBAN DESIGN REPORT

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

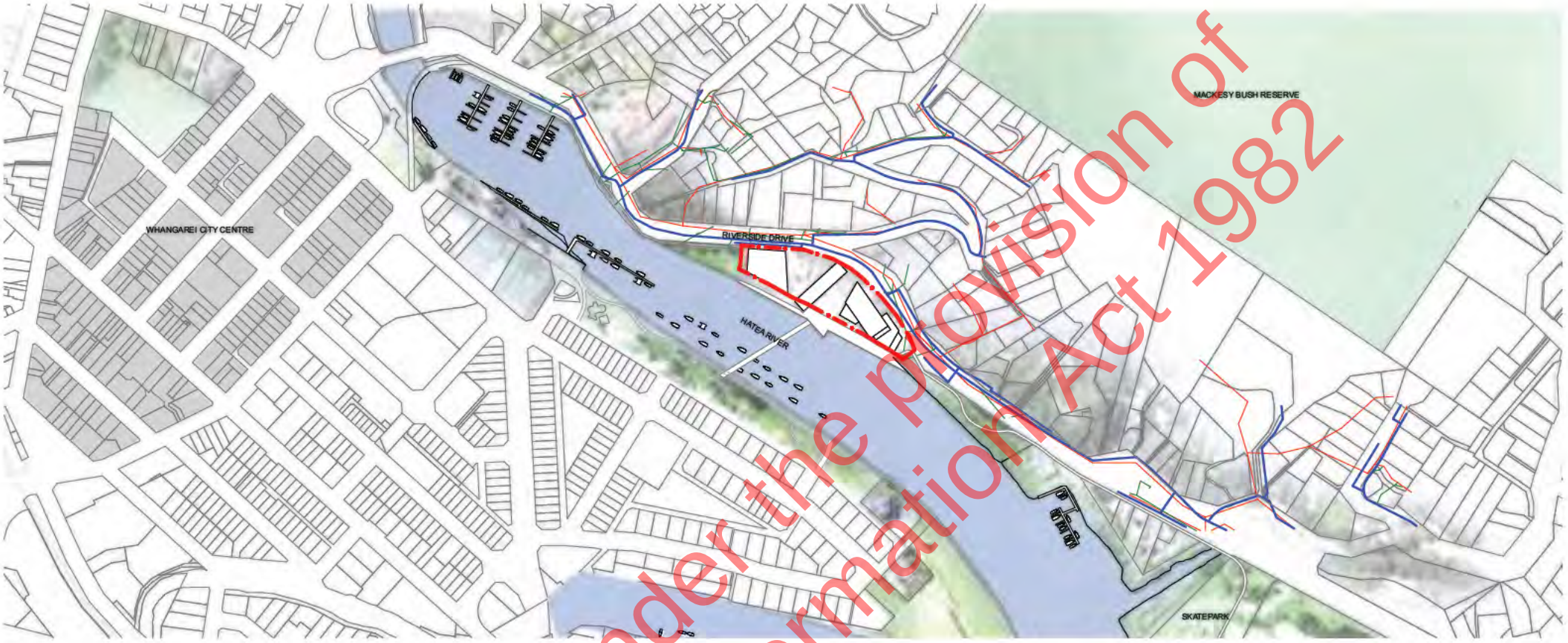
N

DRAWING DETAILS
SWOT ANALYSIS
SCALE (A3) 1:5000
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. 5357
DRAWING 2.04
REV A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON architecture + urban design



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

EXISTING SERVICES

SCALE (A3) 1:5000

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DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.05**

SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

WHANGAREI CITY CENTRE

TOWN BASIN/ MARINA VILLAGE

TOWN BASIN LOOP TRACK & SCULPTURE TRAIL

POHE ISLAND RECREATION CENTRE

WHANGAREI AQUATIC CENTRE

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

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DRAWING DETAILS

LOCAL POINTS OF INTEREST

SCALE (A3) 1:5000

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

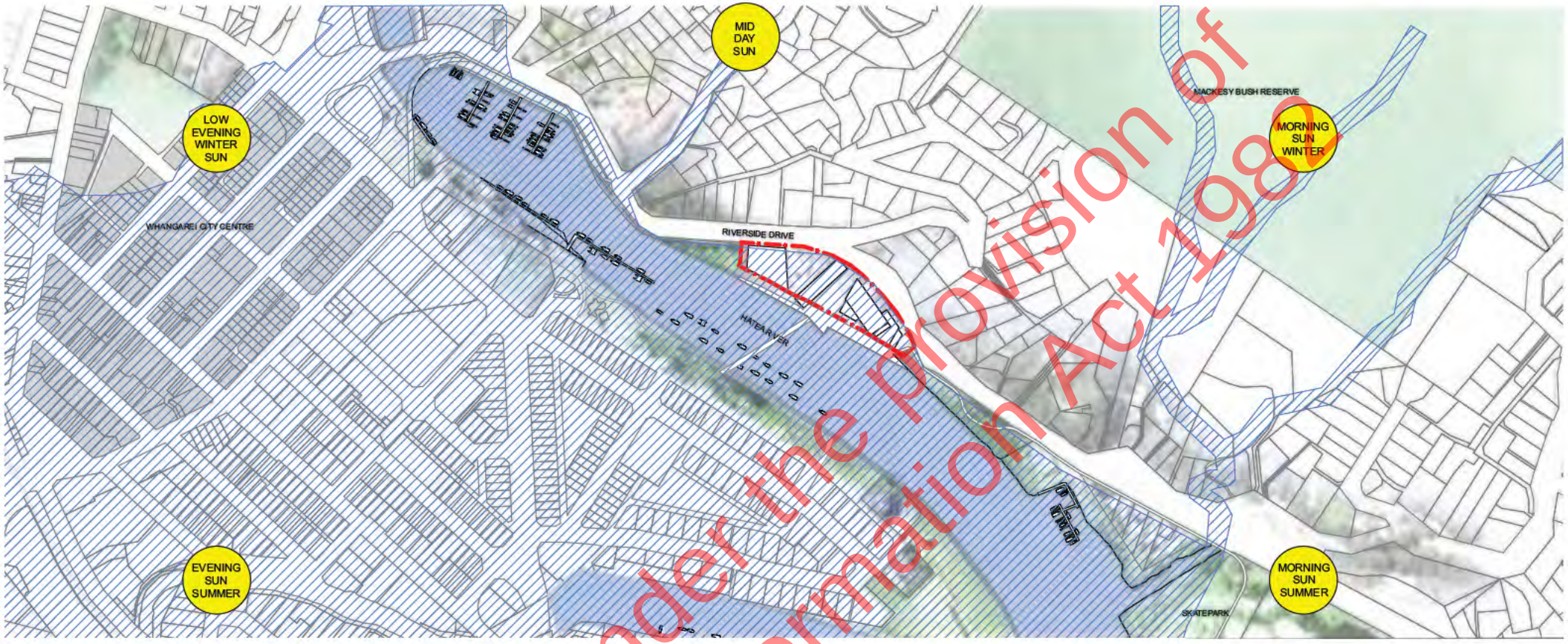
DRAWING **2.06**

SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

ENVIRONMENTAL

SCALE (A3) 1:5000

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

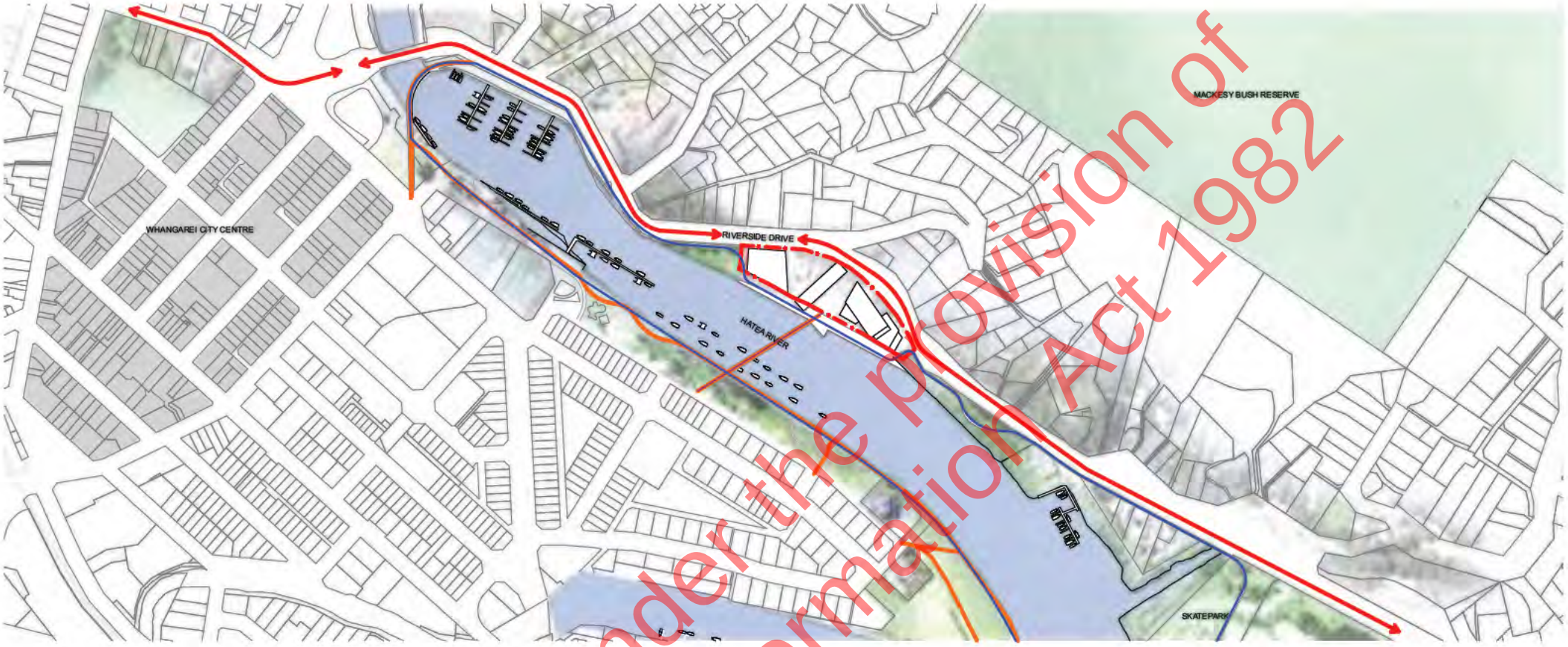
DRAWING **2.07**

SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

VEHICLE & PEDESTRIAN MOVEMENT

SCALE (A3) 1:5000

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

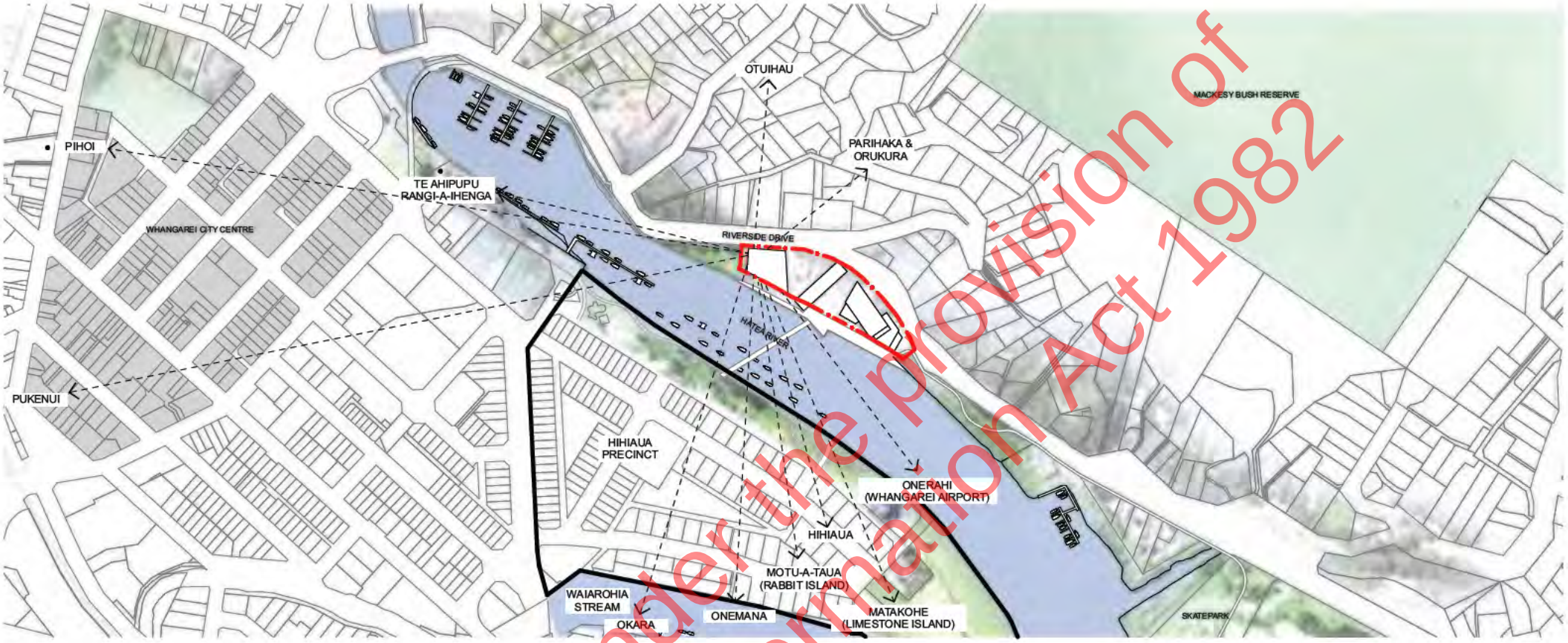
DRAWING **2.08**

SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design



REFER MATAKOHE ARCHITECTURE & URBANISM LTD REPORT

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

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DRAWING DETAILS

CULTURAL SIGNIFICANCE

SCALE (A3) 1:5000

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.09**

SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

MAUNGA / MOUNTAINS

PARIHAKA	-	MAIN PA SITE AND REFUGE DURING TIMES OF BATTLE. 360 DEGREE VIEW MADE IT STRATEGICALLY IMPORTANT. PARIHAKA WAS ONE OF THE LARGEST PA SITES IN THE SOUTHERN HEMISPHERE
PARAKIORE	-	MOUNT PARAKIORE IS A VOLCANIC DOME RISING 391M TO THE NORTHWEST OF THE TOWN. IT IS PART OF THE FAULT WHICH ALSO INCLUDES MOUNT HIKURANGI AND PARIHAKA

AWA / RIVERS (A3)

ORUKURA	-	LOCATED ON THE UPPER REACHES OF THE WHANGAREI HARBOUR SUGGESTS IT WOULD HAVE BEEN AN IMPORTANT PART OF A SETTLEMENT PATTERN FOR TRAVELLERS ALONG UP AND DOWN THE HARBOUR AND INLAND.
HIHIAUA	-	CANOE LANDING, SHARK DRYING GROUND AND FISHING STATION BELONGING TO TE URIROROI, TE PARAWHAU AND NGATI KAHU.
OKARA	-	DIVERTED STREAM WHICH USED TO RUN THROUGH TOWN BASIN

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS
MAUNGA / MOUNTAINS & AWA / RIVERS
SCALE (A3)
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. 5357
DRAWING 2.10
SHEET ISSUE / REV A

HB ARCHITECTURE

IN ASSOCIATION WITH
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architecture + urban design

1 TE KAKANO
Te Kakano (The Seed) is an architectural sculpture in the shape of a koru using all the elements of Hundertwasser's style

2 KAITIAKI
Manos Nathan, 2002. Fired clay. A two metre tall figure conveying both welcome and guardianship, the meaning of Kaitiaki, to Whangarei Art Museum.

3 PARIHAKA
Sandra Meyst, 2010. Oamaru Stone

4 TE RONGOPAI
Brothers Thomas, Stanford and George Wihongi, 2000. Carved totora. Te Rongopai symbolises the settlement of Whangarei and represents the early interaction between Maori and Pakeha inhabitants. It is a multi-cultural portrayal of the community, with the two figures represented in a contemporary style, rather than strictly traditional.

5 THE GHOST MOTH
Warren Viscoe, 2004. Sheet aluminium and wood. Reflecting the persistence of nature, along with the rhythm, balance and symmetry of the building at Caller Park it was originally designed for.

6 SENTINEL 2000
Charlotte Fisher, 2000. Bronze and stone. In celebration of the millennium, this work alludes to peoples long past who inhabited this place - both indigenous Maori and colonising Pakeha. The forms are also evocative of the qualities of boats; textures in bronze of the ripples in the nearby river.

7 LOTTIE
Kap Pothan, 1989. Paradise sandstone. Reyburn House is the oldest surviving settlers' house in Whangarei and home to the Northland Society of Arts. This sculpture commemorates Charlotte (Lottie) Reyburn, the first child born to the Reyburn family in New Zealand.

8 PUNGA
Kim Groeneveld and Trent Morgan, 2011. Pine poles, corten steel, rope, stainless steel . Representing the history and presence of local Maori with its form referencing a hinaki (eel trap), while the poles, steel and rope pay homage to the area 's current incarnation as a marina.

9 KAITIAKI MANU
Rex O'Brien, 2016. Maungatapere Basalt. This kukupa (wood pigeon) shaped piece is a response to the first people arriving in New Zealand and the impact this had , "Kaitiaki Manu flying on the winds of change "

10 AURERE - JOURNEY OF THE WAKA
Anna Korver, 2012. Takaka marble, basalt base. The story of the journey and the balance and protection found between the people, the land and the birds.

11 DOBBIE CANOPY
Trish Clarke, 2011. Stainless steel. Based on the local flora of the area this canopy reflects the work of author and fern collector H.B. Dobbie who in 1910 donated 122 acres of land on the face of Parihaka to the Whangarei Borough Council to enable the area to be enjoyed by all.

12 HEI MATAU
Nigel Scanlon, 2014. Puhipuhi and Whakapara basalt. A reimagination of the hook in different textures. Both of the basalts used in the sculpture were sourced from the same mountain near Whakapara.

13 LEGEND OF REITU AND REIPAE
John Ioane, 2011, Macrocapa wood, epoxy resin. Reitu and Reipae were twin sisters from the Waikato region who fell in love with the young Chieftain/Ueoneone. Read how this love story plays out on the panels that are part of the Heritage Trail along the Hatea Loop.

14 LANDFALL
Justin Murfitt, 2011, Concrete, reinforcing steel. These forms mimic seabirds landing, providing a sense of movement and arrival.

15 SWIRL
Neville Parker, 2011. Steel pipe, cut and then carvedSWIRL depicts a natural event in the marine environment, the coming together of a community of fish to feed; SWIRL invites us to consider the strength and power available to us all when we work together.

16 WAVE AND WAKA
Chris Booth and Te Warihi Hetaraka, 2003. Carved and suspended stone. An enduring symbol of partnership for Aotearoa, the waka and immense stone wave forms rise from the Hatea River onto the shore, against the changing backdrop of harbour, hills, Mount Parihaka and the contemporary skyline.

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

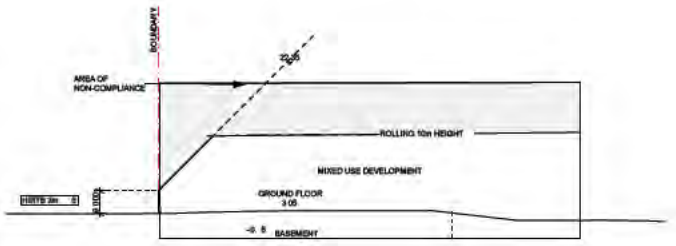
DRAWING DETAILS
SCULPTURE TRAIL
SCALE (A3) 1:5000
ISSUED FOR **INFORMATION**
DATE **17 JAN 2020**

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. **5357**
DRAWING **2.11**
SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON architecture + urban design

SECTION AA



SECTION EE

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

SITE PLAN SECTIONS

SCALE (A3) 1:1000, 1:500

ISSUED FOR INFORMATION

DATE 17 JAN 2020

ISSUE DETAILS

CONCEPT DESIGN

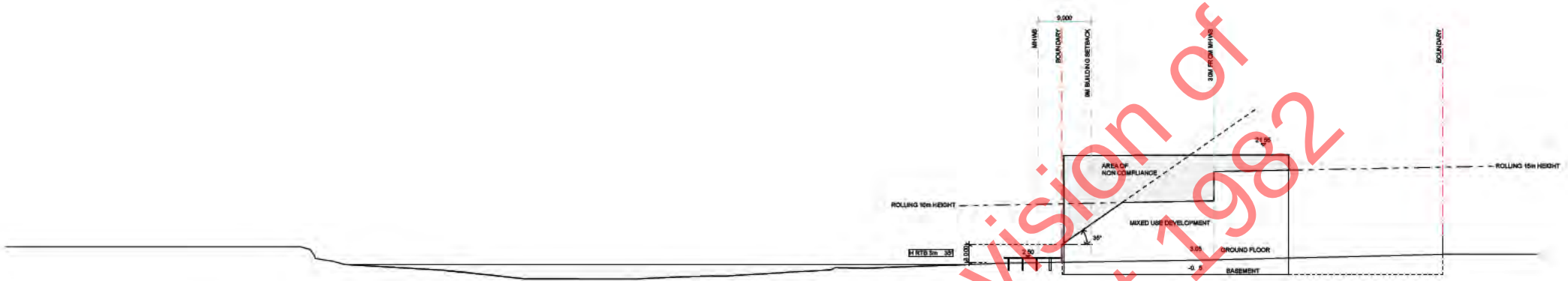
PROJECT No. 5357

DRAWING No. 2.12

ISSUE STAGE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON



SECTION BB

SECTION CC

SECTION DD

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
SITE SECTIONS
SCALE (A3) 1:500
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. 5357
DRAWING No. 2.13
SHEET ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
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architecture | urban design

PROPOSED

BEFORE

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ARCHITECTS IMPRESSION - TOWN BASIN PANORAMA

SCALE (A3)

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

PROJECT No. **5357**

ISSUE DETAILS

CONCEPT DESIGN

DRAWING **2.14**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

PROPOSED

BEFORE

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ARCHITECTS IMPRESSION - SCULPTURE TRAIL

SCALE (A3)

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

PROJECT No. **5357**

ISSUE DETAILS

CONCEPT DESIGN

DRAWING **2.15**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

PROPOSED

BEFORE

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ARCHITECTS IMPRESSION - RIVERSIDE PARK

SCALE (A3)

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **2.16**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

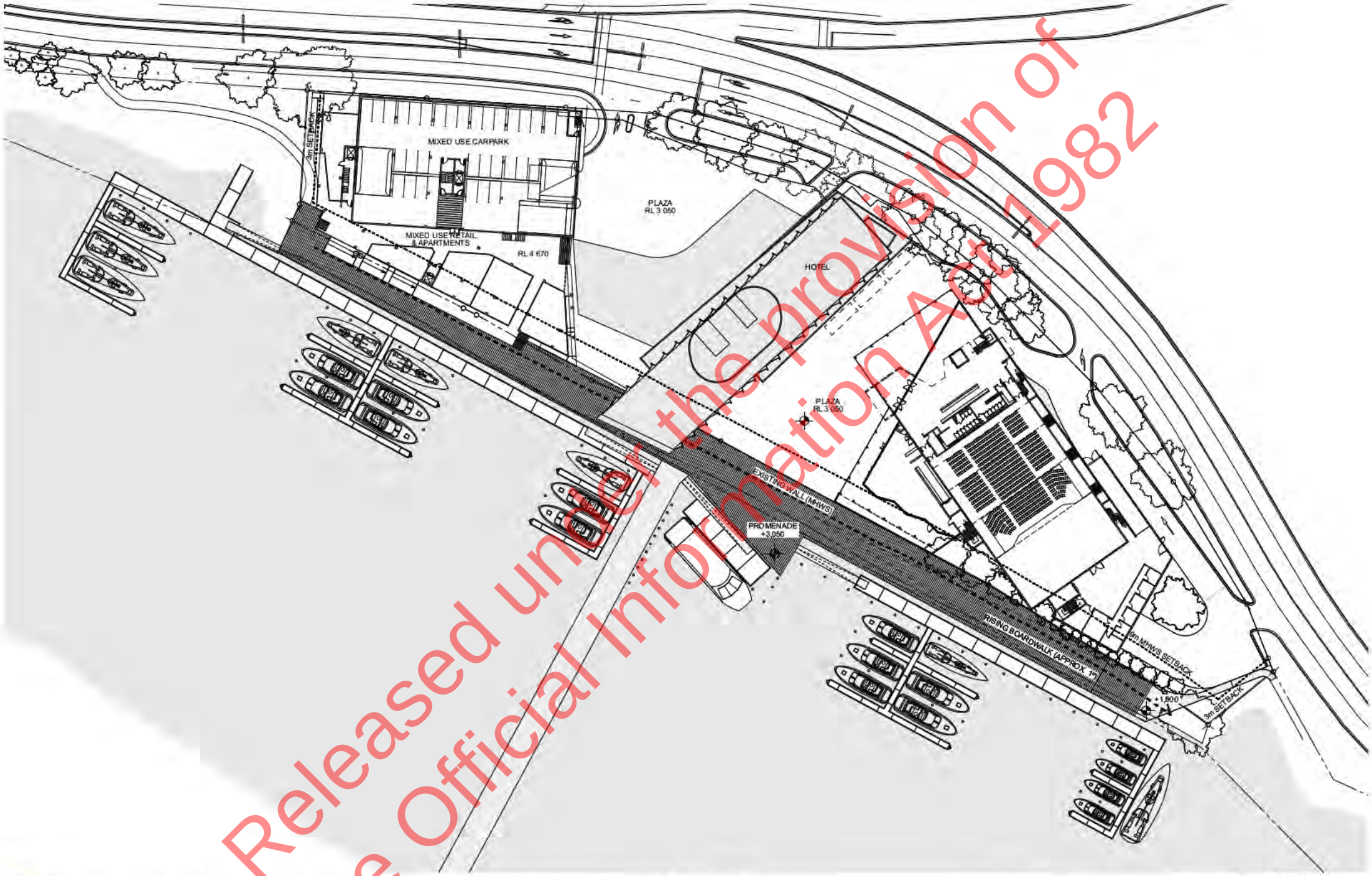
BREWER DAVIDSON architecture + urban design

ORUKU LANDING - RIVERSIDE DRIVE

4.0 EVENTS CENTRE

NORTHLAND DEVELOPMENT corporation

IN ASSOCIATION WITH HB ARCHITECTURE BREWER DAVIDSON architecture / urban design



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

OVERALL SITE PLAN

SCALE (A3) 1:750

ISSUED FOR **INFORMATION**

DATE 17 JAN 2020

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. 5357

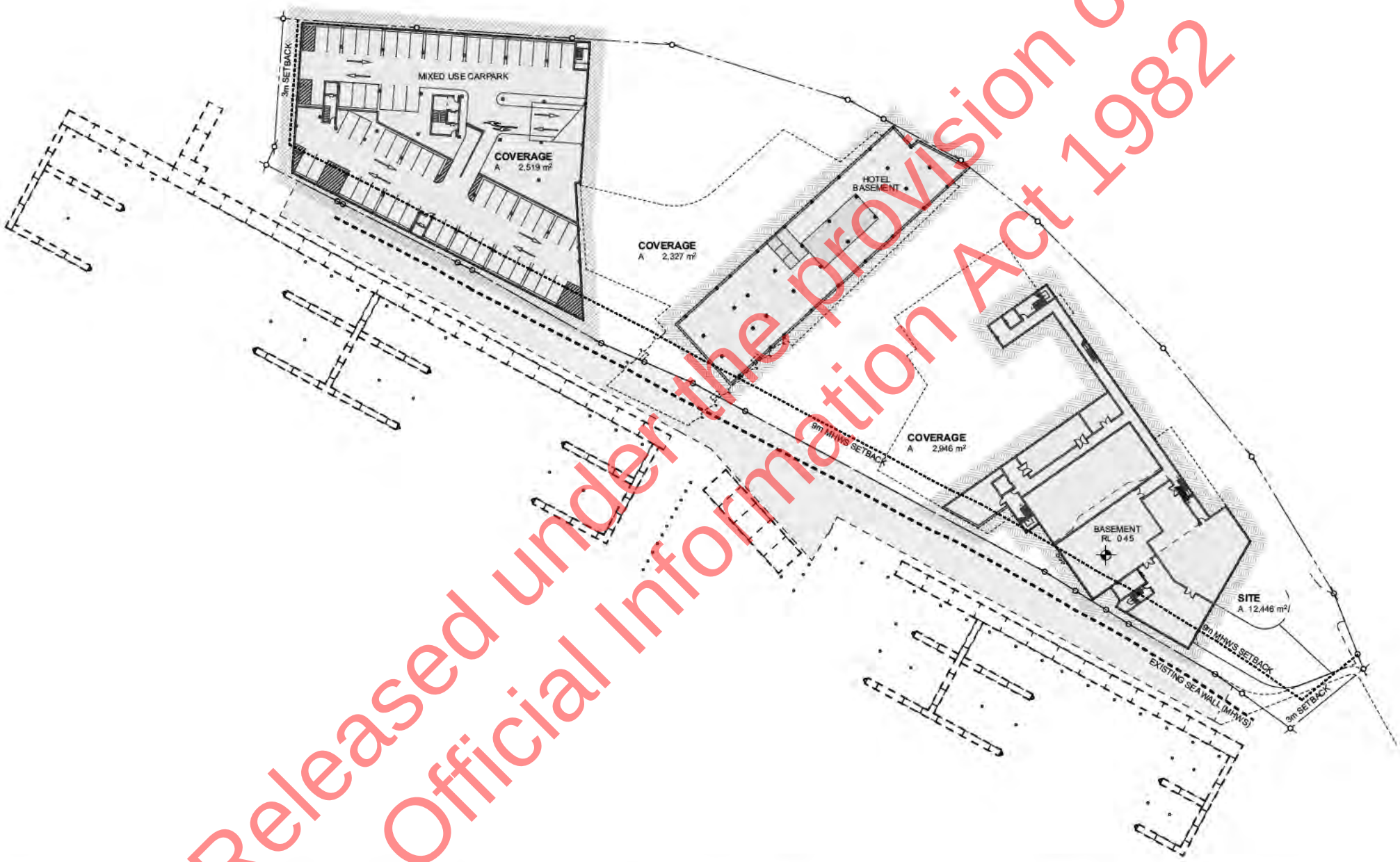
DRAWING No. 4.01

ISSUE REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS

OVERALL BASEMENT PLAN

SCALE (A3) 1:750

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

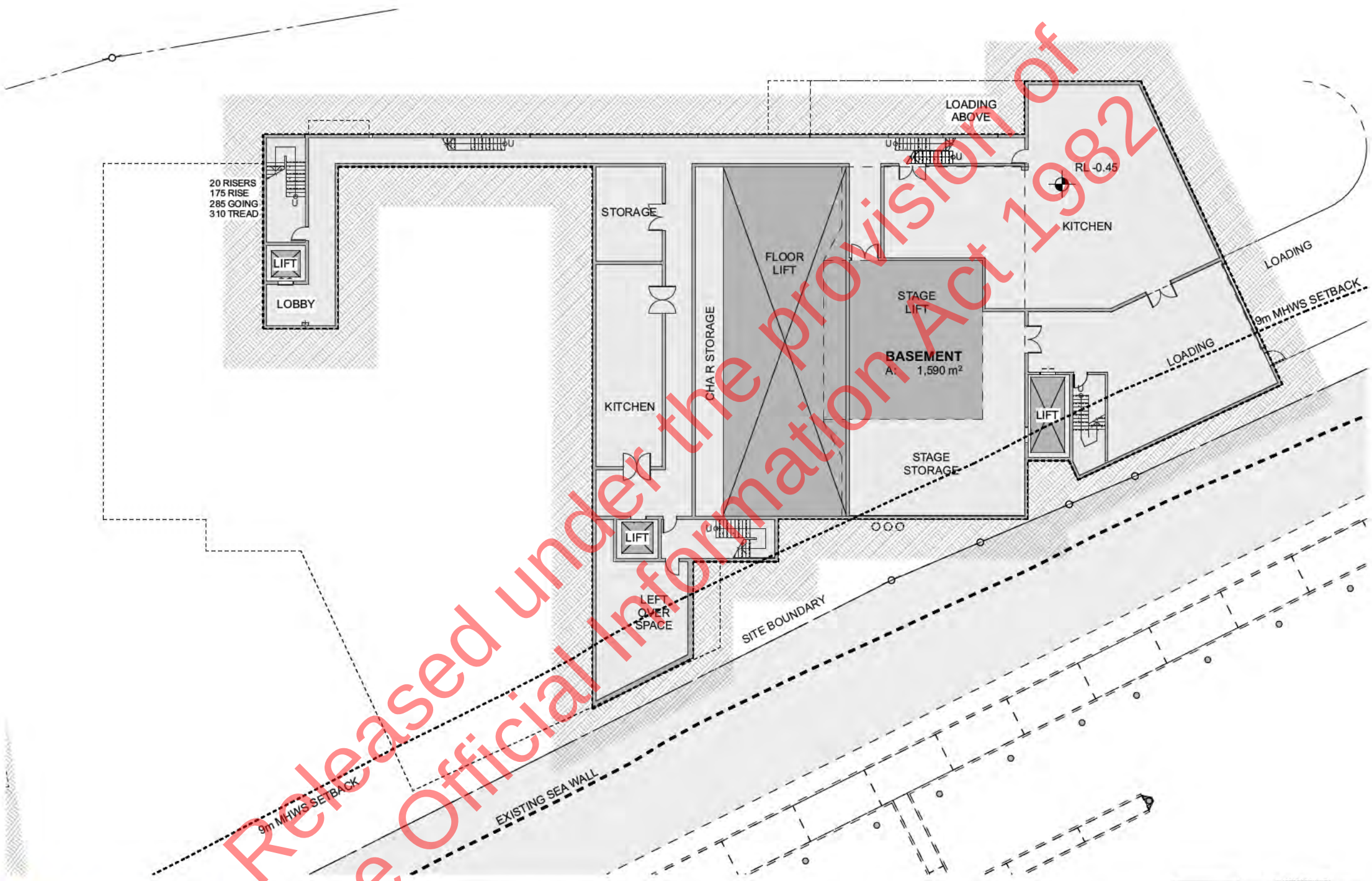
DRAWING No. **4.02**

SHEET ISSUE REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

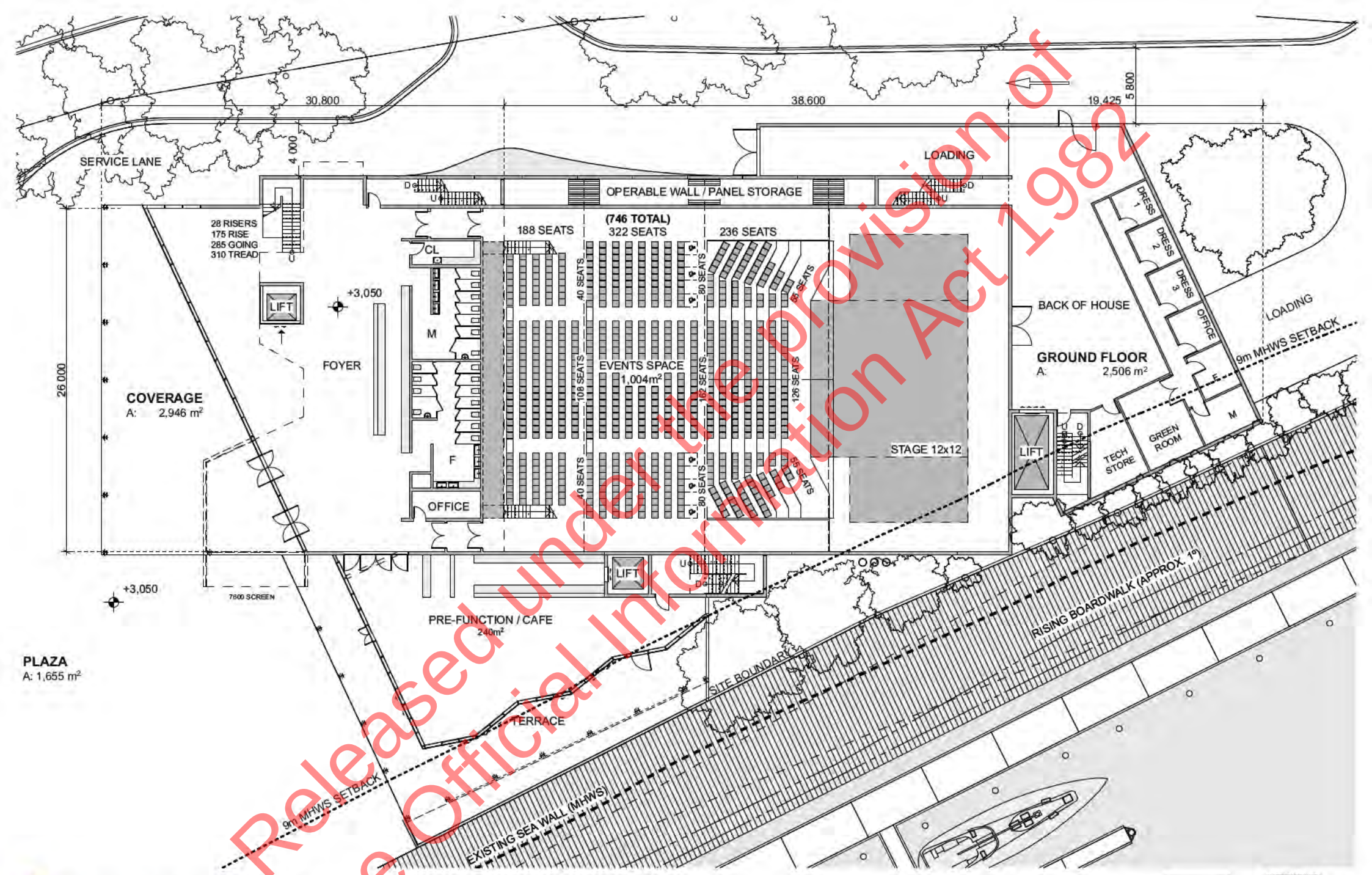
DRAWING DETAILS
EVENTS CENTRE BASMENT FLOOR PLAN
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING No. 4.03
SHEET ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture | urban design



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

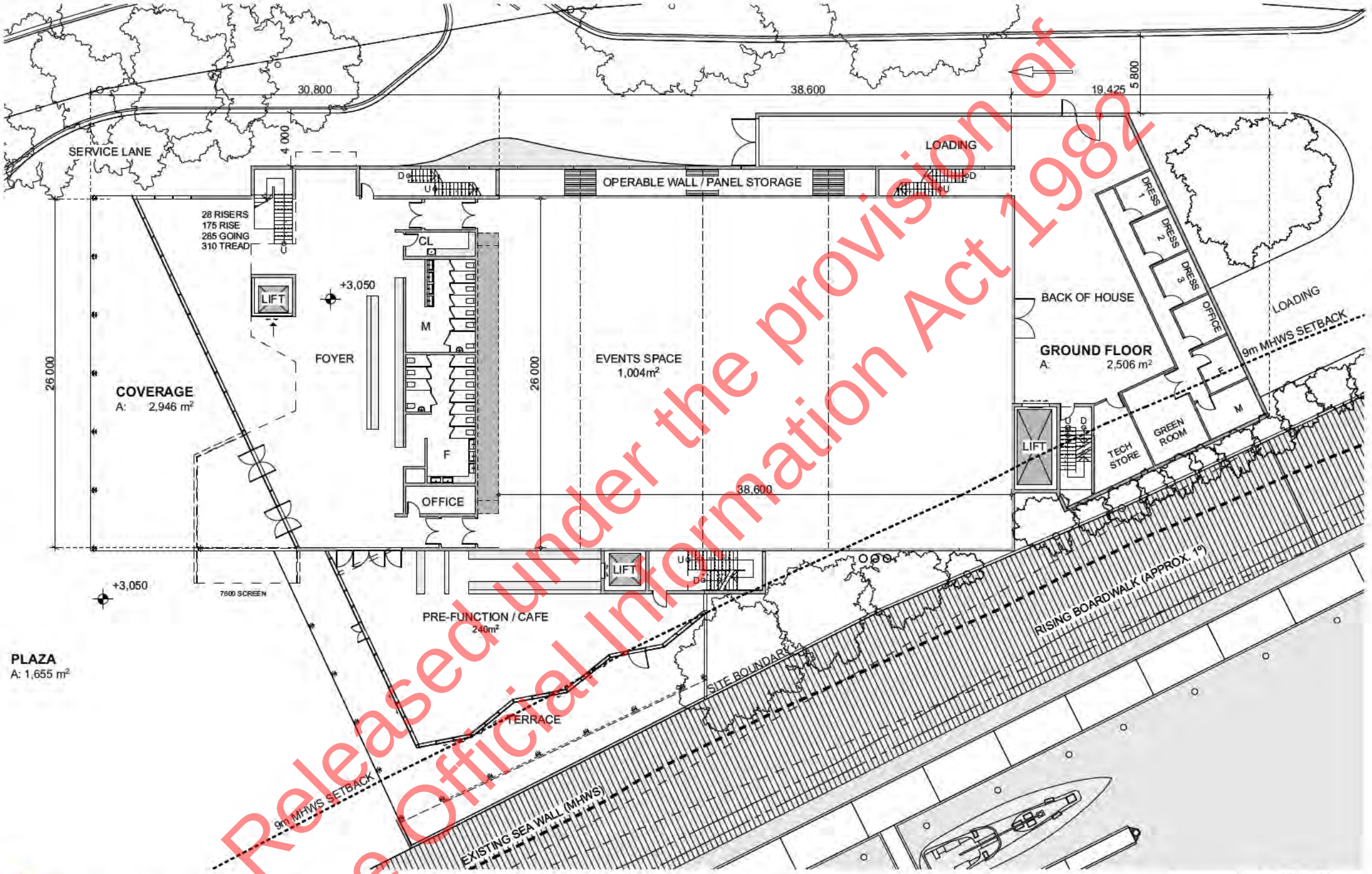
DRAWING DETAILS
EVENTS CENTRE LEVEL 1 (PODIUM)
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING No. 4.04
ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



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PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

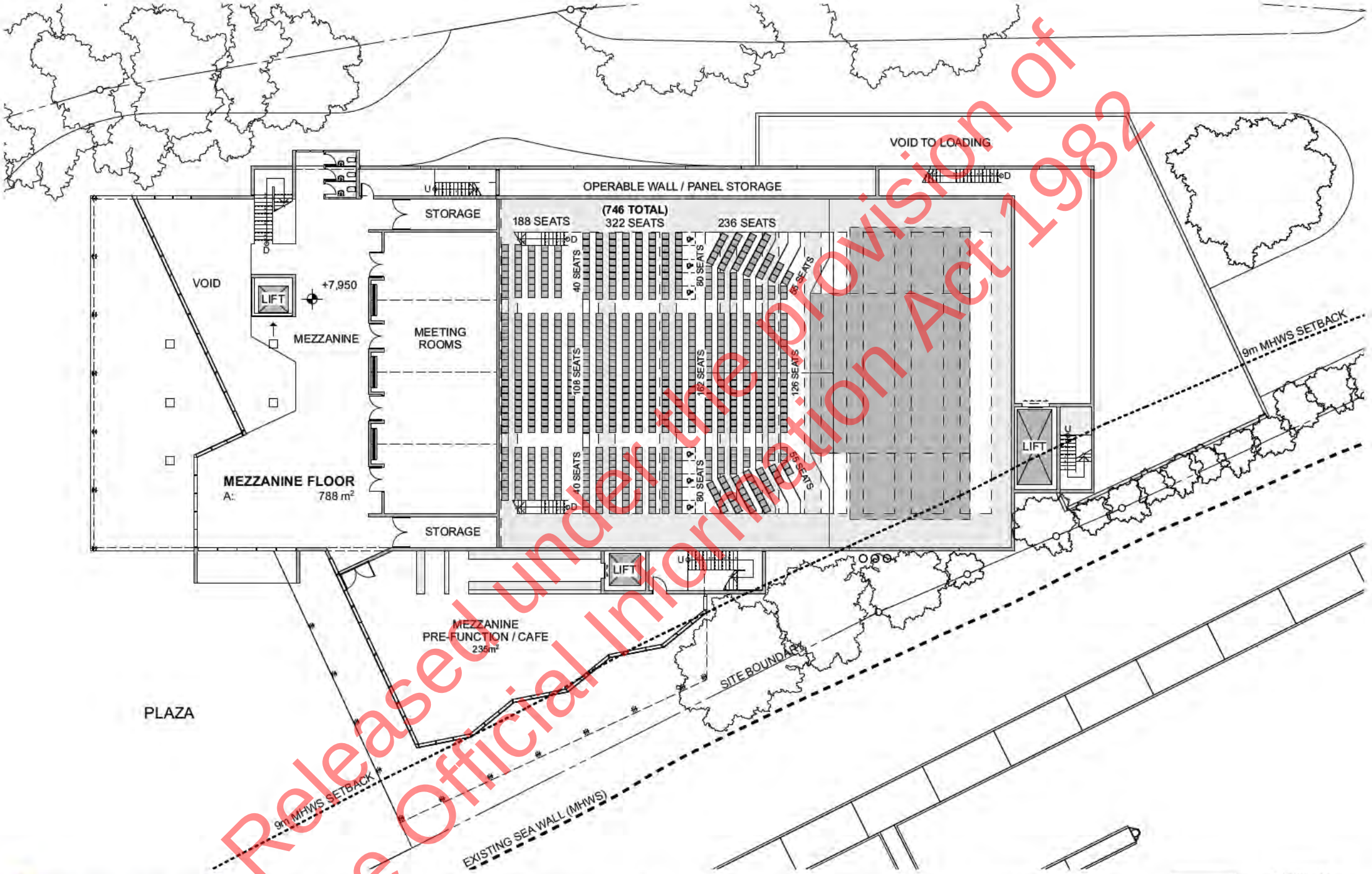
DRAWING DETAILS
EVENTS CENTRE LEVEL 1 (PODIUM) - LAYOUT 2
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING No. 4.05
ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



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PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

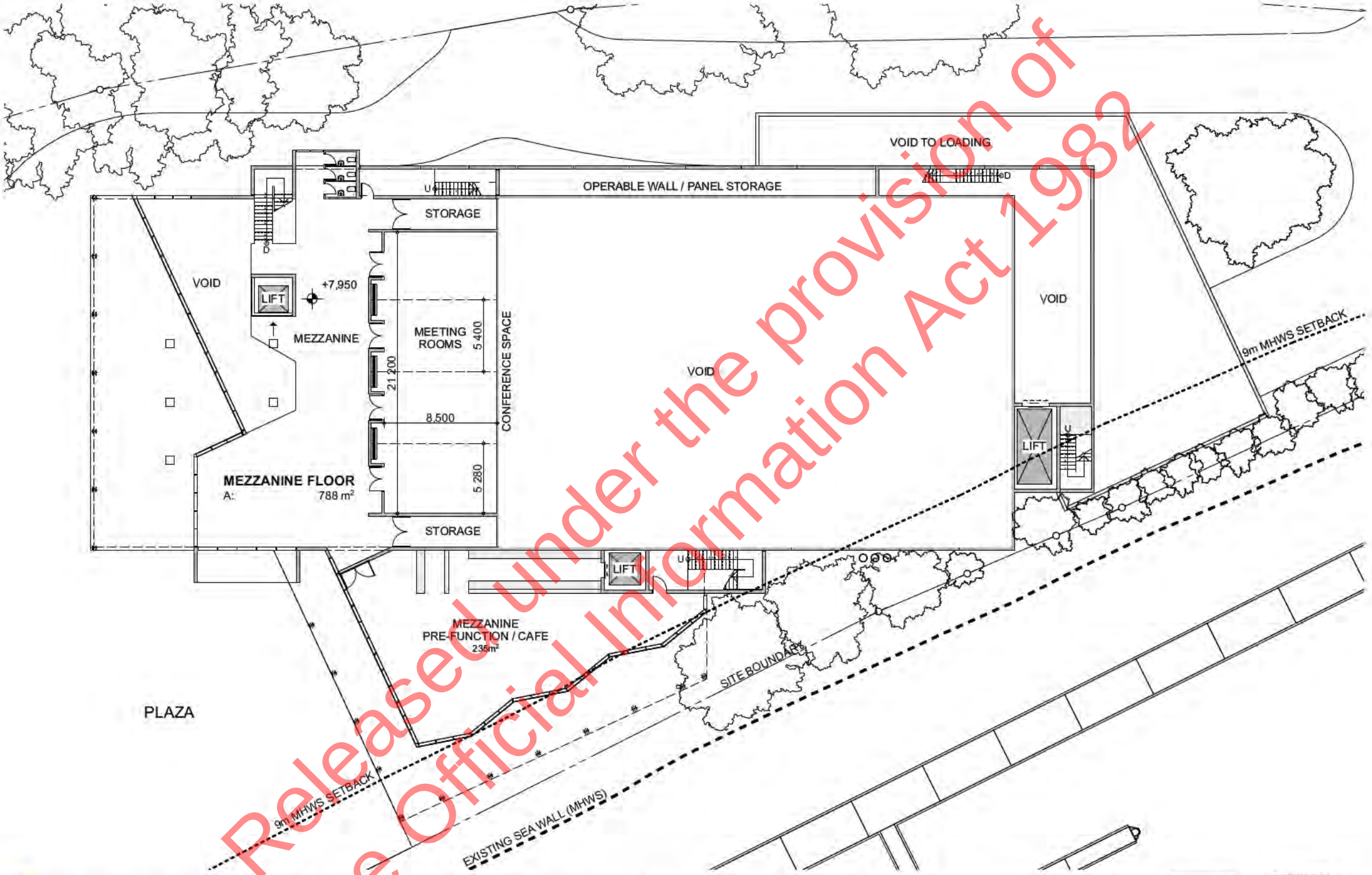
DRAWING DETAILS
EVENTS CENTRE LEVEL 2 (MEZZANINE)
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING No. 4.06
SHEET ISSUE REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

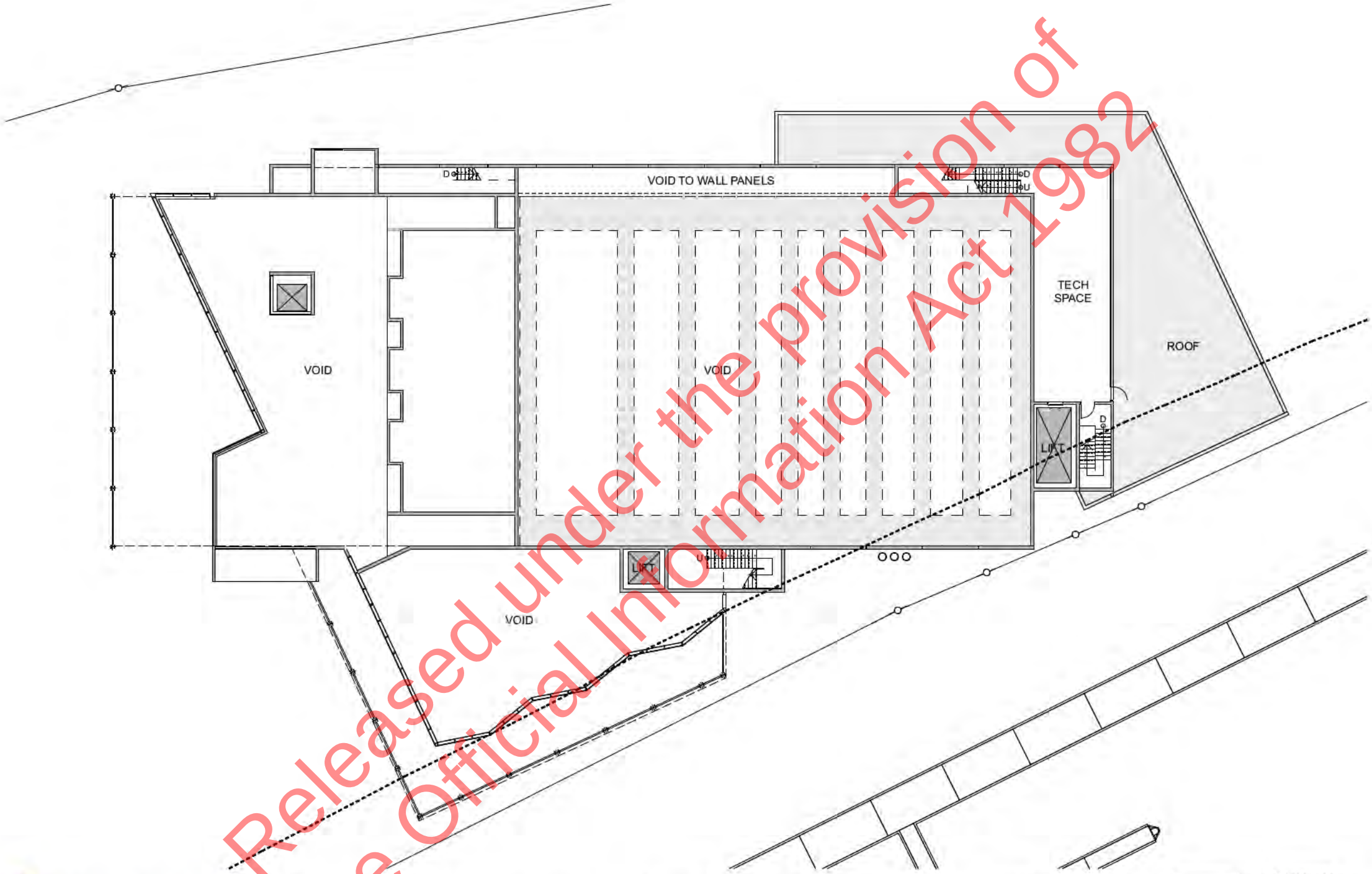
DRAWING DETAILS
EVENTS CENTRE LEVEL 2 (MEZZANINE) - LAYOUT 2
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

PROJECT No. 5357

ISSUE DETAILS
CONCEPT DESIGN
DRAWING No. 4.07
SHEET ISSUE REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

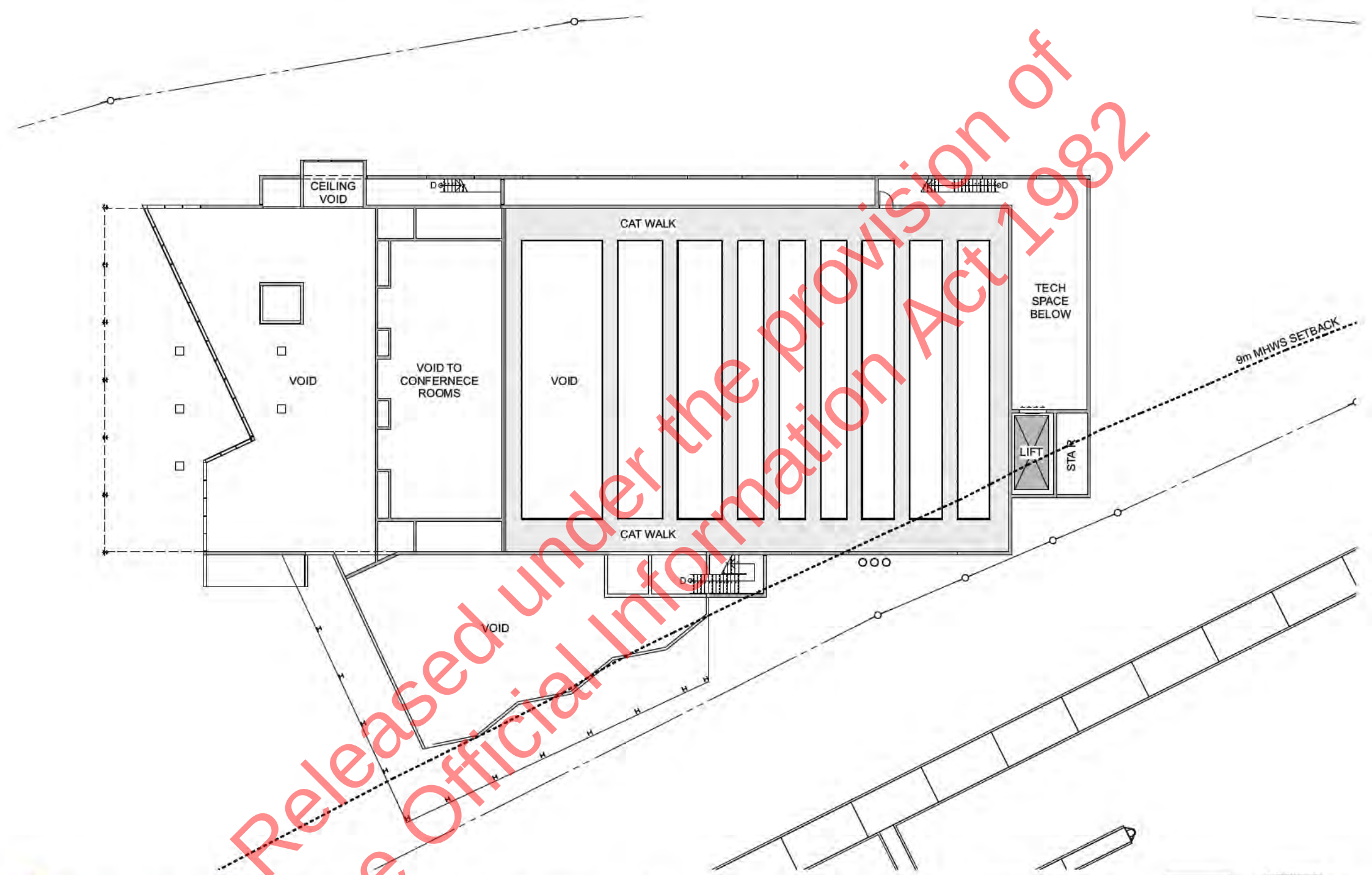
DRAWING DETAILS
EVENTS CENTRE LEVEL 3
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING No. 4.08
SHEET ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

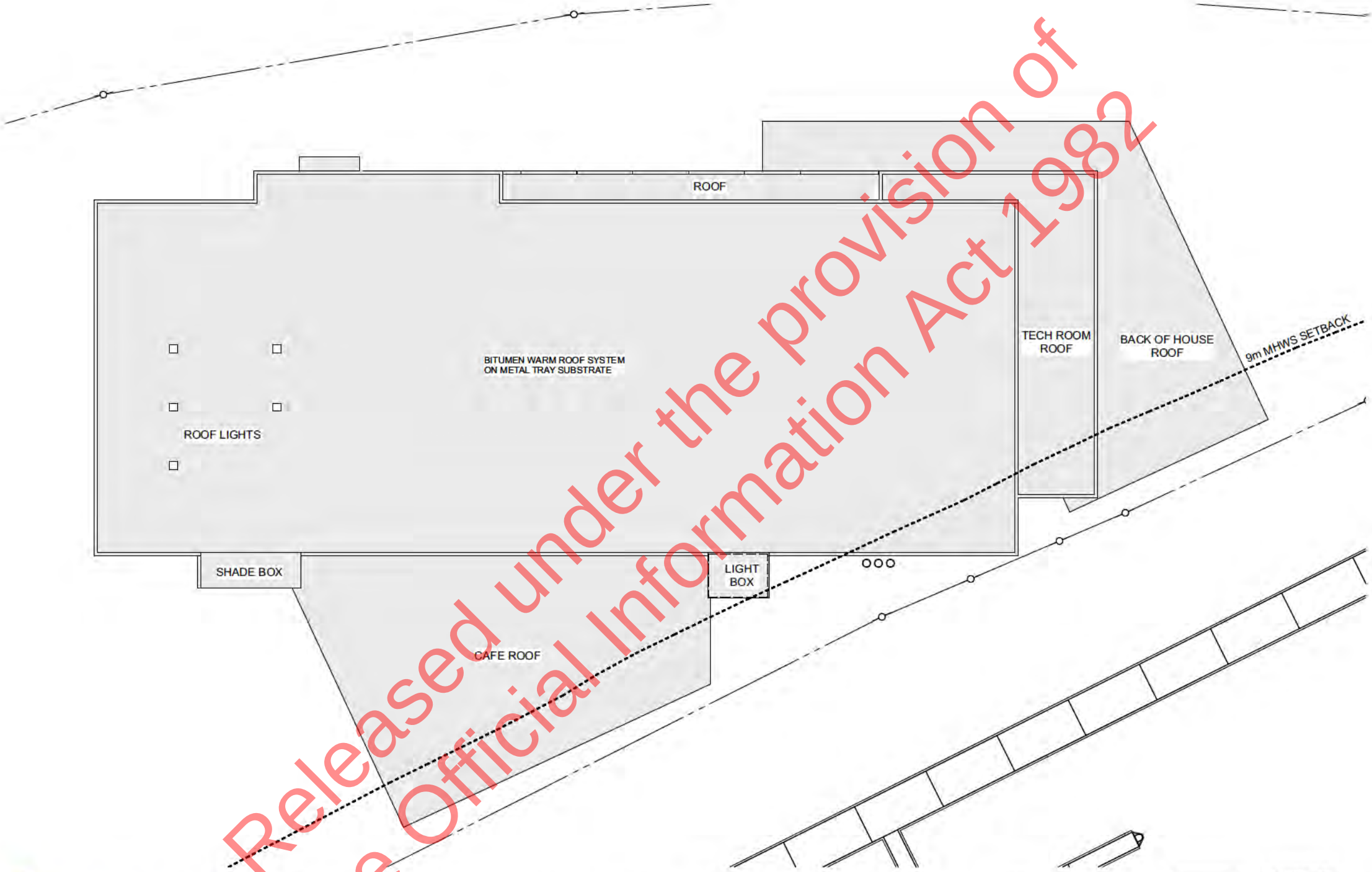
DRAWING DETAILS
EVENTS CENTRE LEVEL 4 (CATWALK)
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

5357 | 4.09 | A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
EVENTS CENTRE ROOF LEVEL
SCALE (A3) 1:250
ISSUED FOR **INFORMATION**
DATE **17 JAN 2020**

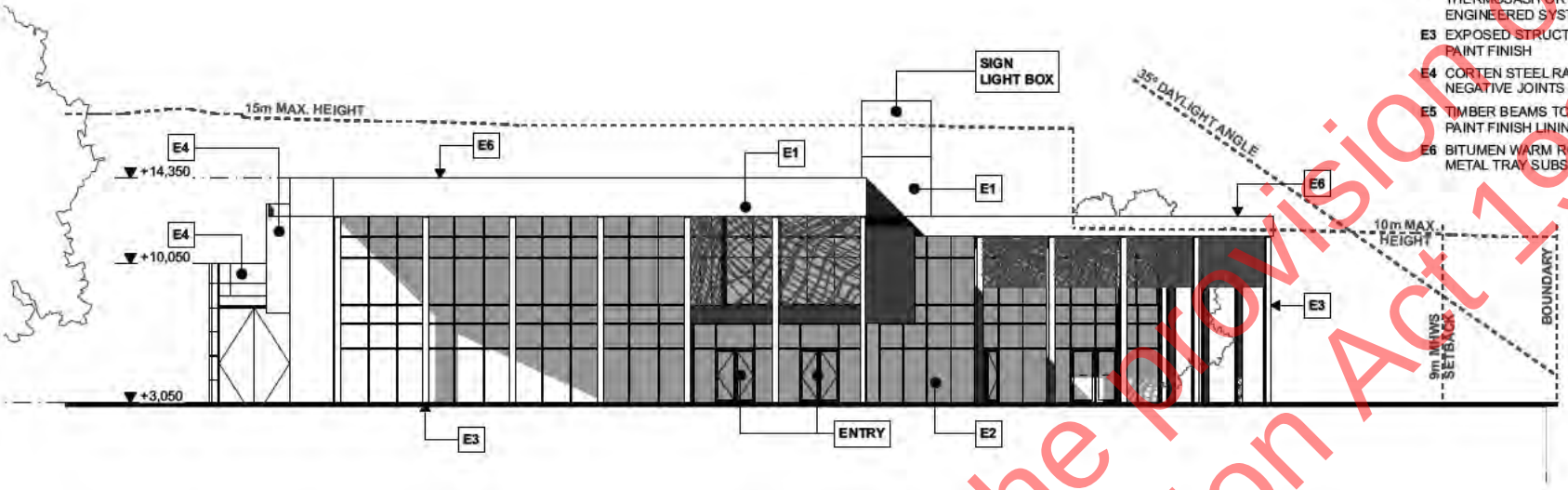
ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. 5357
DRAWING No. 4.10
SHEET SIZE (ISO) A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture | urban design

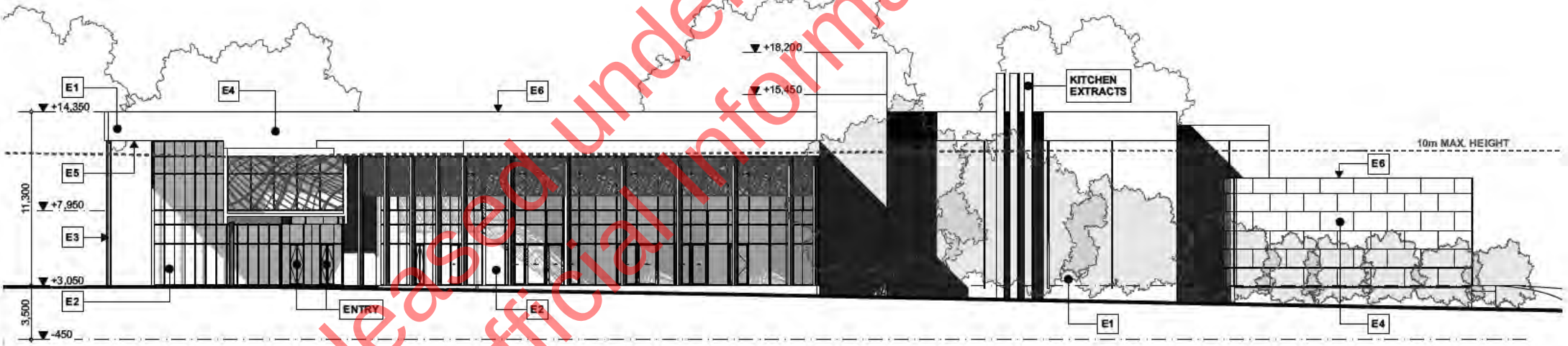
NOTES:

- E1 COLOURED PRECAST CONCRETE PANELS
- E2 ALUMINIUM FRAME JOINERY - THERMOSASH OR SIMILAR ENGINEERED SYSTEM
- E3 EXPOSED STRUCTURAL STEEL - PAINT FINISH
- E4 CORTEN STEEL RAIN SCREEN WITH NEGATIVE JOINTS
- E5 TIMBER BEAMS TO SOFFIT WITH PAINT FINISH LININGS
- E6 BITUMEN WARM ROOF SYSTEM ON METAL TRAY SUBSTRATE
- I1 CONCRETE FLOOR WITH FINISHES
- I2 INTERIOR PRECAST WALL
- I3 STEEL STUD FRAMED WALLS
- I4 ACOUSTIC CEILING SYSTEM



NORTH WEST ELEVATION

Scale 1:250



SOUTH WEST ELEVATION

Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

EVENTS CENTRE NORTH WEST & SOUTH WEST ELEVATION

SCALE (A3) 1:250

ISSUED FOR INFORMATION

DATE 17 JAN 2020

PROJECT No. 5357

ISSUE DETAILS

CONCEPT DESIGN

DRAWING No. 4.11

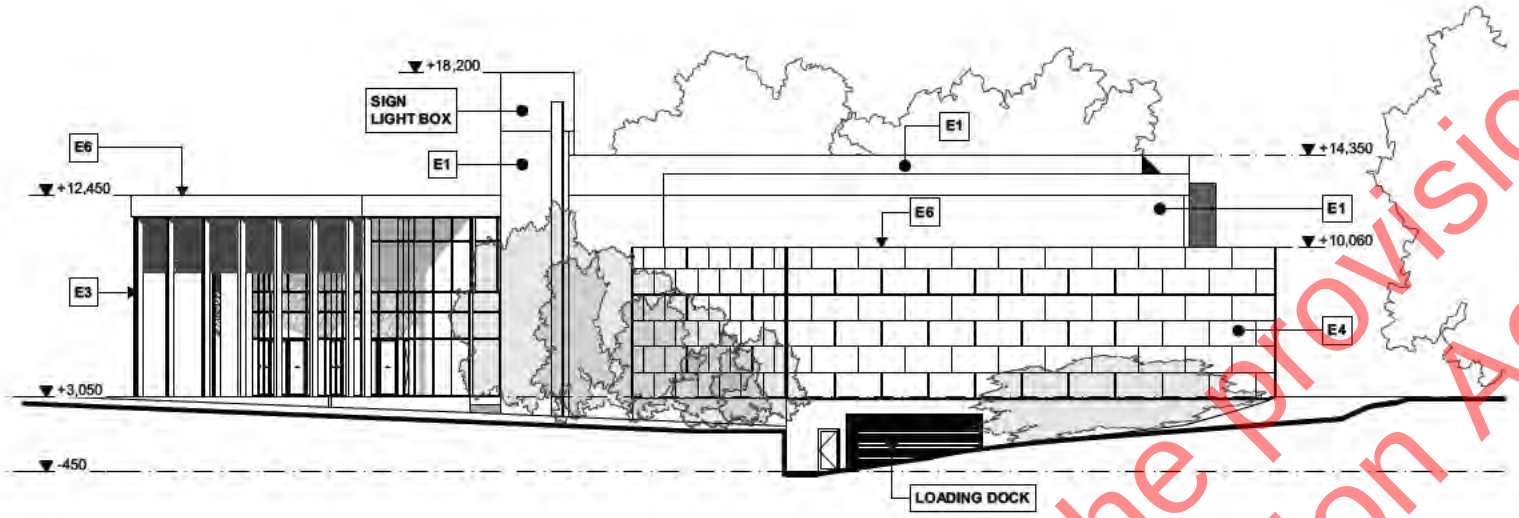
SHEET SIZE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON

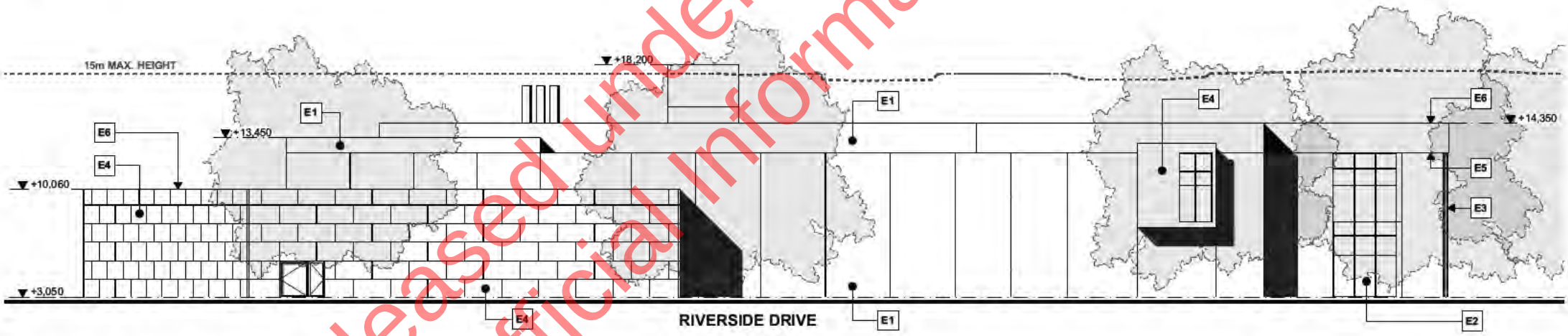
NOTES:

- E1 COLOURED PRECAST CONCRETE PANELS
- E2 ALUMINIUM FRAME JOINERY - THERMOSASH OR SIMILAR ENGINEERED SYSTEM
- E3 EXPOSED STRUCTURAL STEEL - PAINT FINISH
- E4 CORTEN STEEL RAIN SCREEN WITH NEGATIVE JOINTS
- E5 TIMBER BEAMS TO SOFFIT WITH PAINT FINISH LININGS
- E6 BITUMEN WARM ROOF SYSTEM ON METAL TRAY SUBSTRATE
- I1 CONCRETE FLOOR WITH FINISHES
- I2 INTERIOR PRECAST WALL
- I3 STEEL STUD FRAMED WALLS
- I4 ACOUSTIC CEILING SYSTEM



SOUTH EAST ELEVATION

Scale 1:250



NORTH EAST ELEVATION

Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

EVENTS CENTRE SOUTH EAST & NORTH EAST ELEVATION

SCALE (A3) 1:250

ISSUED FOR INFORMATION

DATE 17 JAN 2020

PROJECT No. 5357

ISSUE DETAILS

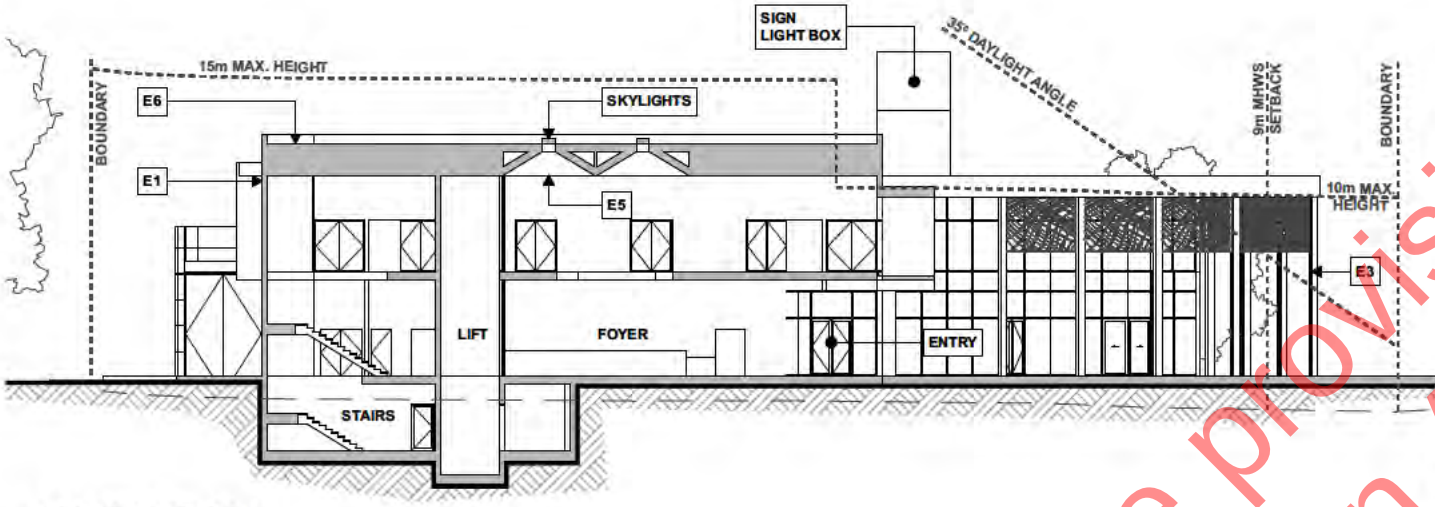
CONCEPT DESIGN

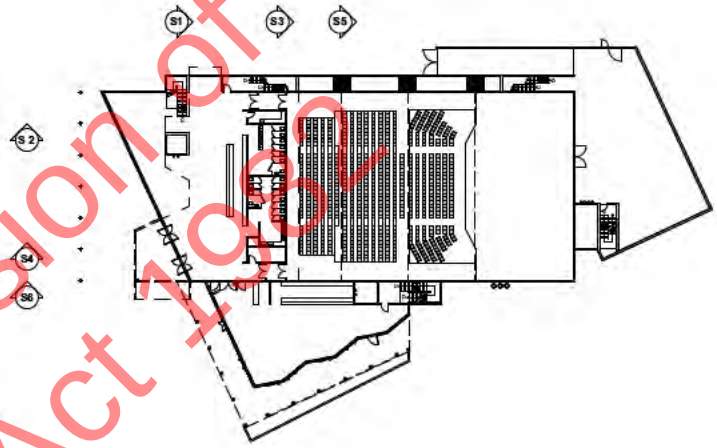
DRAWING 4.12

SHEET ISSUE REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON



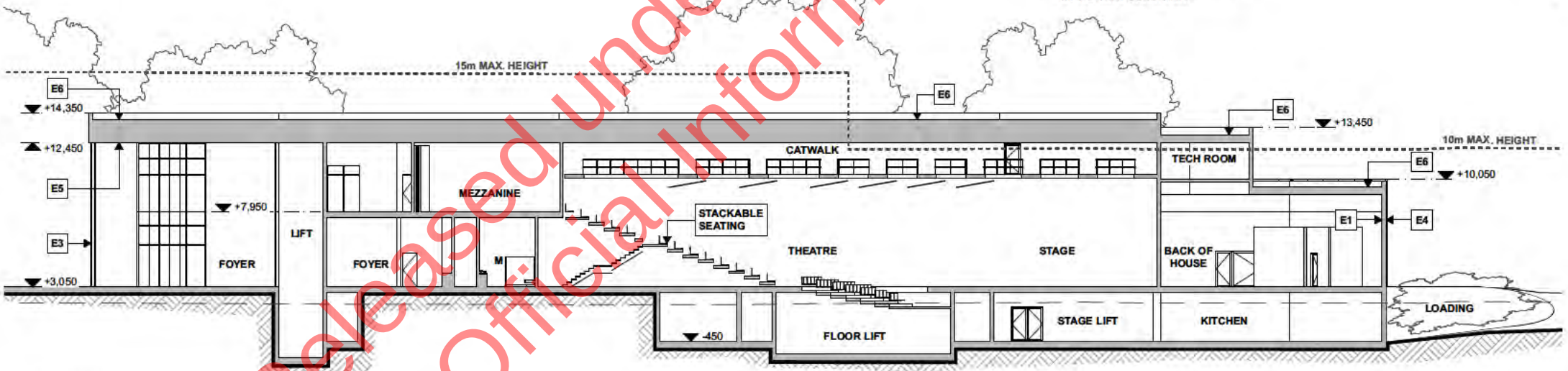


S1 CROSS SECTION

Scale 1:250

NOTES:

- **E1** COLOURED PRECAST CONCRETE PANELS
- **E2** ALUMINIUM FRAME JOINERY - THERMOSASH OR SIMILAR ENGINEERED SYSTEM
- **E3** EXPOSED STRUCTURAL STEEL - PAINT FINISH
- **E4** CORTEN STEEL RAIN SCREEN WITH NEGATIVE JOINTS
- **E5** TIMBER BEAMS TO SOFFIT WITH PAINT FINISH LININGS
- **E6** BITUMEN WARM ROOF SYSTEM ON METAL TRAY SUBSTRATE
- **I1** CONCRETE FLOOR WITH FINISHES
- **I2** INTERIOR PRECAST WALL
- **I3** STEEL STUD FRAMED WALLS
- **I4** ACOUSTIC CEILING SYSTEM



S-2 LONG SECTION

Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

EVENTS CENTRE SECTIONS

SCALE (A3) 1:250

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

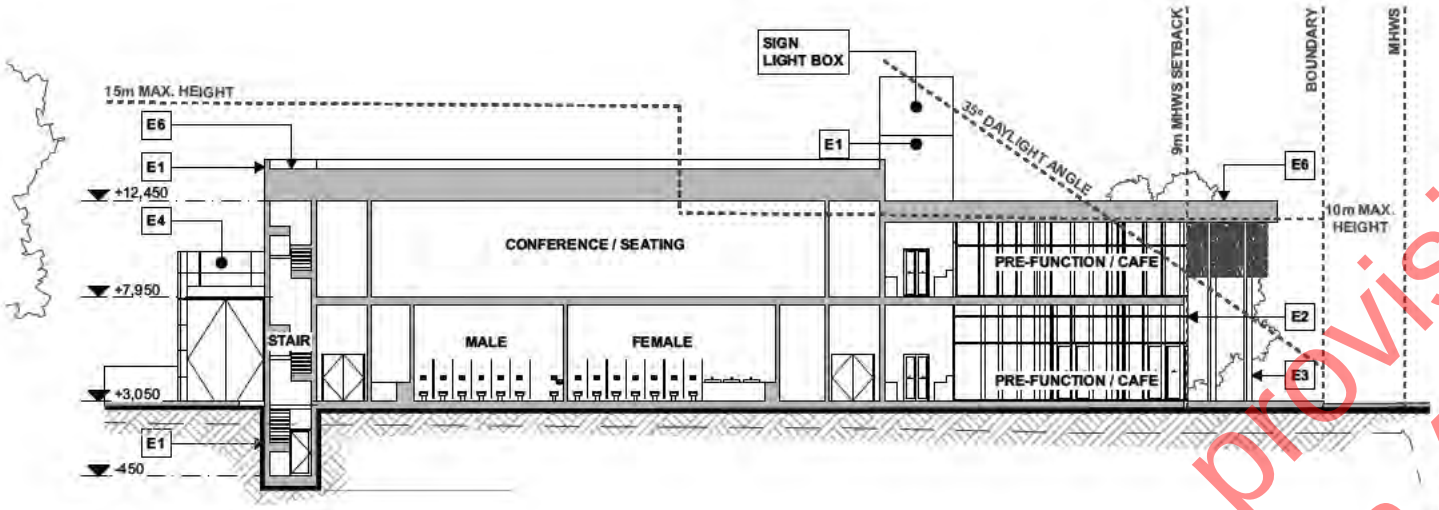
DRAWING No. **4.13**

ISSUE **A**

HB ARCHITECTURE

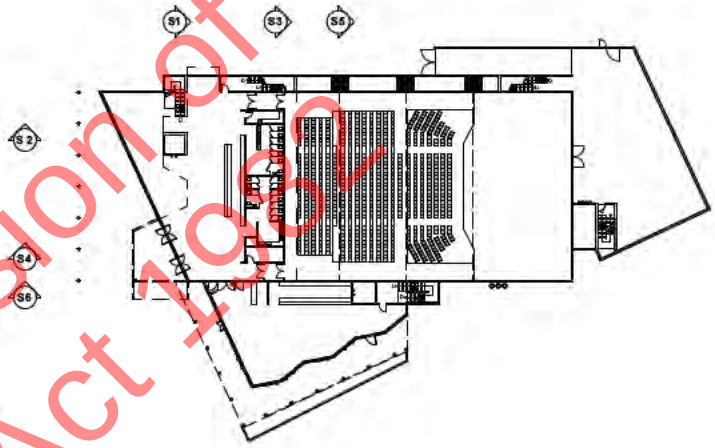
IN ASSOCIATION WITH

BREWER DAVIDSON architecture | urban design



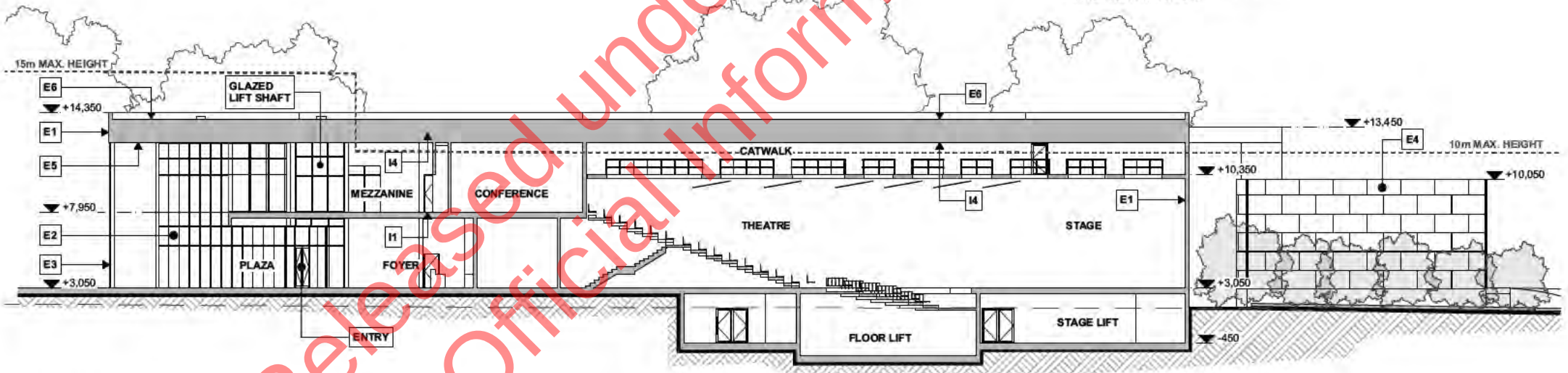
S3 CROSS SECTION

Scale 1:250



NOTES:

- E1 COLOURED PRECAST CONCRETE PANELS
- E2 ALUMINIUM FRAME JOINERY - THERMOSASH OR SIMILAR ENGINEERED SYSTEM
- E3 EXPOSED STRUCTURAL STEEL - PAINT FINISH
- E4 CORTEN STEEL RAIN SCREEN WITH NEGATIVE JOINTS
- E5 TIMBER BEAMS TO SOFFIT WITH PAINT FINISH LININGS
- E6 BITUMEN WARM ROOF SYSTEM ON METAL TRAY SUBSTRATE
- I1 CONCRETE FLOOR WITH FINISHES
- I2 INTERIOR PRECAST WALL
- I3 STEEL STUD FRAMED WALLS
- I4 ACOUSTIC CEILING SYSTEM



S4 LONG SECTION

Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

EVENTS CENTRE SECTIONS

SCALE (A3) 1:250

ISSUED FOR INFORMATION

DATE 17 JAN 2020

ISSUE DETAILS

CONCEPT DESIGN

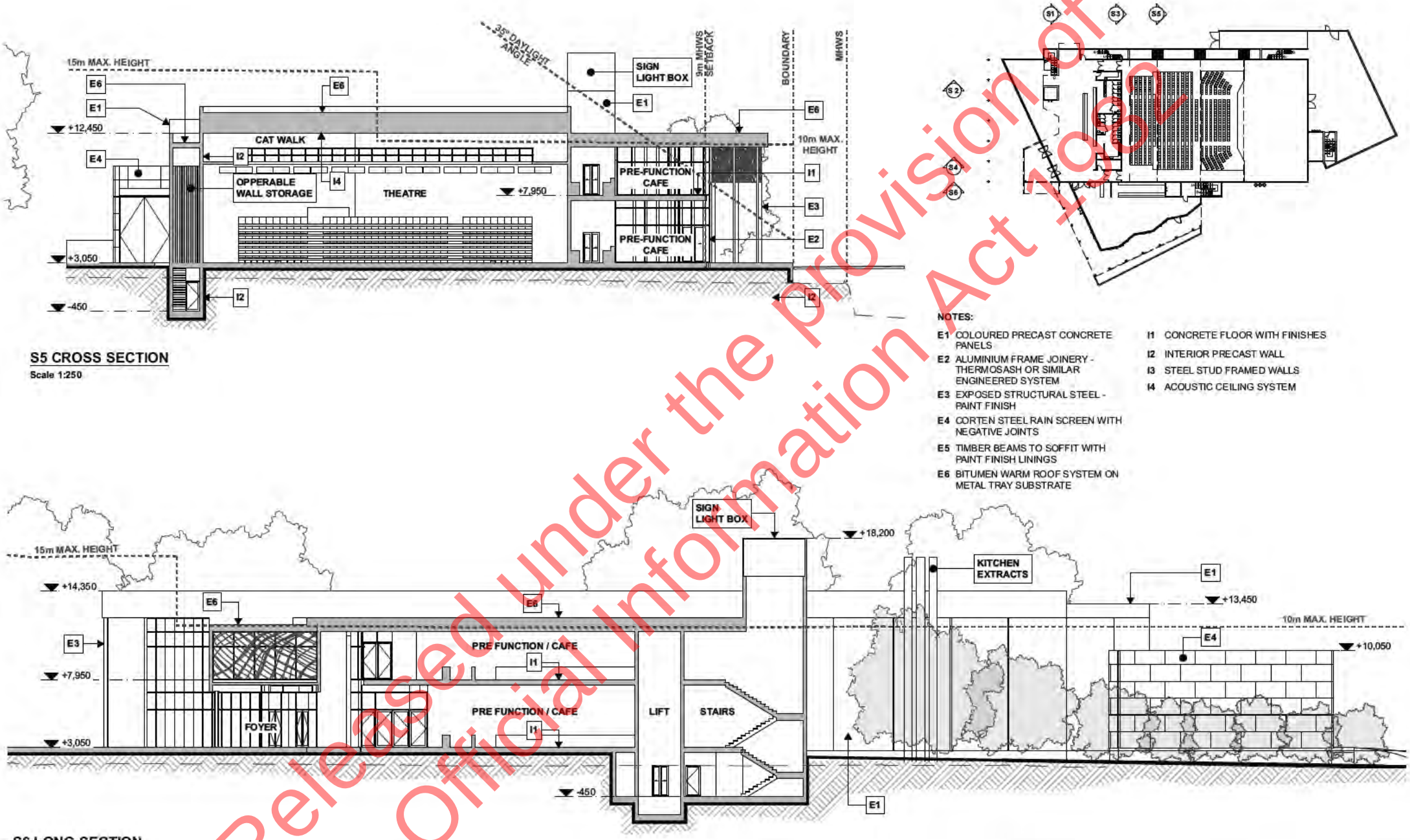
PROJECT No. 5357

DRAWING No. 4.14

ISSUE REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON



S5 CROSS SECTION

Scale 1:250

S6 LONG SECTION

Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

EVENTS CENTRE SECTIONS

SCALE (A3) 1:250

ISSUED FOR INFORMATION

DATE 17 JAN 2020

ISSUE DETAILS

CONCEPT DESIGN

5357 | 4.15 | A

HB ARCHITECTURE

IN ASSOCIATION WITH BREWER DAVIDSON

ORUKU LANDING - RIVERSIDE DRIVE

5.0 HOTEL

NORTHLAND DEVELOPMENT corporation

DALMAN ARCHITECTS

1 Hotel Plaza

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
ORUKU LANDING HOTEL PLAZA PLAN
SCALE (A3) 1:200
ISSUED FOR INFORMATION
DATE 17 JAN 2020

PROJECT No. 5357

ISSUE DETAILS
CONCEPT DESIGN
DRAWING 5.01
SHEET ISSUE / REV A

DALMAN ARCHITECTS

1 Ground Floor
Scale 1:100

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
ORUKU LANDING HOTEL 4 STAR FLOOR PLAN GROUND
SCALE (A3) 1:100
ISSUED FOR INFORMATION
DATE 17 JAN 2020
PROJECT No. 5357

ISSUE DETAILS
CONCEPT DESIGN
DRAWING 5.02
SHEET ISSUE / REV A

DALMAN ARCHITECTS

1 Upper Guest Room Floors 1 to 4
Scale 1:100

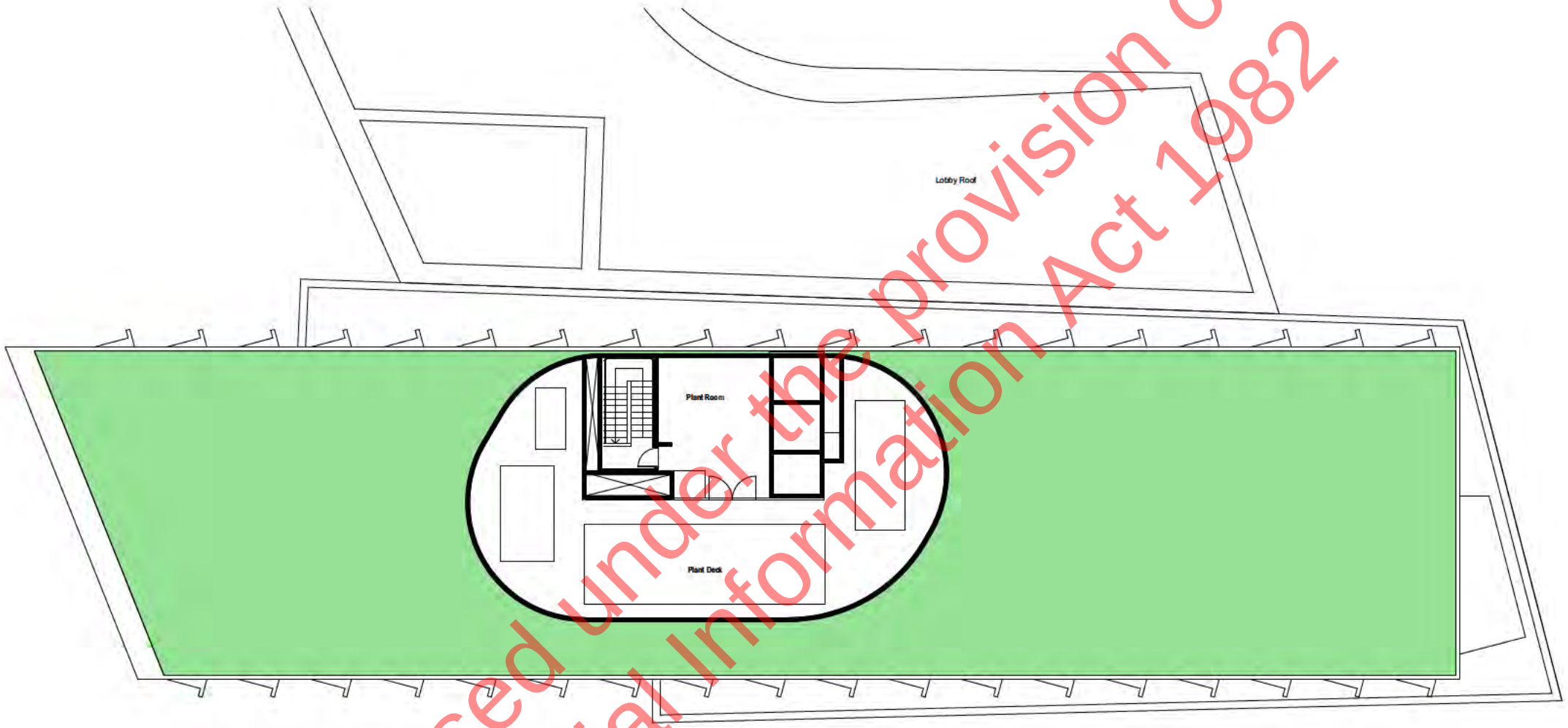
NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
ORUKU LANDING HOTEL 4 STAR FLOOR PLAN LEVEL 2 to 4
SCALE (A3) 1:100
ISSUED FOR INFORMATION
DATE 17 JAN 2020
PROJECT No. 5357

ISSUE DETAILS
CONCEPT DESIGN
DRAWING 5.03
SHEET ISSUE REV A

DALMAN ARCHITECTS



1 Roof Plan
Scale 1:100

NORTHLAND DEVELOPMENT corporation

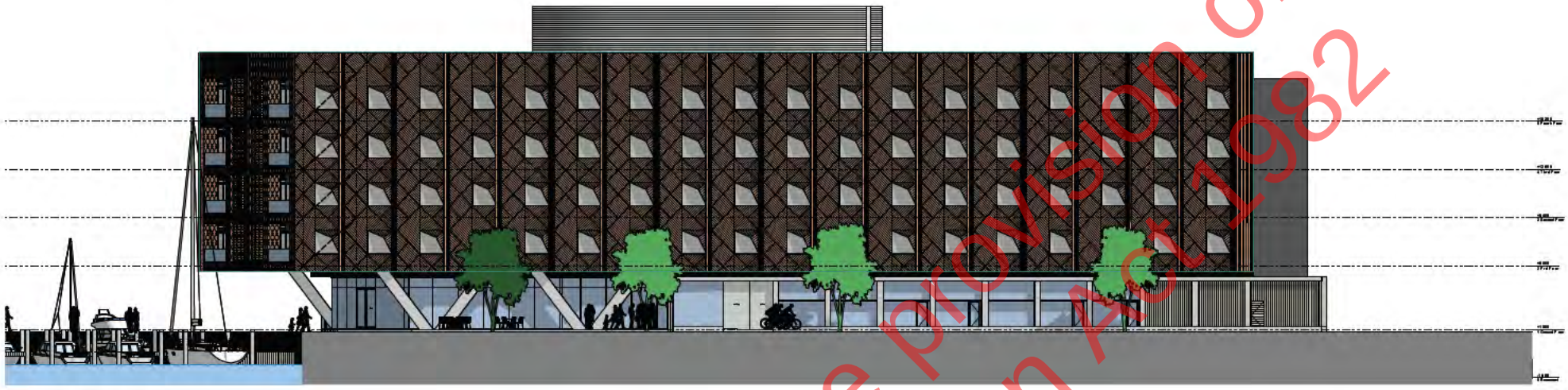
PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
ORUKU LANDING HOTEL 4 STAR ROOF PLAN
SCALE (A3) 1:100
ISSUED FOR INFORMATION
DATE 17 JAN 2020

PROJECT No. 5357
DRAWING No. 5.05
SHEET ISSUE REV. A

ISSUE DETAILS
CONCEPT DESIGN

DALMAN ARCHITECTS



1 East Elevation

2 West Elevation

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ORUKU LANDING HOTEL 4 STAR WEST & EAST ELEVATION

SCALE (A3) 1:150

ISSUED FOR INFORMATION

DATE 17 JAN 2020

PROJECT No. 5357

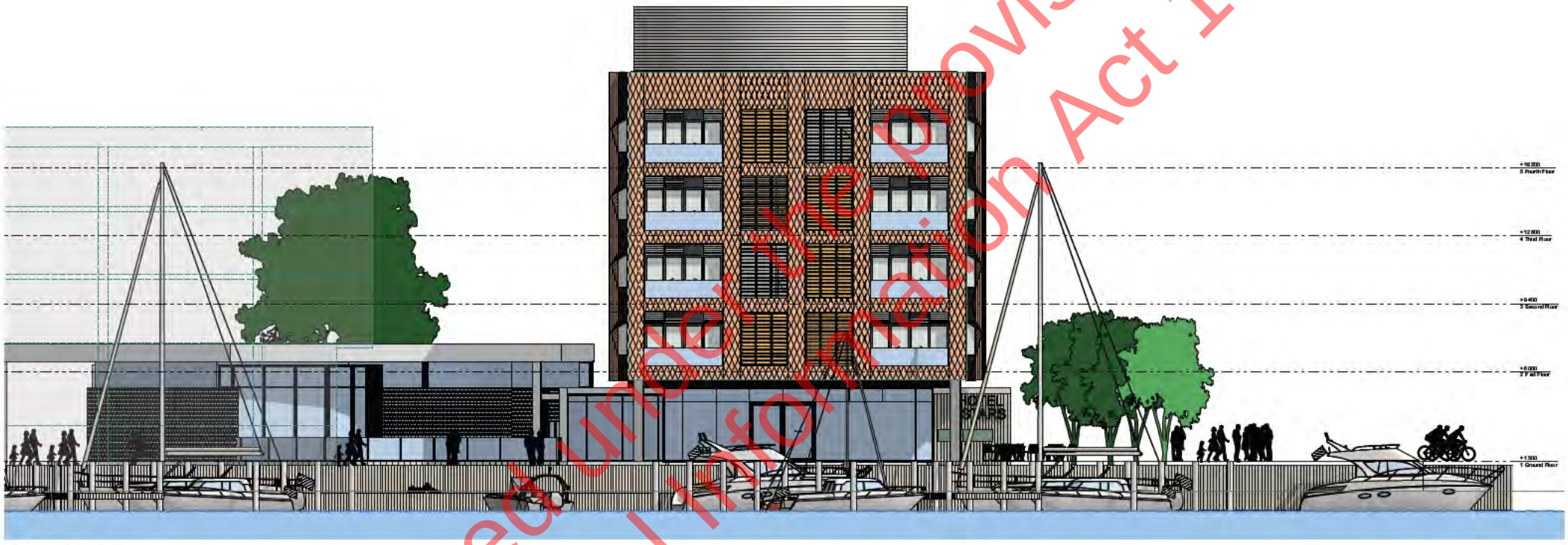
ISSUE DETAILS

CONCEPT DESIGN

DRAWING 5.06

SHEET ISSUE / REV. A

DALMAN ARCHITECTS



1 South Elevation
Scale 1:100

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
ORUKU LANDING HOTEL 4 STAR SOUTH ELEVATION
SCALE (A3) 1:100
ISSUED FOR INFORMATION
DATE 17 JAN 2020
A3 - PRINTED: Friday, 17 January 2020
5357 Riverside Drive, Te Atatu Peninsula, Auckland

PROJECT No.
5357

ISSUE DETAILS
DR CH HA
CONCEPT DESIGN
DRAWING No. 5.07
SHEET ISSUE / REV. A
REV DESCRIPTION / ISSUED 17 JAN 2020
PROJECT No. DA 5912

DALMAN ARCHITECTS

1 North Elevation

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ORUKU LANDING HOTEL 4 STAR NORTH ELEVATION

SCALE (A3) 1:100

ISSUED FOR INFORMATION

DATE 17 JAN 2020

PROJECT No. 5357

ISSUE DETAILS

CONCEPT DESIGN

DRAWING 5.08

SHEET ISSUE / REV A

DALMAN ARCHITECTS

Perspective 01

Perspective 02

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ORUKU LANDING HOTEL PRESENTATION 3D VISUALS

SCALE (A3) NTS

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

PROJECT No. **5357**

ISSUE DETAILS

DR DN HA

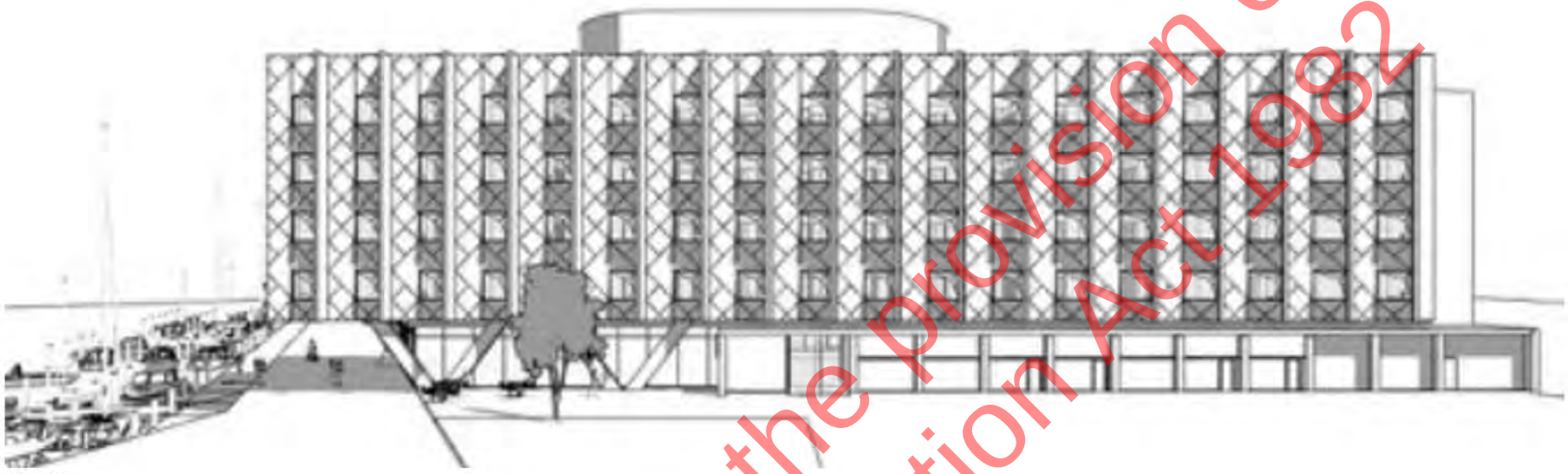
CONCEPT DESIGN

DRAWING 5.09

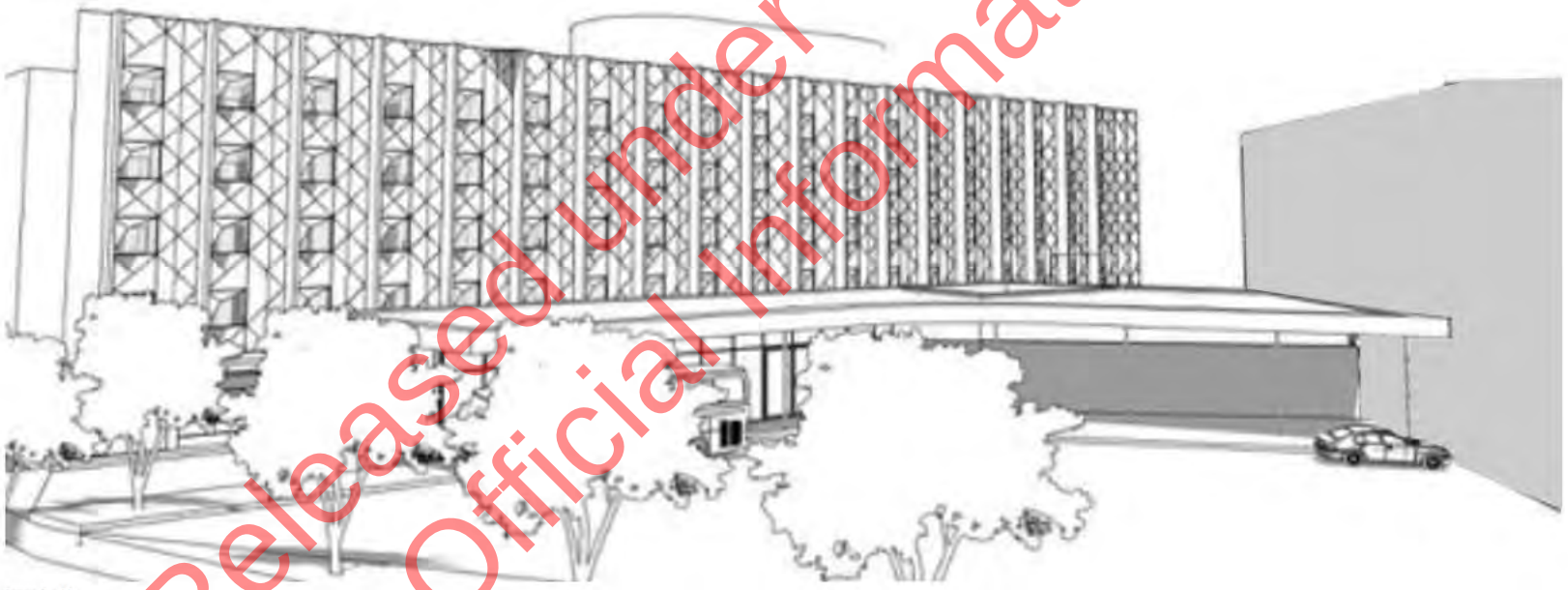
SHEET ISSUE / REV A

PROJECT No. DA MK2

DALMAN ARCHITECTS



Perspective 04



Perspective 03

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ORUKU LANDING HOTEL PRESENTATION 3D VISUALS

SCALE (A3) NTS

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

PROJECT No. **5357**

ISSUE DETAILS

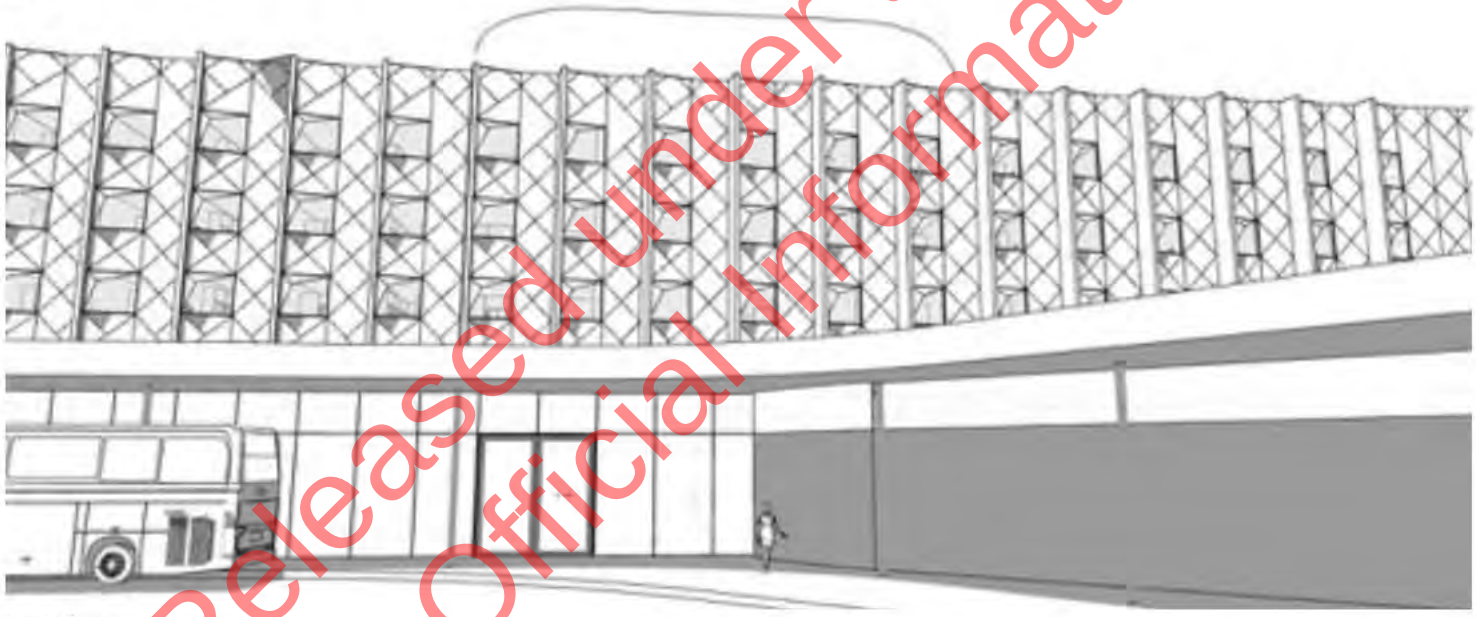
CONCEPT DESIGN

DRAWING 5.10

SHEET ISSUE / REV. A

DALMAN ARCHITECTS

Perspective 06



Perspective 05

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

ORUKU LANDING HOTEL PRESENTATION 3D VISUALS

SCALE (A3) NTS

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

PROJECT No. **5357**

ISSUE DETAILS

CONCEPT DESIGN

DRAWING 5.11

SHEET ISSUE / REV. A

DALMAN ARCHITECTS

ORUKU LANDING - RIVERSIDE DRIVE

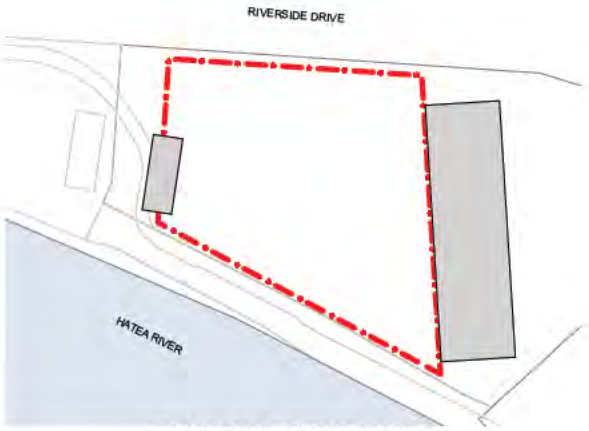
6.0 MIXED USE BUILDING
(APARTMENTS, RETAIL & PARKING)

NORTHLAND DEVELOPMENT corporation

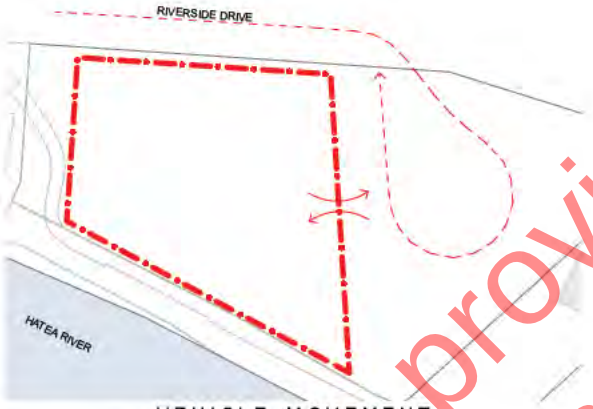
IN ASSOCIATION WITH

HB ARCHITECTURE

BREWER DAVIDSON architecture + urban design

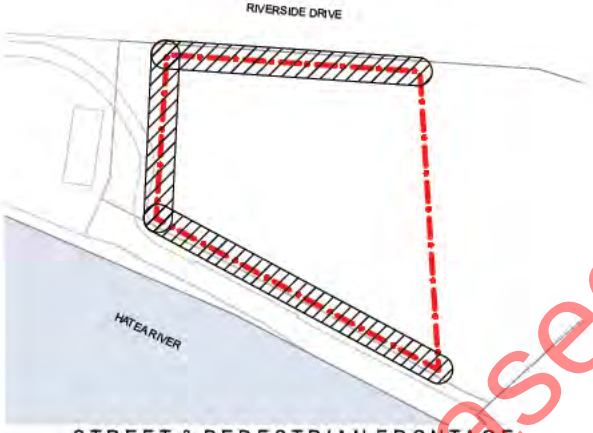


EXISTING BUILDINGS



VEHICLE MOVEMENT

PEDESTRIAN MOVEMENT



STREET & PEDESTRIAN FRONTAGE

CONNECTION

VIEW/OUTLOOK

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS
MIXED-USE SITE ANALYSIS DIAGRAMS
SCALE (A3) 1:1000
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING 6.01
SHEET ISSUE / REV A

HB ARCHITECTURE

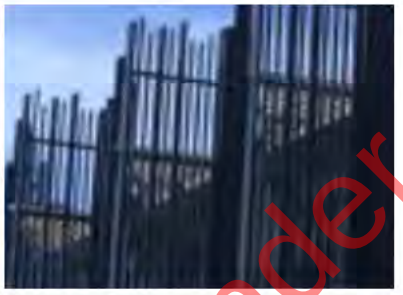
IN ASSOCIATION WITH
BREWER DAVIDSON
architecture | urban design

AMENITY

- 2.7m CEILING
- BALCONIES
- 2 BEDROOM
- ENSUITE
- ACOUSTIC SEPARATION
- ATRIUM LOBBY
- CARPARK ACCESS VIA LIFT
- RIVER VIEWS
- SECURE CARPARKING
- WALK IN WARDROBE
- FULLY ACCESSIBLE LIFT ACCESS
- SECURITY SWIPE ACCESS
- OPTIONAL EXTRA PARKING / STORAGE
- NZGBC HOMESTAR RATING TBC
- 5 STAR LIFEMARK RATING TBC
- EV CHARGING STATIONS TBC

MATERIALS

- STONE BENCHTOPS
- STONE FLOOR TILING
- TIMBER / CARPET FLOORING
- LED LIGHTING
- AIR CONDITIONED
- DOUBLE GLAZED
- CONCRETE FLOOR SLAB
- PRE-CAST CONCRETE WALL PANELS
- LOW VOC MATERIALS
- LOW FLOW WATER FIXTURES
- FSC CERTIFIED TIMBER
- 13mm GIB LINING TO WALLS / CEILINGS
- ZONE D FINISH TO ALL ALUMINIUM JOINERY
- QUALITY LEVER DOOR HANDLES
- SOLID CORE TIMBER DOORS
- TRICKLE VENTS TO ALL WINDOWS
- QUALITY FIXTURES & FITTINGS



NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

MIXED-USE IMAGE BOARD

SCALE (A3) NTS

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

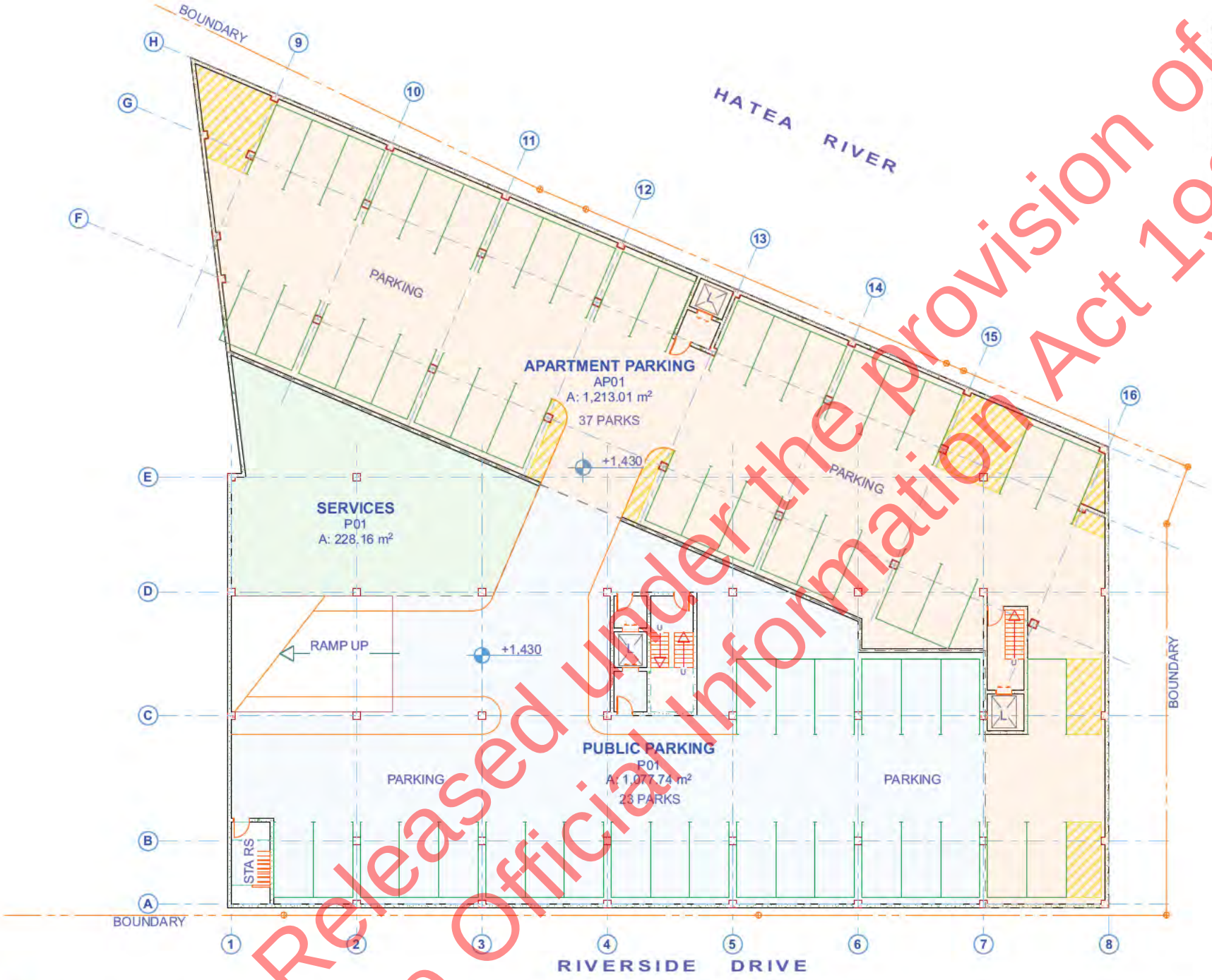
DRAWING **6.02**

SHEET ISSUE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design



BASEMENT PLAN

SCALE: 1:250

AREA SCHEDULE BASEMENT			
	ID	DESCRIPTION	Area [m2]
BASEMENT			
	AP01	APARTMENT PARKING	1,213.01
	P01	PUBLIC PARKING	1,077.74
	P01	SERVICES	228.16

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

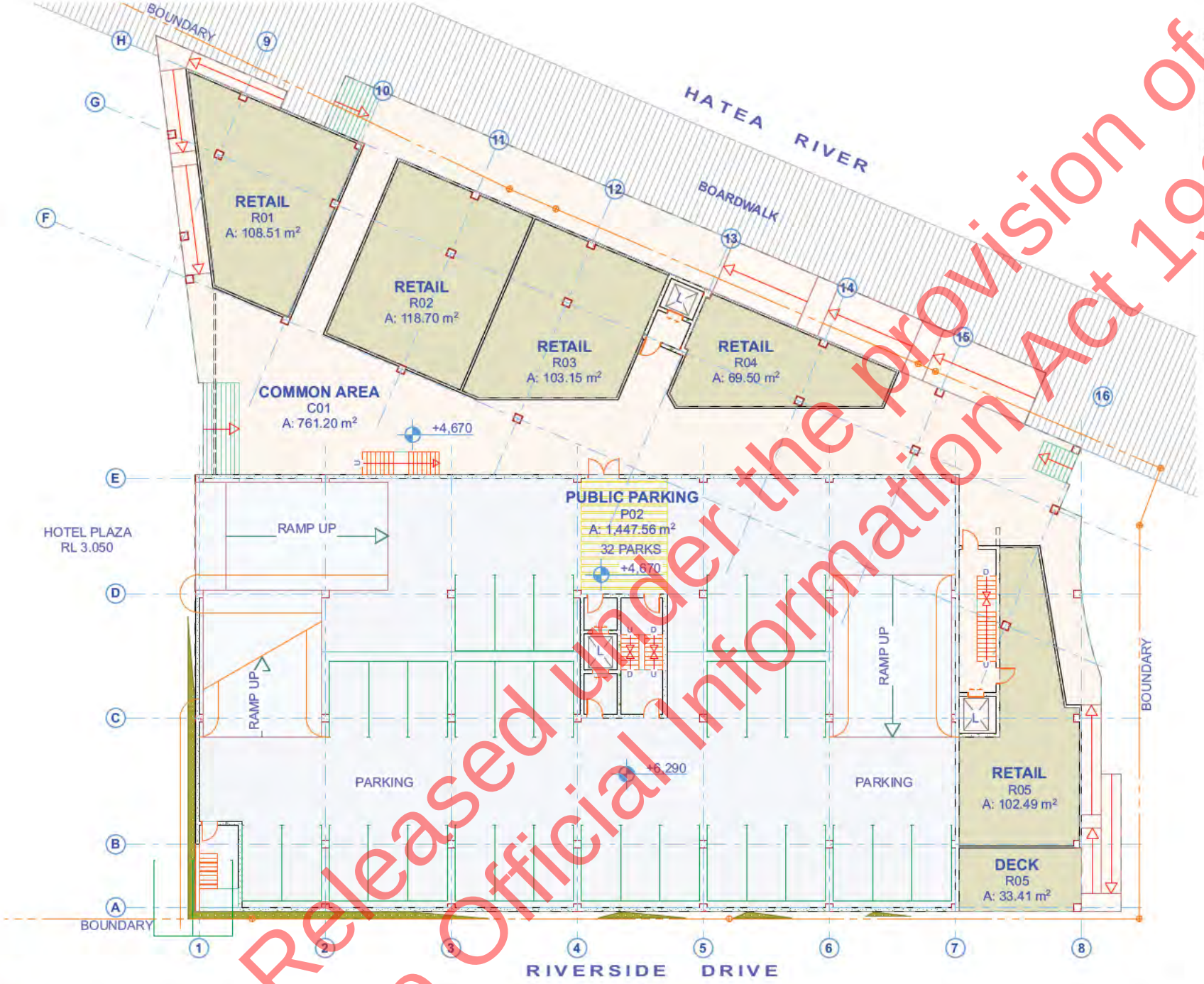
N

DRAWING DETAILS
MIXED-USE BASEMENT LEVEL PLAN
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. 5357
DRAWING 6.03
SHEET ISSUE / REV A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture + urban design



PLAZA LEVEL 1 PLAN

SCALE: 1:250

AREA SCHEDULE PODIUM			
	ID	DESCRIPTION	Area [m2]
LEVEL 1			
	C01	COMMON AREA	761.19
	P02	PUBLIC PARKING	1,447.56
	R01	RETAIL	108.51
	R02	RETAIL	221.84
	R03	RETAIL	221.84
	R04	RETAIL	69.50
	R05	DECK	33.41
	R05	RETAIL	102.49
			2,966.34 m²

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

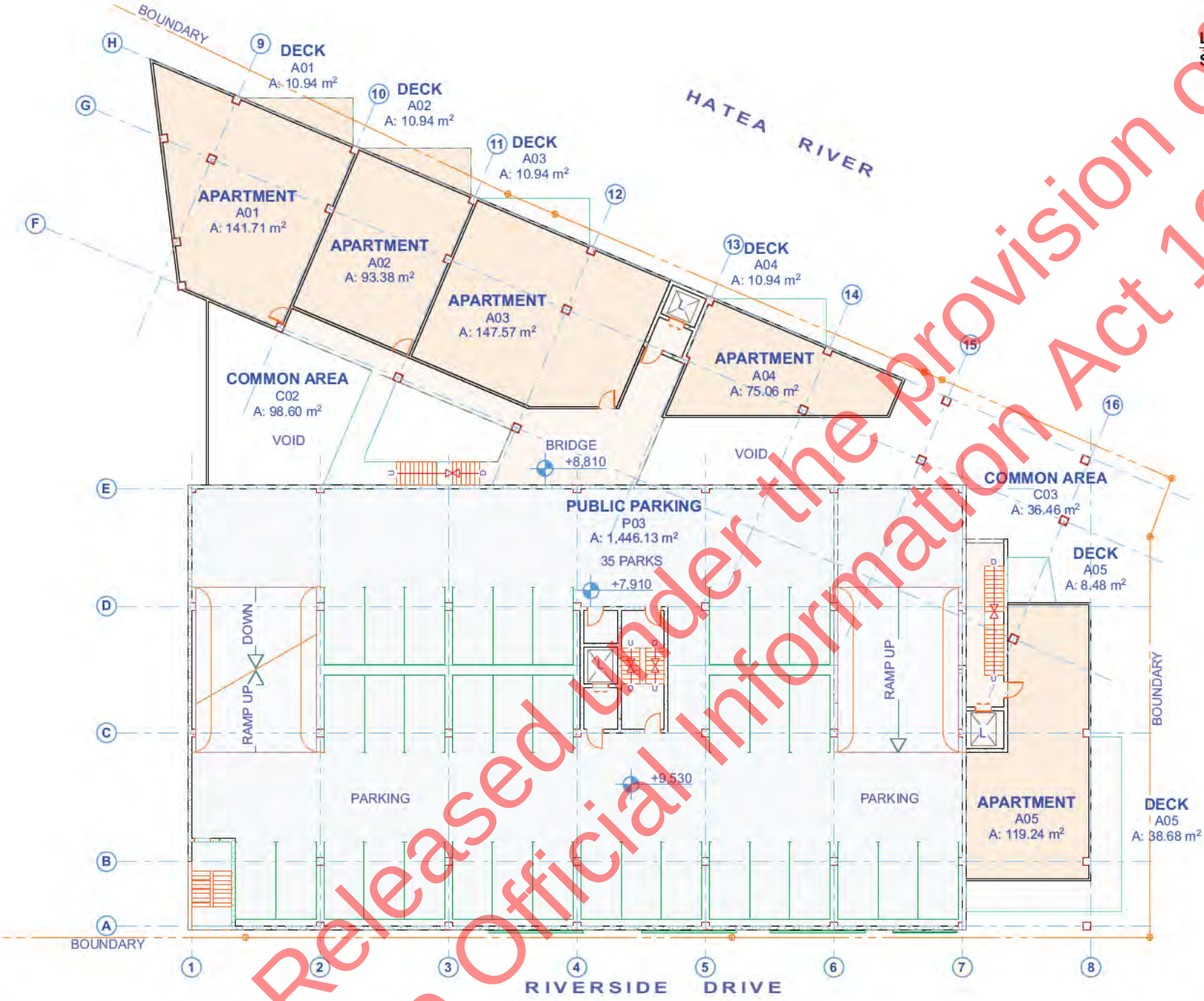
DRAWING DETAILS
MIXED-USE LEVEL 1 (PLAZA) PLAN
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

5357 | 6.04 | A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture + urban design



LEVEL 2 PLAN

SCALE: 1:250

AREA SCHEDULE LEVEL 2			
	ID	DESCRIPTION	Area [m2]
LEVEL 2			
	A01	APARTMENT	141.71
	A01	DECK	10.94
	A02	APARTMENT	93.38
	A02	DECK	10.94
	A03	APARTMENT	147.57
	A03	DECK	10.94
	A04	APARTMENT	75.06
	A04	DECK	10.94
	A05	APARTMENT	119.24
	A05	DECK	8.48
	A05	DECK	38.68
	C02	COMMON AREA	98.60
	C03	COMMON AREA	36.46
	P03	PUBLIC PARKING	1,446.13
			2,249.07 m²

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS
MIXED-USE LEVEL 2 PLAN
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING 6.05
SHEET ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture + urban design

LEVEL 3 PLAN

SCALE: 1:250

05 AREA SCHEDULE LEVEL 3			
	ID	DESCRIPTION	Area [m2]
LEVEL 3			
	A06	APARTMENT	141.71
	A06	DECK	10.94
	A07	APARTMENT	93.34
	A07	DECK	10.94
	A08	APARTMENT	153.71
	A08	DECK	10.94
	A09	APARTMENT	134.22
	A09	DECK	10.94
	A09	DECK	10.94
	A10	APARTMENT	160.71
	A10	DECK	15.39
	A10	DECK	32.69
	A11	APARTMENT	129.43
	A11	DECK	48.63
	C04	COMMON AREA	108.42
	C05	COMMON AREA	83.98
	P04	PUBLIC PARKING	1,344.77
			2,501.70 m²

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS
MIXED-USE LEVEL 3 PLAN
SCALE (A3) 1:250
ISSUED FOR INFORMATION
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. 5357
DRAWING 6.06
SHEET ISSUE / REV. A

HB ARCHITECTURE

IN ASSOCIATION WITH
BREWER DAVIDSON
architecture + urban design

LEVEL 4 PLAN

SCALE: 1:250

06 AREA SCHEDULE LEVEL 4			
	ID	DESCRIPTION	Area [m2]
LEVEL 4			
	A12	APARTMENT	141.71
	A12	DECK	10.94
	A13	APARTMENT	93.41
	A13	DECK	10.94
	A14	APARTMENT	153.71
	A14	DECK	10.94
	A15	APARTMENT	154.54
	A15	DECK	10.94
	A15	DECK	10.94
	A16	APARTMENT	141.65
	A16	DECK	15.39
	A16	DECK	32.04
	A17	APARTMENT	129.43
	A17	DECK	48.16
	C06	COMMON AREA	91.46
	C07	COMMON AREA	82.67
	P05	PUBLIC PARKING	1,189.79
			2,328.66 m²

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

N

DRAWING DETAILS
MIXED-USE LEVEL 4 PLAN
SCALE (A3) 1:250
ISSUED FOR **INFORMATION**
DATE **17 JAN 2020**

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. **5357**
DRAWING **6.07**
SHEET ISSUE / REV. **A**

HB ARCHITECTURE

IN ASSOCIATION WITH
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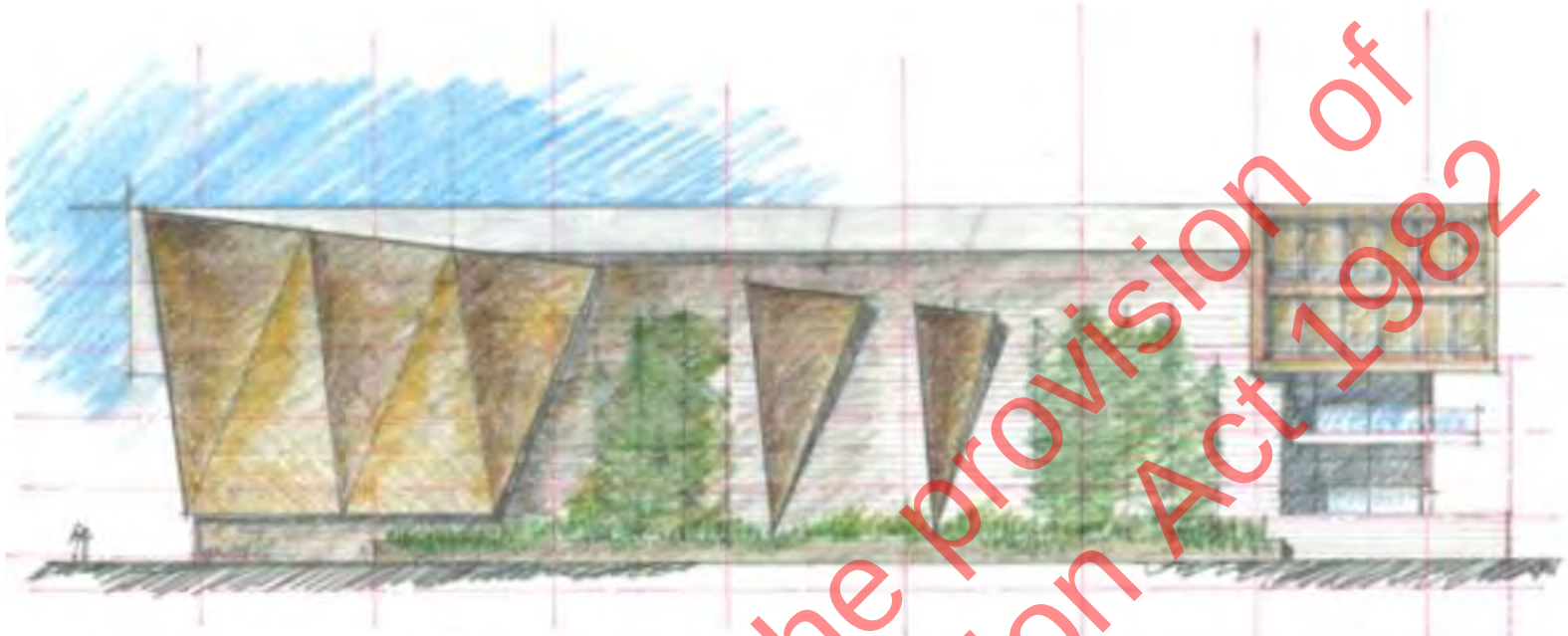
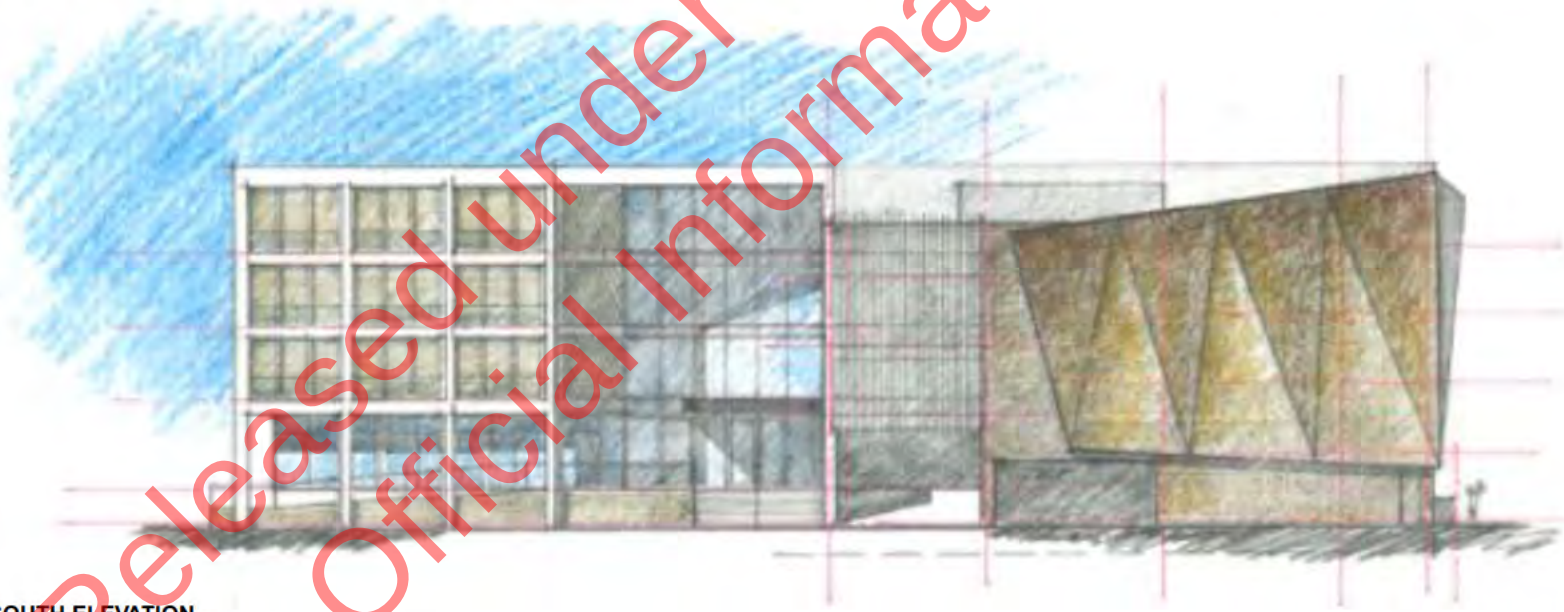


NORTH ELEVATION
Scale 1:250



SOUTH ELEVATION
Scale 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
MIXED-USE ELEVATIONS
SCALE (A3) 1:250
ISSUED FOR **INFORMATION**
DATE **17 JAN 2020**

ISSUE DETAILS
CONCEPT DESIGN
PROJECT No. **5357**
DRAWING **6.08**
SHEET SIZE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH
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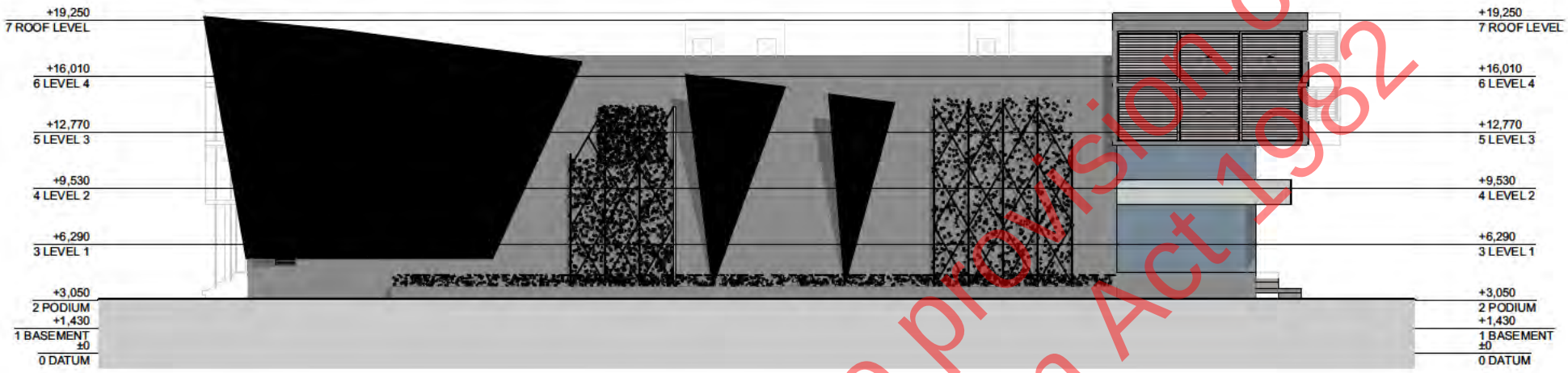

NORTH ELEVATION
SCALE: 1:250

SOUTH ELEVATION
SCALE: 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
MIXED-USE ELEVATIONS
SCALE (A3) 1:250
ISSUED FOR **INFORMATION**
DATE **17 JAN 2020**

ISSUE DETAILS
CONCEPT DESIGN

PROJECT No. **5357**
DRAWING No. **6.09**
SHEET ISSUE (REV) **A**

HB ARCHITECTURE

IN ASSOCIATION WITH
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architecture | urban design

EAST ELEVATION
SCALE: 1:250

WEST ELEVATION
SCALE: 1:250

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS
NORTHLAND DEVELOPMENT CORPORATION
ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS
MIXED-USE ELEVATIONS
SCALE (A3) 1:250
ISSUED FOR **INFORMATION**
DATE 17 JAN 2020

ISSUE DETAILS
CONCEPT DESIGN
5357 | 6.10 | A

HB ARCHITECTURE

IN ASSOCIATION WITH
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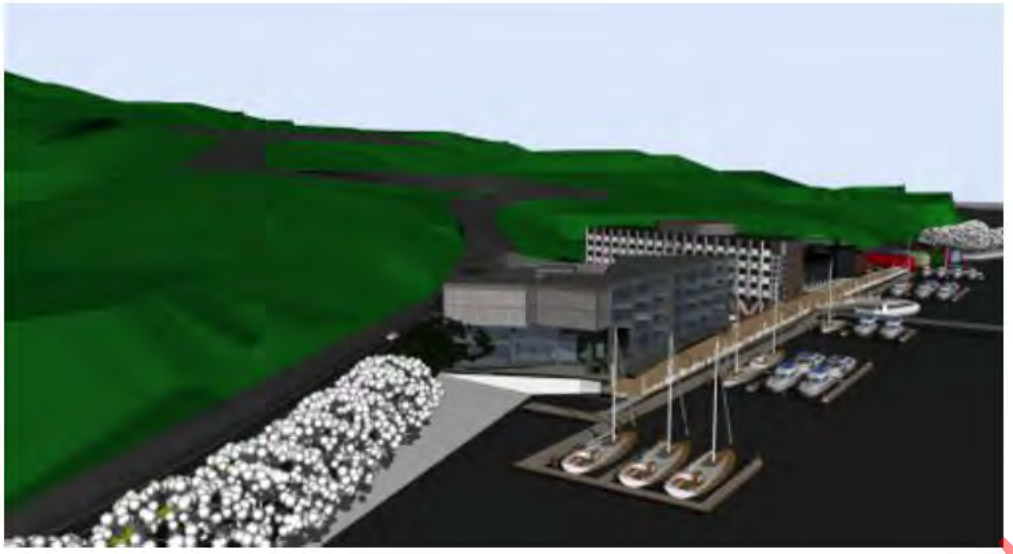

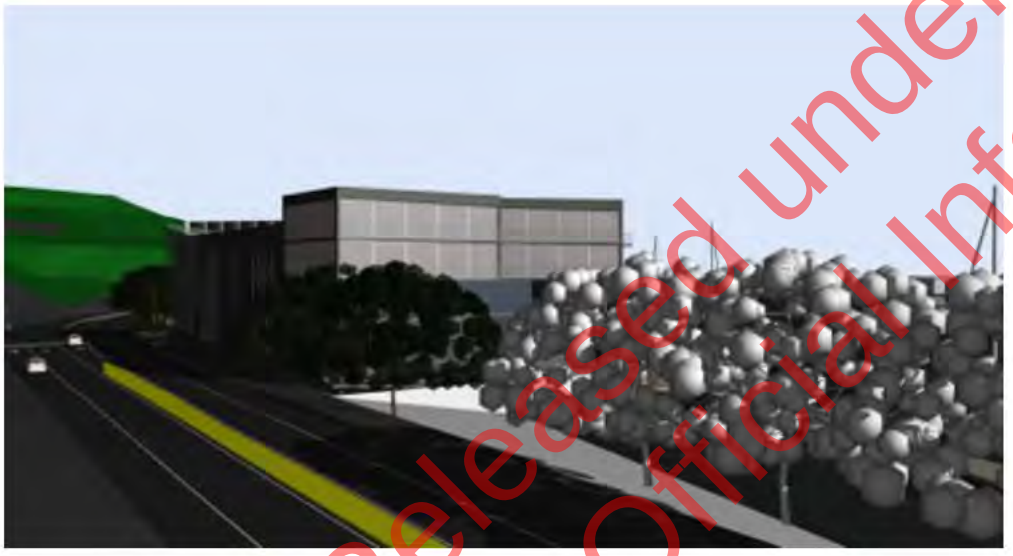

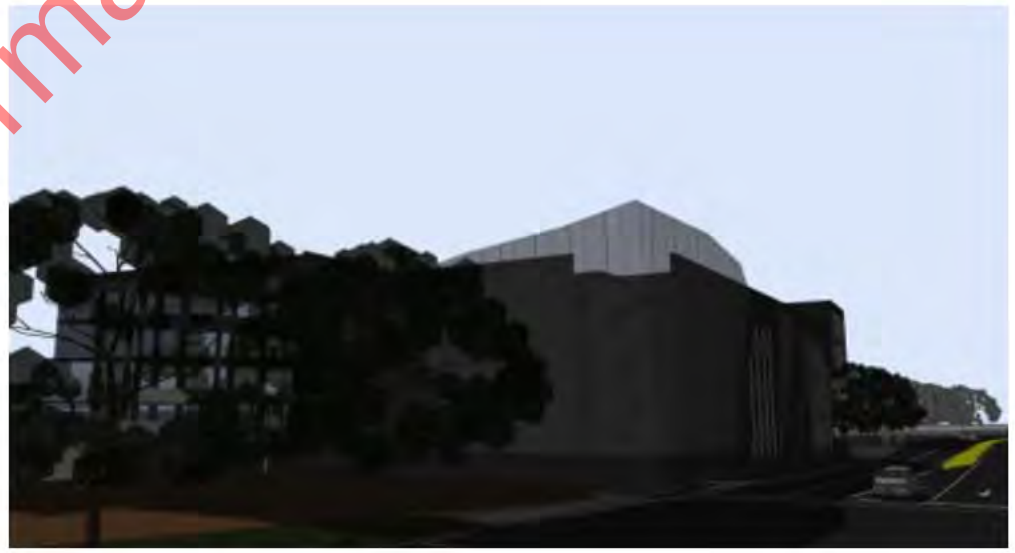

NORTHLAND DEVELOPMENT corporation

PROJECT DETAILS

NORTHLAND DEVELOPMENT CORPORATION

ORUKU LANDING - RIVERSIDE DRIVE

DRAWING DETAILS

MIXED-USE 3D IMAGES

SCALE (A3) NTS

ISSUED FOR **INFORMATION**

DATE **17 JAN 2020**

ISSUE DETAILS

CONCEPT DESIGN

PROJECT No. **5357**

DRAWING **6.11**

SHEET SIZE / REV **A**

HB ARCHITECTURE

IN ASSOCIATION WITH

BREWER DAVIDSON architecture + urban design

APPENDIX B: FEASIBILITY STUDY

Cato Bolam

creating great places

Northland Development Corporation
Oruku Landing
44-48 Riverside Drive, Whangarei

Engineering & Infrastructure Feasibility Report

PLANNERS | SURVEYORS | ENGINEERS | ARCHITECTS | ENVIRONMENTAL

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Document Record

Client	Northland Development Corporation
Site Address	44-48 Riverside Drive, Whangarei
Job Number	43100
Document	Engineering Feasibility Report
Document No	04

Issue and Status

Date of Issue	15 January 2020
Status	Final
Author	Simon Reiher – ETPract, WDC IQP #21
Reviewer	Chris Schrader
Approved for Issue	Simon Reiher - Director

Originating Office

Office	Whangarei
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Phone	09 438 1684

Contents

1.0 Introduction and Scope of Report

This report has been commissioned by Northland Development Corporation for the purpose of completing a desktop feasibility of the civil infrastructure to service the proposed Onuku Conference and Events Centre and associated hotel and apartment development located at 44-48 Riverside Drive, Whangarei this being hereafter referred to as Onuku Landing.

This civil infrastructure feasibility is proposed to assess the likely Bulk Earthworks, Wastewater disposal, Water supply, Fire Fighting supply and Stormwater disposal and to make preliminary assessment for feasibility investigations.

Wastewater and water infrastructure reticulation has far reaching implications therefore the scope is to include WDC input for conceptual study reticulation models to identify critical constraints in the system.

It is noted that this report will fit between several other reports for Hydrology, Geotechnical, Contamination, Structural Engineering, Internal Services, Internal Hydraulic Reticulation and Traffic Engineering. As such this report seeks to identify the key civil infrastructure components of these other disciplines to ensure that the total civil layout and servicing has no critical conflicts.

1.1 Site Description and receiving environment

The Northland Development Corporation plans to develop the Onuku Landing to consist of the following:

- A multipurpose event centre, this being capable of being used for community space, conference centre and theatre (approx 998 pax).
- One 4 star hotel. This being approx. 132 serviced rooms over 4 floors.
- One apartment complex having approx. 25 apartments each.
- Commercial area under Apartment blocks – approx 7 units.
- Marina and [illegible] into the coastal marine area – approx 90 fully serviced berths.

Current concept plans have been developed - see figure 1 below.

This site is currently used for industrial and retail purposes with several existing buildings and car parking areas.

The site is situated between a main arterial road of Riverside Drive and the Whangarei Harbour where the southern edge of the site is formed by a concrete sea wall. The Whangarei Harbour in this area is occupied by an adjacent existing marina.

The site currently contains a section of the Hatea Loop walking track. In consideration of this, the proposal seeks to allow cycle and pedestrian traffic to permeate the design. This ultimately seeking to encourage the wider community use and engagement with this precinct.

It is acknowledged that the concept proposal is subject to several factors, including community consultation to finalise the design and the intended uses. However for the purposes of high level feasibility design we shall be using the current concept plans.

Figure 1: Proposed Development Concept Scheme

2.0 Earthworks

2.1 Proposed Earthworks

Earthworks are proposed over the full site 1.2Ha. There are a number of factors that dictate the design of the development. These design factors include contamination works, the foundation design, providing acceptable access, stability issues, earthworks volume mitigation, retaining structures and protection of existing vegetation.

We assume all earthworks are to be exported from site, as such an appropriate fill site should be considered. Bulk cut includes some contamination material as discussed in Sec 2.5 below, and allowance for excavation of material for foundations and trafficable pavements.

The critical component to the volume of cut will be the confirmed ground floor level of the buildings on site, this level is likely to be controlled by factors such as flood levels, constructability, cost of retaining and visual aesthetics. For the purposes of this assessment we worked from the current concept design of the ground floor level of R.L. 3.0m for the car park and apartment building and RL 2.5m for the Event Centre and Hotel. Sublevel have been allowed for under the Car parking and loading areas of the Events Centre to an RL 1.4 as per the concept design. We confirm that all trafficable areas have allowed for 500mm of undercut so appropriate pavements and foundations can be constructed.

Based on this we confirm that Earthworks cut to waste volumes will be approx 7,000m³ and Hardfill volumes will be approx 1800m³ to reach design subgrade levels. Please refer to the draft earthworks plan in Appendix A2.

Northland Regional Council consent will be required for these works.

2.2 Retaining Walls

Retaining structures will be required for both temporary and permanent support of earthworks. The proposal for basement parking will require the excavation of the Holocene sediments as identified in the Geotechnical Report. This excavation will be approx 2.3m in depth below existing ground levels.

Any such retaining will encounter the existing groundwater being at approx 1.2 meters below existing ground levels, this also possibly subject to tidal influence. As such this retaining is expected to comprise of low permeability cut-off wall with our recommendation being sheet piles given the soft and loose nature of the soils being retained.

The replacement or modification of the current sea wall retaining structure may need to be considered when deciding upon how to effectively allow the human scale connection to the water and jetty for this area. This retaining is recommended as mass block or mass concrete retaining.

2.3 Dredging

The proposal includes a marina facility and all tide access to a jetty in front of the site. This will require significant dredging to match the existing depths at the adjacent marina berths, being approx R.L. -0.3m (-1.5m Chart Datum). Based on this depth being taken across the full frontage of the proposed site we estimate this to require approx 20,000m³ of cut material over an area of approx 11,400m². With allowance for 300mm over dredging this volume may increase to 23,500m³.

These works will require assessment for geotechnical effects and hydrologic effect to the river flow to confirm stability of the site and surrounding area.

This riverbed modification and the discharge point for dredging will need to be assessed for ecological effect.

Consent will be required from NRC for these works. However, this should be referenced into the dredging and discharge of existing marina works.

2.4 Sediment and Erosion Control

This site will pose a high risk of sediment discharge given it location and the quantum of earthworks proposed.

Given the site is to comprise of mainly dig out operations much of this sediment control can be provided by a sediment pit within the base of the cut. This will require pumps to continually dewater the excavation area and discharge to stabilised outlet. Additional control of silt fencing adjacent to the site boundary should be provided to allow collection of any possible run off and have this directed back to the sediment pits.

Critical attention will need to be paid to the truck movements from the site at the stabilised exit to insure they are not over-fill and they remain clean exiting the site to avoid contamination of the road area.

To minimise the effects of a large exposed surface area, completed areas should be stabilised as landfill where possible and the earthworks will be completed in phases. It is noted however that split phasing of works will result in a total increase in exposed area although smaller areas will be open at any one time reducing risk of sediment discharge.

Generally all aspects of the erosion and sediment control should to be in accordance with Auckland Council Guideline Document (GD05).

The areas providing the greatest sediment risk are identified as being any works within existing seawall and extending into the Coastal Management Zone (CMZ). These areas will likely coincide with dredging works and will therefore be completed and progressively stabilised quickly.

A detailed construction program will be required to confirm a program and operation details for this earthwork activity.

2.5 Contamination Management

Contamination has been preliminarily identified in the Tonkin and Taylor Ground Contamination dated August 2019. The critical requirements of this report are as follows:

- A site Management Plan (SMP) for ground contamination should be incorporated into the CMP. This should include contingency measures to manage unexpected contamination, including pockets of waste encountered.
- All surface material to 0.1m below ground level to be removed as "Class B Asbestos Removal Works". This will equate to approx. 800m³ of material to be transported to an accredited landfill. The requirement of the level of control should be reviewed following demolition and removal of existing buildings.
- Two areas of high copper concentrations will need to be further assessed to establish the extents, and this material removed to a certified landfill. This volume is estimated at 100m³ at this stage (further work required to confirm).
- Indicates show there is "some potential" for Potential Acid Sulphate Soils (PASS) and "low potential" for Actual Acid Sulphate Soils (AASS). The high groundwater table will maintain the saturated ground conditions, therefore preventing oxidisation of PASS material. It is recommended however with the level of excavation proposed that a further quantitative AASS investigation be undertaken at the time of excavation. Assessments on the potential impacts of subsurface structures such as footing, concrete piles, or steel piles can be specifically detailed at that point in time. A recommended conservative approach at this point would be to allow for additional thickness on the proposed pile foundations.

2.6 Access

We confirm that the site has good frontage and unobstructed sightlines for several existing access points. The access is limited however by the fact Riverside Drive is classified as a main Arterial Rd and has 4 lanes of traffic with raised central median strip. This means that there is likely only two access points capable of turning east and west out of the site by utilising a central median.

Turning circle for an 8m rigid truck will need to be allowed for within the site to cater for firefighting and or rubbish collection. Accessway gradients will also need to be considered on this site for manoeuvring areas and loading areas.

Pedestrian and bicycle access will need to be incorporated into this traffic design layout with the incorporation of the Hatea Loop traffic and the potential for additional traffic specific for the proposed activities.

Traffic assessment and detailed analysis of road access shall be carried out by Engineering Equilibrium Ltd.

Construction traffic movements for earthworks, contamination removal, and delivery of building materials will need to be specified within the Construction management plan. These accesses and lay down areas need to be considered as well as construction parking and site sheds. We foresee some potential issues with earthworks for the basement level overlapping with the piles foundation construction (as discussed in Sec 2.2 above), which will limit the space available over this period of works.

Pedestrian traffic will need to be managed throughout the construction. Generally with this would be picked up in the construction management plan, however given the high use pedestrian and cycle way that cuts through this site, it is suggested that this is a significant design consideration that will require the existing walking path to be maintained for the majority of construction.

3.1 Parking

Onsite parking is proposed as a parking building located in the north west of the site. This concept design identifies a parking building area of approx 8551m² including a basement level of 3138m². This concept allows for approx 206 car parks.

There are several factors which need to be discussed for the feasibility of this parking area, these including but not limited to the following points.

3.1.1 Parking Numbers

District Plan shows the site is within the "car parking and Loading space exception area". This removes compliance with minimum parking standards. The only consideration for the District plan will be for maximum traffic numbers and on site car parking of 1 park per 2 units for Visitor Accommodation and 1 park per 50m² GFA for Commercial Services.

Additional parking areas are located within 500m of the site and availability of this existing parking along with the sites connectivity to existing pedestrian and cycle linkages would suggest that onsite parking for peak traffic volumes could be reduced.

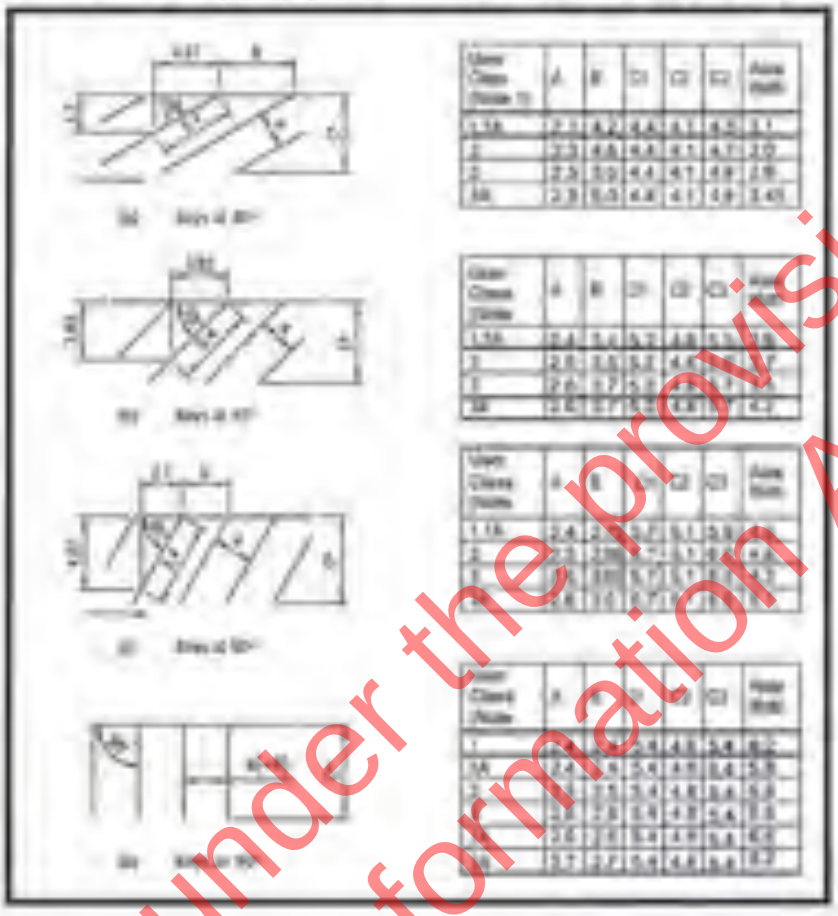
The WDC Pohe Island reserve area is located approx 500m to the south east. This area has capability to be developed into significant car parking. This parking area could be incorporated with the proposed development of the Northland Rugby Union in this area.

The final Traffic Assessment should consider these factors in determining the final parking numbers justification.

3.1.2 *Parking layout*

General parking dimension will need to comply with the minimum requirements of the Whangarei District Plan as noted below:

Figure 16A.3. Minimum car parking space dimensions (in metres) for angled parking spaces



3.1.3 *Restricting flooding in parking area*

The parking area is proposed as basement parking in the concept plan and the site is shown as being within an identified flood area. In line with standard considerations of Sec 106 of the Resource Management Act the flooding over any access or parking area can not be more than 200mm. Also it is generally accepted that cars will be damaged and begin to float in water depths of approx 400mm.

The Flood Hazard Assessment by Tonkin and Taylor (dated 30 July 2019) specifically identifies the basement parking in the concept plan. This parking area will likely be affected by the 1% AEP storm event at some point in the future. This report confirms the current 1% AEP flood is approximately R.L. 2.0m and the future climate change effects may increase this flood by up to 1m to an inundation level of R.L. 3.0.

The assumed carparking level will be approx R.L. 2.6m (based on a ground floor level of R.L. 4.0 as advised in sec 2.1 above). Therefore to manage this flood and its risk of entering the car park the following measures should be incorporated into the design:

- The entrance to this carpark area will be located as high as possible and a localised increase in pavement at the carpark entrance (hump) will be required to ensure flooding from riverside drive can not enter. Assuming the maximum flood inundation level at R.L. 3.0m and the

current site levels being approx R.L. 2.5 with the level of the berm of Riverside drive at R.L 2.8 we consider such a bump will not be obvious or cause any restriction to access.

- Full tanking of the car park walls up to a level of R.L. 3.1m.
- Other options of alarm systems or procedures for evacuation of this area may be considered for predicted storm events with corresponding high tides. However, it is expected that the whole Whangarei city centre would be affected by such an event and Civil Defence procedures will be in action.

4.0 Sanitary Sewer

The proposal has been assessed for wastewater discharge based approximately on water usage assumptions and hydraulic details supplied by Powel Fenwick Ltd as detailed in Ref:

- Sewer (Fixture units provided based on NZS1500.2 guidance)
  - Apartment: 375 ℓ
  - Hotel 4*: 1050 ℓ
  - Event Centre: 300 ℓ
  - Marina: 80 ℓ

- Water Demand (Probable simultaneous demand estimate per building)
  - Apmt & Comm: 4.8 l/s
  - Hotel 4: 5.81 l/s
  - Event Centre: 1.8 l/s
  - Marina: 0.9l/s

This is a large peak flow rate that will have significant downstream effects and implication for development contributions.

There are several options available for significantly reducing this wastewater flow discharge, the most economical and effective however is reducing the water usage. This can be achieved through rainwater storage and reuse for greywater systems or though reducing point of use devices. The tables below show the potential effect of reducing the flow from the types of units installed and consideration of alternative sizing systems for a proposal of this size:

Appliance	Volume of water used
Washing machines:	**Litres/load:**
front-loading washers	59-80
top-loading washers	120-190
Taps:	**Litres/minute**
aerated attachments	2-6
conventional	13-25
Shower heads	**Litres/minute**
aerated head	6-10
conventional	15-25

Figure 3 – Water use for alternative units

Toilets	Litres /flush	Technical features	Benefits/constraints
Conventional flush	9-11	Single flush	Low cost; high water use; good range of systems available
Dual flush	4.5-6	Two flush options	Low cost; medium water use; good range of systems available
Vacuum toilets (discharge to vacuum sewer)	0.8-1.5	Separate vacuum unit required	Low water use; expensive; would have to import systems into NZ; limited range (can only be used in conjunction with a vacuum sewerage collection system)
Urine-separating (discharge to urine holding tank)	0.2-4	Separate plumbing for urine and for faeces	Enables recovery of nutrients; not common in NZ; requires separate urine handling system
Hybrid or micro flush (toilet pedestal located on top of pre-treatment tank)	~0.3	Very small quantity of water used to flush	Very low water use; available only from Australia; separate greywater system required
Composting	0-0.1	No water used	Not flushed after use; cleaning instructions are manufacturer specific; requires on-site management of compost and separate greywater system
Dehydrating	0	No water used	No water used; requires on-site management of removed solids and separate greywater system
Incinerating	0	No water used	No water used; requires on-site management of removed ash and separate greywater system

Figure 4 – Water use sewer/greywater systems

There is an existing 225mmø gravity sewer main located in the opposite side of Riverside Drive road formation. This sewer is assumed to be suitably deep enough to allow gravity connection from the ground floor level of any development on the site. We confirm that although as built data is available this uses an assumed datum and the lids to the manholes are unable to be lifted without road works. We have made assumptions of the invert levels based on our survey of the lid levels and calculated inverts from the as built plans as shown in Appendix B. This addition invert survey is recommended as part of preliminary design works.

This gravity reticulation extends 500m to the south east and discharges in the Riverside Drive Pump Station (RDPS), see Appendix B for As built detail. A preliminary assessment of the existing sewer network shows that the existing 225mmø line has several predicted overflow points, however this is most likely caused by surcharge within the RDPS therefore not allowing the gravity system to operate. See preliminary modelling data in figure 5 below:

Figure 5: WDC Wastewater Model with Highlighted Existing Capacity constraints

WDC Wastewater masterplan 2015 notes that the RDPS collects wastewater from a large catchment of the Riverside and Whangarei Heads. There is difficulty in calibrating the flow from at this pump station as much of the flow received to this site is from minor pumped flows and the telemetry of the RDPA has never worked consistently, therefore the WDC model data makes some large assumptions. The WDC wastewater masterplan predicts significant spills from this location caused by insufficient pump station capacity and high-water levels. We have obtained as built information of this pump station and estimate the capacity to be significantly lower than the existing catchment requirements.

However, it should be noted that there is only limited data and anecdotal evidence from the maintenance contractors that the correct pump curve is being used.

The most significant limiting factor to this capacity of the pump appears to be the 150mmø rising main discharging the RDPS and connecting to the 375mmø main downstream of the Otaika pump station on Port Road. As noted above the WDC have plans for upgrading the rising main under the Hatea later this year. It is therefore recommended that the remaining 750m of rising main be upgraded to a 225mmø. This could be completed laying a new line through the approximate location of the vehicle access running beside the Hatea loop walkway. This site is a reclaimed landfill therefore there is likely poor ground conditions and potential of contaminants, however construction by open trench is considered possible.

The upgrade of the rising main alone would likely achieve a peak flow of 65l/s and with further pump and telemetry upgrades this should be enough for the proposal to be accommodated as a direct connection to the existing gravity sewer adjacent to the site.

We note that the WDC Stormwater Manager has suggested that an increase in the storage volume at this pump station may also be required in addition to the rising main upgrade in order to manage peak flows and to insure there is capacity for the upstream gravity lines to operate without surcharge. Although the pump station itself is located in the footpath with limited road berm there are areas available in adjacent parkland or road berm areas that could be used for storage construction. The area is very flat and being close to the MHWM groundwater is expected to be high, therefore construction will be difficult. The volume of this storage is difficult to determine without the telemetry data from this pump station however the WDC Wastewater model/plan 2015 notes that approx 1200m³ is required if no works on the rising main are undertaken. We can therefore expect if the rising main works are completed that this storage would be significantly less at approx 300m³. The detailed design for this wastewater model will be required to confirm if storage is required.

Cost of this rising main construction and minor pump station upgrades would be in the order of s 9(2)(b)(ii) And costs for constructing storage within the area of approx 300m³ would be in the order of s 9(2)(b)(ii)

A full assessment of the existing pumps and the assumed curve data is required, it is understood that WDC should be getting this telemetry data sorted out later this year. Once this is obtained a wastewater capacity assessment with dynamic modelling for the pump station will be required. The additional flow from the proposal will be required to work within this model along with details of connection to the sewer network and any new infrastructure proposed.

WDC Senior and Development Engineer, Casper Kandori, has made the following comments based on initial data and model information.

- "Wastewater network capacity is likely to be an issue given the scale of the proposed development. The network model shows that at peak periods the lines run full with predicted surcharges/overflows at some manholes as shown on the attached plan from the model. However The gravity sewer lines downstream of the site are adequately sized to accommodate the additional flows and the predicted network surcharging is due to limited capacity at the pump station"
- "The pumping capacity of the receiving Pohe Island (Riverside) PS and the rising main needs to be assessed. The pumpstation experiences surcharging issues in wet weather events Upgrades are recommended. This may include additional storage and upgrading the rising main."

- "Please note that the section of the rising main under Hatea River is due for replacement this year. It will be replaced with a larger pipe size to increase capacity. No other work is planned by WDC in the next 10 years to increase capacity of the wastewater network downstream of the Centre."

5.0 Water Reticulation

Water appears to be well reticulated in the area with a 250mm dia asbestos concrete main located adjacent to the site. There are several hydrants located on this main, however we note that these hydrants are within the live lane of Riverside Drive live traffic lanes.

WDC flow test data from the remote hydrants in this area show residual pressure 760kPa static 820kpa at flow rate 30L/s for the area.

Connection to the existing main should be easily achieved for individual connections and fire main requirements. These connections will require backflow preventers suitable for high contamination risk.

Hydraulic details supplied by Powel Fenwick Ltd as detailed below for the probable simultaneous demand estimate per building:

Water Demand

- Apmt/Comm: 4.8 l/s
- Hotel 4*: 5.81 l/s
- Event Centre: 1.8 l/s
- Marina: 0.9l/s

Daily 24 hours water demand

- Apmt/Comm: 166 litres/unit/day
- Hotel 4: 350 litres/room/day (this also considers restaurants)
- Event Centre: 20 litres/day (this may host a full day conference where attendees are catered for the full day)
- Marina: 100 litres/berth/day

Allowing for peaking factors we estimate the total daily demand at 76,000l/day

Based on these flow rates the existing WDC water model shows that there are no critical restrictions and that supply is possible.

5.1 Fire Fighting

The entertainment facility, hotels and apartments would be classified FW2 rating assuming these areas to be fully sprinklered for fire compliance. The water pressures taken from remote readings would indicate that a sprinklered system of this scale is achievable. If the site is not to be sprinklered then specific fire assessment will be required.

Flow testing of the existing reticulation in front of the development site will be required to confirm assumptions for remote flow tests undertaken to date. Following this flow testing a complete model of the Riverside water main should be undertaken to confirm flow pressure and flow rates for internal fire fighting systems.

6.0 Stormwater

6.1 Proposal and Requirements

The existing site consists of fully impervious surface with existing buildings discharging stormwater to the ground or private drainage which is turn discharges directly to the Hatea River. As built data of this private drainage are not consistent with observed drainage on site and therefore considered unreliable. At both the eastern and western ends of the site there is public infrastructure of 750mm concrete stormwater pipes. Each of these pipes discharges separate upstream catchments to outlets at the MHWM, see Appendix A1 for details.

The site is required to discharge the 20% AEP storm event through controlled reticulation to a stabilised discharge point into the Harbour and to control the 1% AEP storm event as overland flow without creating or exacerbating flood hazard for the site or surrounding area.

6.2 Catchment Areas and Assumption

The site itself is a flat, fully impervious catchment of 1.5ha which is effectively split in half where flows fall in either the eastern or western end of the site. The total catchment contributing to the existing reticulation has steep slopes and residential sites of approx 3000m² of Class D soil type. Please refer to fig 6 below for catchment plan.

Figure 6 – Contributing Catchment areas

Sub catchment	Area ha	CN	Ia	Tc
Catch A	11.5	83	5	35
Catch 1A	6.5ha	83	5	28
Catch 2A	3.3ha	83	5	25
SITE	2.0ha	98	0	13

Figure 7 – Catchment Parameters

Based on these catchments we have carried out preliminary calculation of the existing public reticulation for the 750mmø pipes at either side of the subject site. We have made some assumption of minimum grade for all pipes because survey of all inverts is incomplete at this stage (please refer to Calculations in Appendix C1 for detail)

The existing 750mmø reticulation to the south east has suitable capacity for the 20% and the 1% AEP storm event. This reticulation cuts through the subject site but is unlikely to conflict with the proposed construction.

The existing 750mmø reticulation to the north west has suitable capacity for the 20% AEP event however the 1% AEP flow will overtop the line and form overland flow within Riverside Drive.

The site has been identified as having potential for anoxic soils and given the sites relation to the adjacent harbour area, it is recommended that all pipe work be carried out in uPVC or marine grade concrete material.

6.3 Outlets

The existing stormwater outlets from the public reticulation to the harbour appear to be suitable for existing and proposed velocities for stormwater drainage discharge to the Hatea River tidal area. Both outlets are positioned to flow downstream and recessed from the main riverbanks.

The outlets for the existing 750mmø reticulation to both the east and west are located below Mean High Water Mark (MHWM). Therefore there is opportunity for backwater effects within these pipes during minor storm events that coincide with high tides. We consider that there is appropriate capacity within these pipes to allow for the 20% AEP event in these backflow situations. The 1% flood inundation levels for this area would also suggest that all pipes and outlets are fully restricted in these events. Therefore, overland flow for the total catchment should be considered for storms over the 20% AEP.

6.4 Overland Flow

Riverside Drive kerb and channel acts as a major overland flow for the area's upstream catchment of the 1% AEP storm event, this flow path discharges at low points in the road to the south east of the site. It does not appear that any overland flow from the road continues through the site however specific topographic survey of the road is required to confirm this.

The site is subject to flooding as described in Flood Hazard Assessment Report by Tonkin and Taylor dated 30 July 2019 and summarized below in section 6.5. This flood being the overland flow of the Hatea River which will inundate any other minor onsite overland flows.

The proposed building on site will therefore have potential to affect the overland flow on the subject site and produce effects on the adjacent river banks this overland flow will be required to be acted on as part of the detailed hydrology investigation.

6.5 Flooding

A Flood Hazard Assessment has been carried out by Tonkin and Taylor dated 30 July 2019. This report concludes that 1% AEP flooding will sit at approx R.L 2.0m and that this level has the possibility of increasing by 1m over the next 50years in conjunction with high tide and storm surge waves.

6.6 Stormwater Treatment and Attenuation

Stormwater treatment of all driving surfaces will be required as per Auckland Council Guideline Document 01. This treatment will seek to remove hydrocarbons and heavy metals from the first flush of storm events over these areas. We confirm that roof and pedestrian areas will not need to have treatment, however the reduction of the impervious nature of these areas (i.e. pervious pavement and green roof technology) can greatly assist with overall site run off and treatment.

Driveway areas at ground level will best be treated by filtration and bioremediation using raingardens or large swales prior to discharging stormwater to the piped reticulation. Other options exist to achieve treatment and grass pollutant removal over small footprint areas using proprietary devices, however these devices separate the human involvement of stormwater treatment and may not fit with the operational goals of this project to connect people to the water.

No stormwater attenuation is considered necessary given that no further impervious surfaces are being introduced and in consideration to the sites location within the coastal area.

7.0 Services

Power for the site is supplied by existing 11KVa and 400KVa underground lines within Riverside Drive. The site will require to be fed from the transformer on the opposite side of the road, therefore new ducted road crossing will be required for at least two 100mm ducts. The power on site will likely require two additional transformers to be installed to replace existing connections, one 500KVa and one 1000KVa. From these transformers the individual site activities can reticulate private power connections on site.

Fibre telecommunications are located on the opposite side of Riverside Drive. A separate 100mm duct will be required to the thrust to allow connection to the site. Northpower Fibre ltd confirm that there are suitable connections available for a proposal of this size.

Natural Gas is available within the Footpath and road adjacent to the site. Fist Gas Ltd have confirmed that suitable gas supply is available for the proposal.

Please refer to the Development infrastructure plans in Appendix A1 for layout drawings of services from as built and survey data.

8.0 Development Contributions

A proposal of this nature has the potential to produce significant development contributions for the ability to connect to the public infrastructure. Commercial Infrastructure Development Contributions are calculated by relating their use to a Residential Household Equivalent Unit (HUE).

8.1 Transport Contributions

Transport Development contributions area calculated by Vehicle Movements Per Day (VMPD). The WDC DC policy calculates these VMPD based on assumed averages and reduce HUE's for commercial activities, however WDC will accept a traffic generation assessment from a Traffic Engineer as an alternative. A preliminary assessment has been carried out by Engineering Equilibrium Ltd, this allows for an average of 198 VMPD. Allowing for a standard VMPD

Traffic Contribution is s 9(2)(b)(ii) therefore the total proposal contribution will be in the order of s 9(2)(b)(ii) million.

8.2 Water Contributions

Water contributions are based on the average daily demand usage in relation to the residential average household usage of 750l per day.

As per sec 5.0 above the total daily demand for the proposal is estimated at 76,000l/day this therefore equates to 101 HUE. The Water contribution is s 9(2)(b)(ii) therefore, the proposal contribution will be in the order of s 9(2)(b)(ii)

8.3 Wastewater Contributions

Wastewater contribution is based on peak flow similar to the water calculation above. However, wastewater HUE is calculated against the average household discharge of 800l/day.

As per sec 5.0 above the total daily demand for the proposal is estimated at s 9(2)(b)(ii) day this therefore equates to 122 HUE. The wastewater contribution is s 9(2)(b)(ii) therefore the proposal contribution will be in the order of s 9(2)(b)(ii)

We note that the proposal is likely to undertake some areas of public infrastructure upgrading and therefore these works have the possibility of being offset against the development contribution amount. However, this will require specific negotiation given that these upgrade works are not on the WDC long term plan.

9.0 Conclusion

We find that the proposal will generate significant earthworks of approx 15,000m³ over the whole site. These works should be able to be effectively managed with standard sediment control and construction management procedures. The earthworks will also contain approx 1000m³ of

contaminated material that will require site management plan to be developed with a contamination expert.

Access to the site is achievable for the proposal including loading and maintenance vehicles. This will require specific design by a traffic engineer to confirm the civil works within the road corridor.

Internal parking design and layout will require specific design based on standard engineering principals. Specific design is required however for flood inundation and for the construction methodology to construct the retaining walls, bulk earthworks and the pavement slab for this area.

Wastewater is capable of being discharged to the existing pipe reticulation within Riverside Drive. However, there are capacity restrictions at the Riverside Drive Pump Station, which currently create surcharges in the gravity line adjacent to the site in peak events. Current modelling proposes that the 250mmø rising main from this pump station to the point of the future WDC pump station upgrade under the Hatea River (a distance of approx 750m) is the cause of this restriction. Upgrading the 150mmø rising main to a new 225mmø main and undertaking minor pump station upgrades for pumps and telemetry will likely relieve the capacity restrictions of the pump station and therefore allow connection of the proposed development. Further dynamic modelling will be required for the pump station to confirm that rising main upgrades alone will be sufficient to relieve surcharges in the system.

Water for potable supply and for firefighting is available within the road. WDC council model shows that there is suitable capacity within the existing infrastructure to supply the proposed water demand. Specific hydrant flow rate testing is required to confirm flows adjacent to the site.

Stormwater from the proposal will require standard treatment of paved trafficable areas by at source infiltration methods. Discharge of all flows up to the 10% AEP storm can be directed to one of two existing piped outlets to the harbour. Overland flow of the storms up to the 1% AEP can be contained within standard flow paths and discharged conforming to the harbour. No Attenuation of this site is considered necessary.

Natural Gas is available to the site and First Gas Ltd have noted that supply is available.

Power to the site is achievable with the supply of two additional on-site transformers to then feed the individual activities.

Fibre telecommunications connections are available for the site and we do not recommend allowing any provision for copper cable connections.

10.0 Limitations

This report has been prepared for the applicant, Northland Development Corporation, in relation to the feasibility for Druku Landing Project.

The comments within this report are limited to the purpose stated. Cato Bolam Consultants Ltd accept no liability for the use of this report by any other person than that stated above, or use for any other purpose, and any such person who relies upon any matter contained in this report does so entirely at their own risk.

CATO BOLAM CONSULTANTS LTD

Northland Development Corporation

48 Riverside Drive, Whangarei

Resource Consent Application

Appendix A1: Development Infrastructure Plans

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PLANNERS
SURVEYORS
ENGINEERS
ARCHITECTS
ENVIRONMENTAL

Northland Development Corporation - 44A - 48 Riverside Drive - Whangarei

For Discussion - Draft Only

LOCATION DIAGRAM

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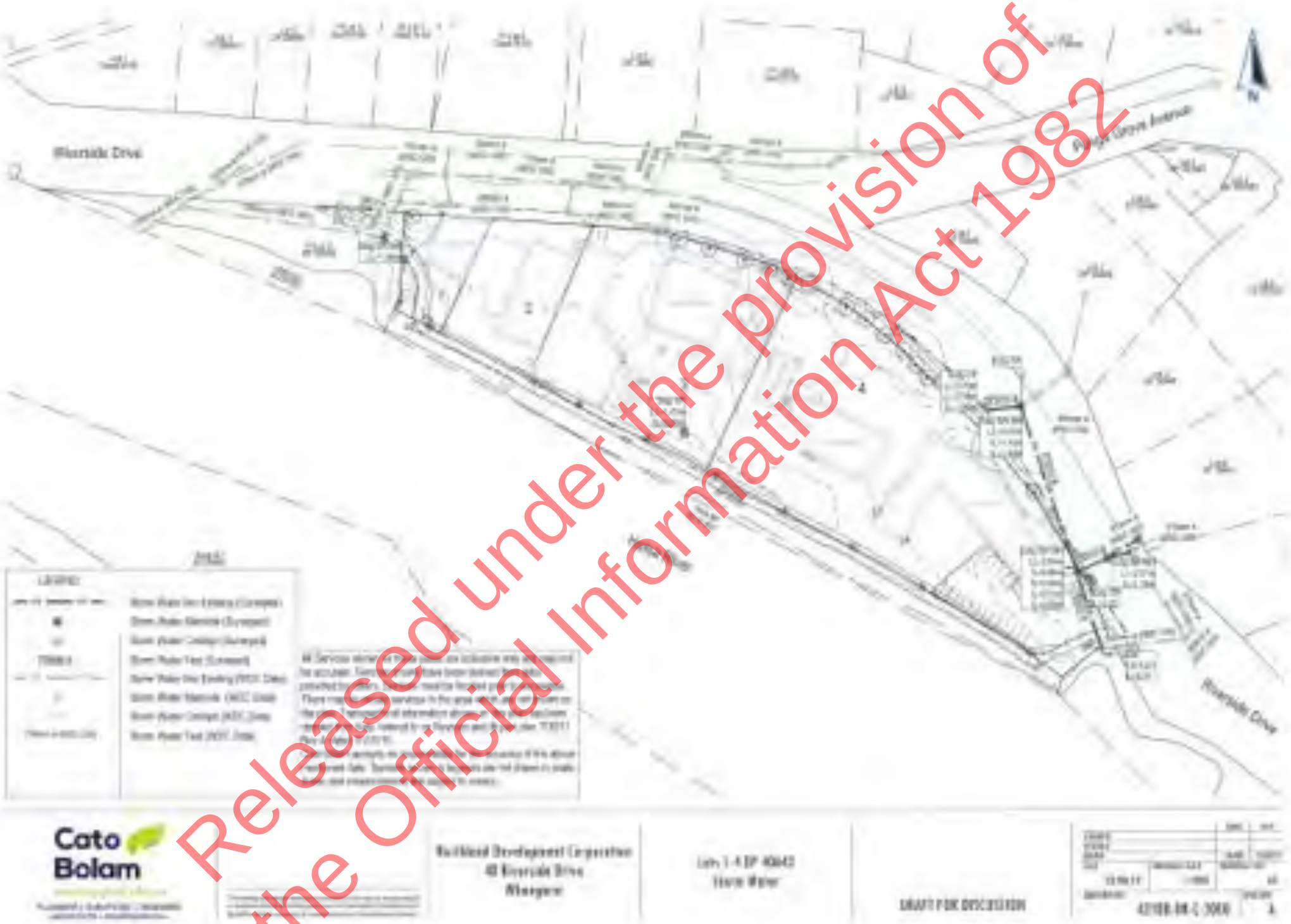
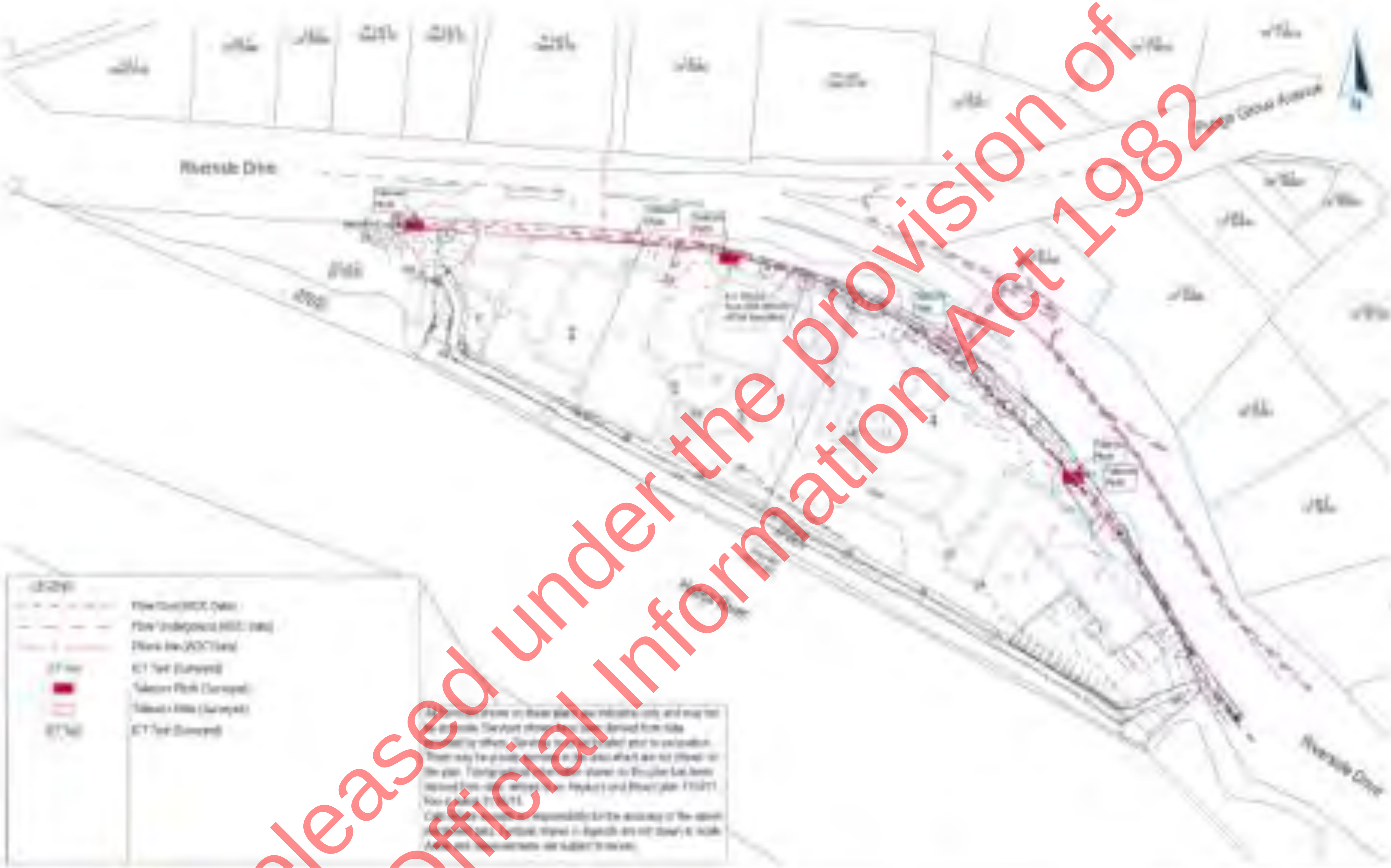
Northland Development Corporation
48 Riverside Drive
Whangarei

Lots 1-4 DP 49643
Earthworks - Cut to Fill
(With Proposed Buildings)

FOR RESOURCE CONSENT

42100-DR-C-2100





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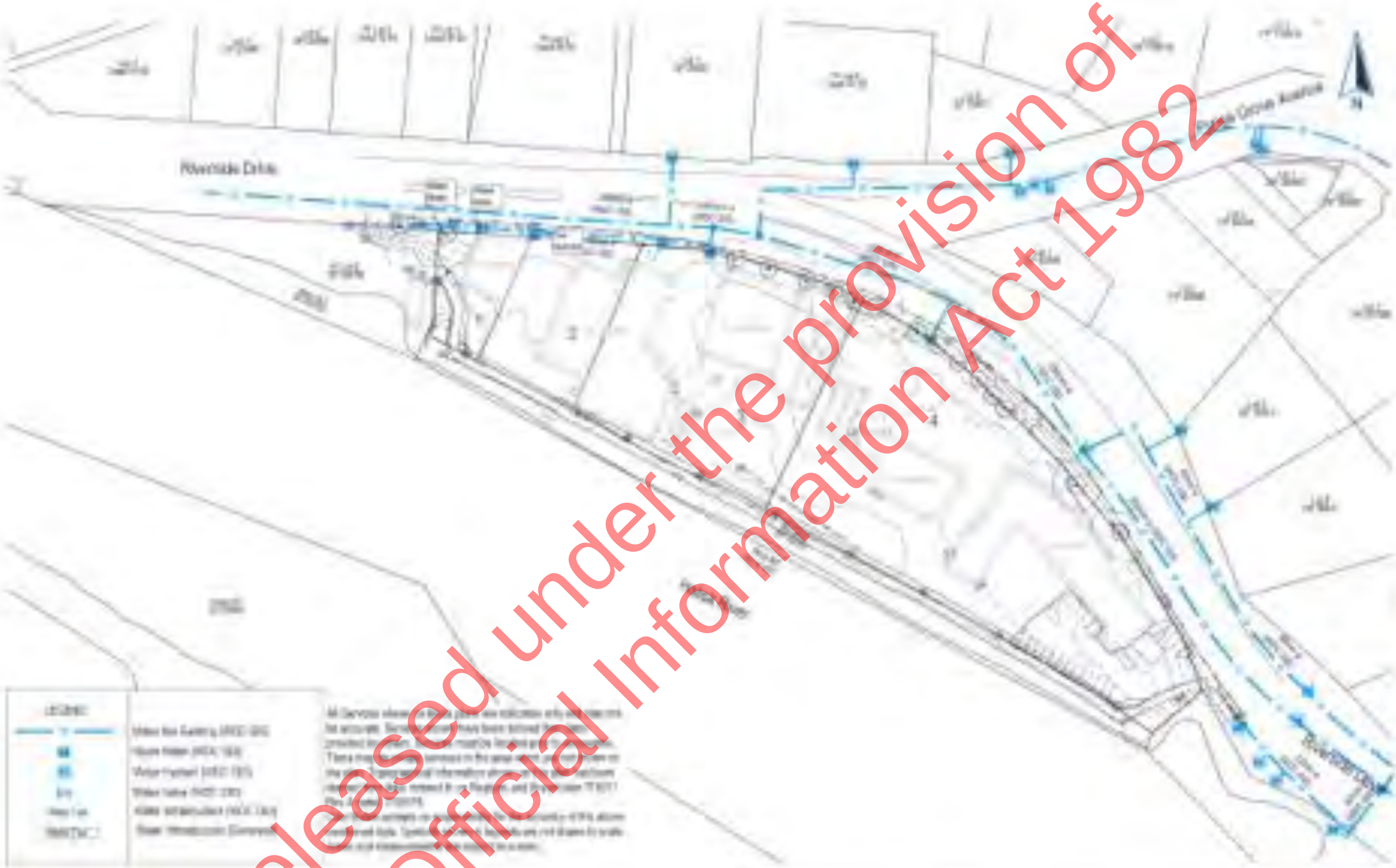
Northland Development Corporation
Whangarei

Information and Communications Technology

DRAFT FOR DISCUSSION



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Whangarei

Water

DRAFT FOR DISCUSSION

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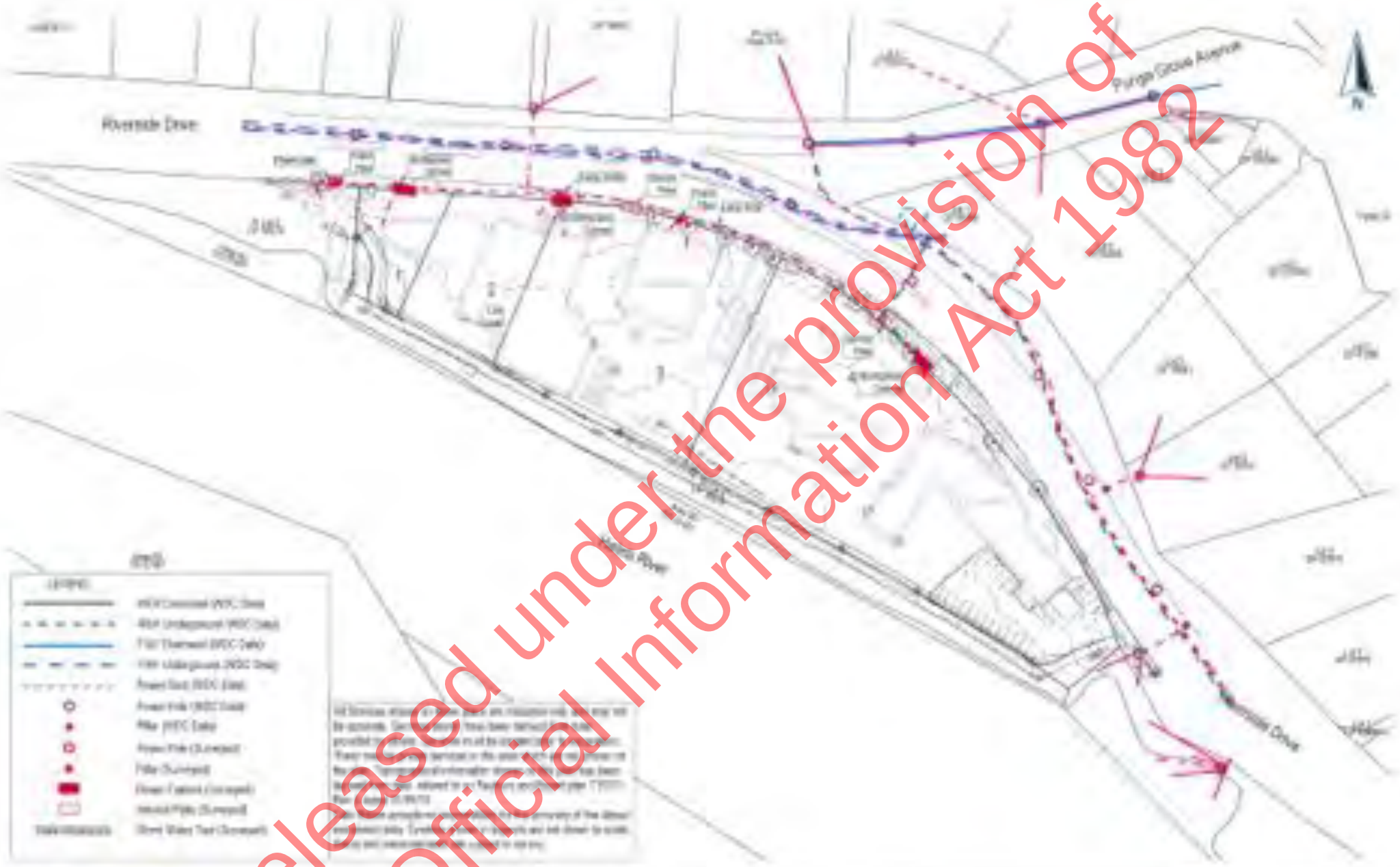
Northland Development Corporation
48 Riverside Drive
Whangarei

DRAFT FOR DISCUSSION



Northland Development Corporation

48 Riverside Drive, Whangarei

Resource Consent Application

Appendix A2: Earthworks Plans

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PLANNERS
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ARCHITECTS
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Northland Development Corporation
48 Riverside Drive
Whangarei

Lot 1 4 DP 49443
Earthworks - Cut to Fill
(With Proposed Buildings)

FOR RESOURCE CONSENT

43100-00 C 2100

Northland Development Corporation

48 Riverside Drive, Whangarei

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Appendix B: Wastewater As Built Plans

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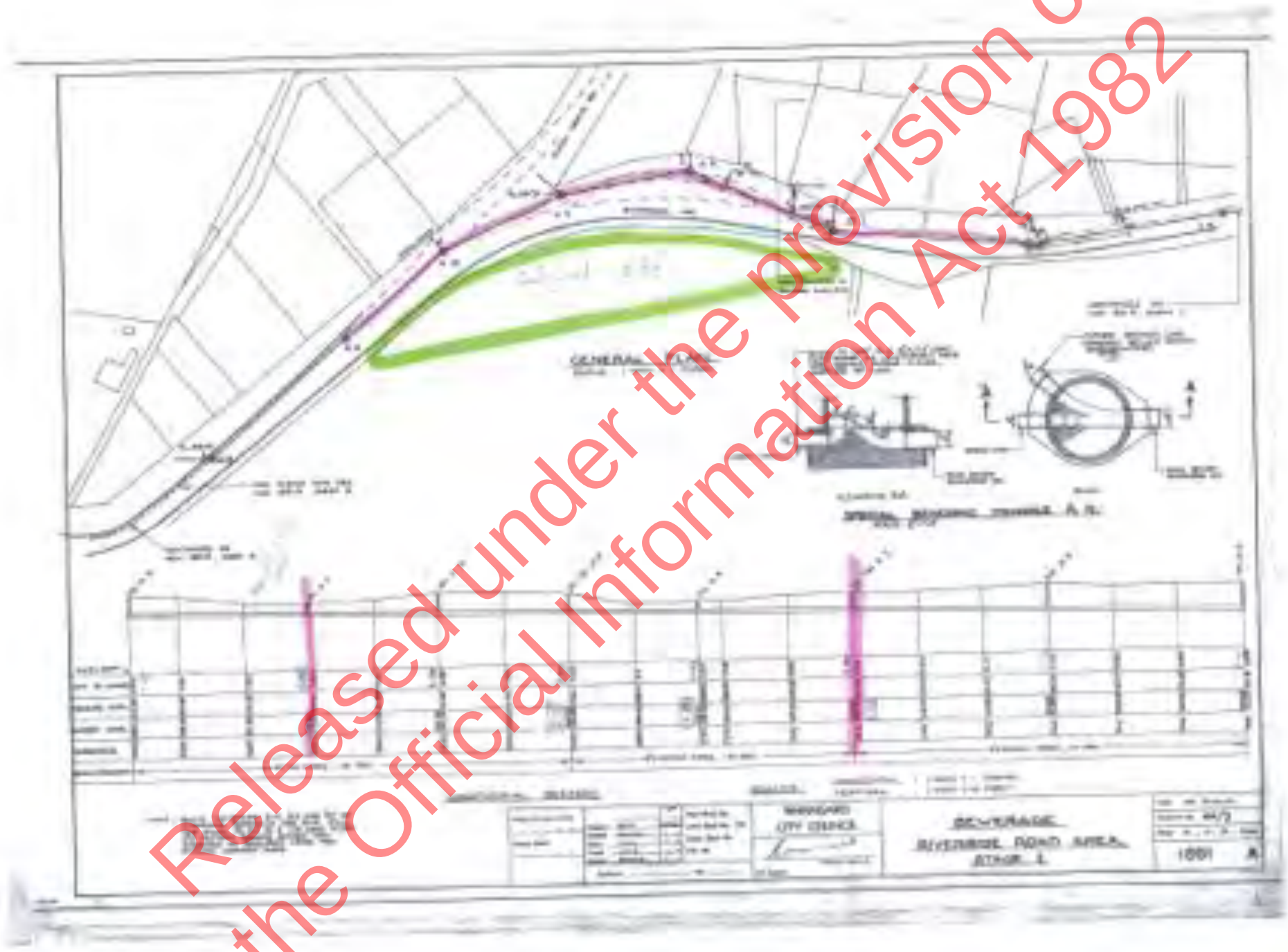

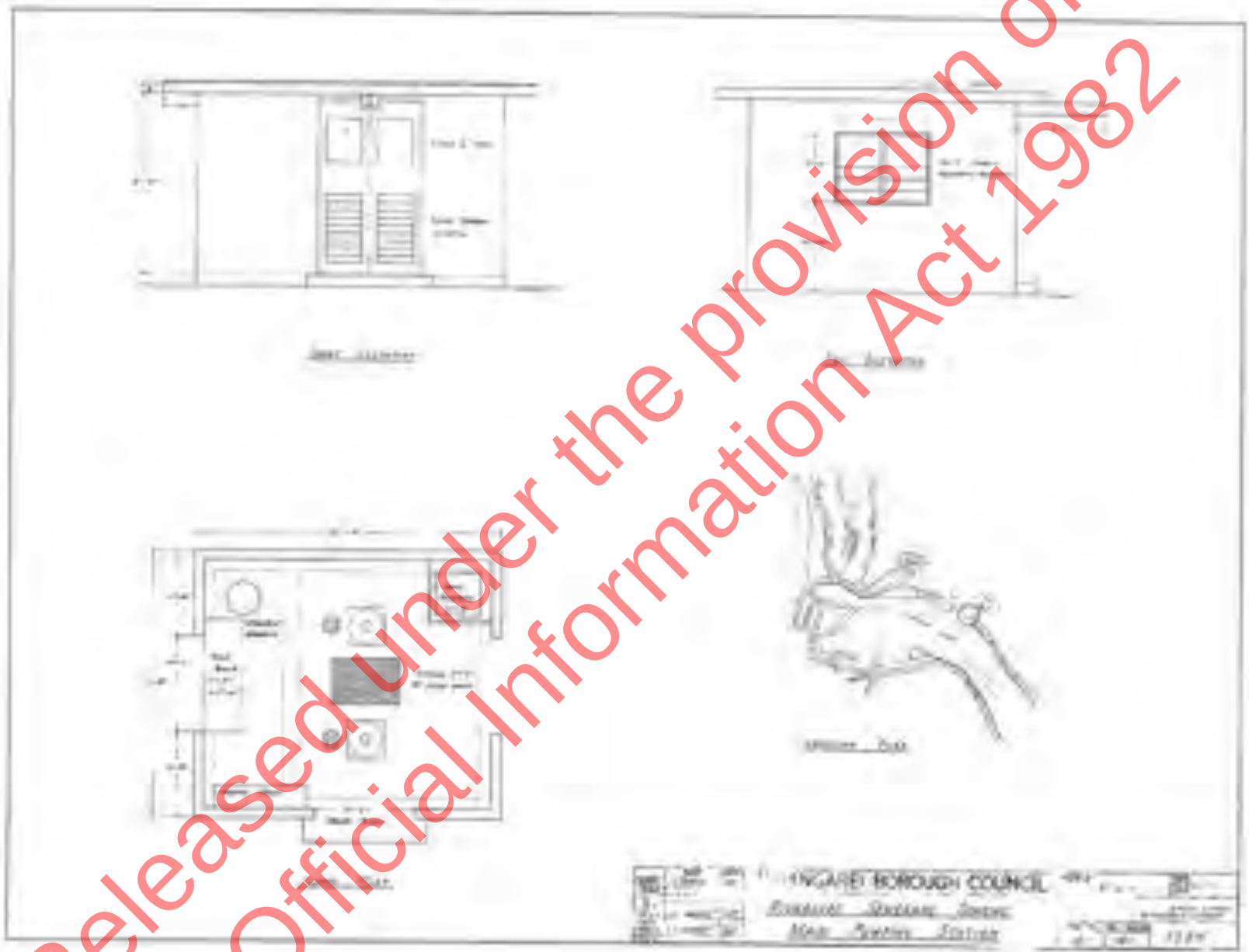

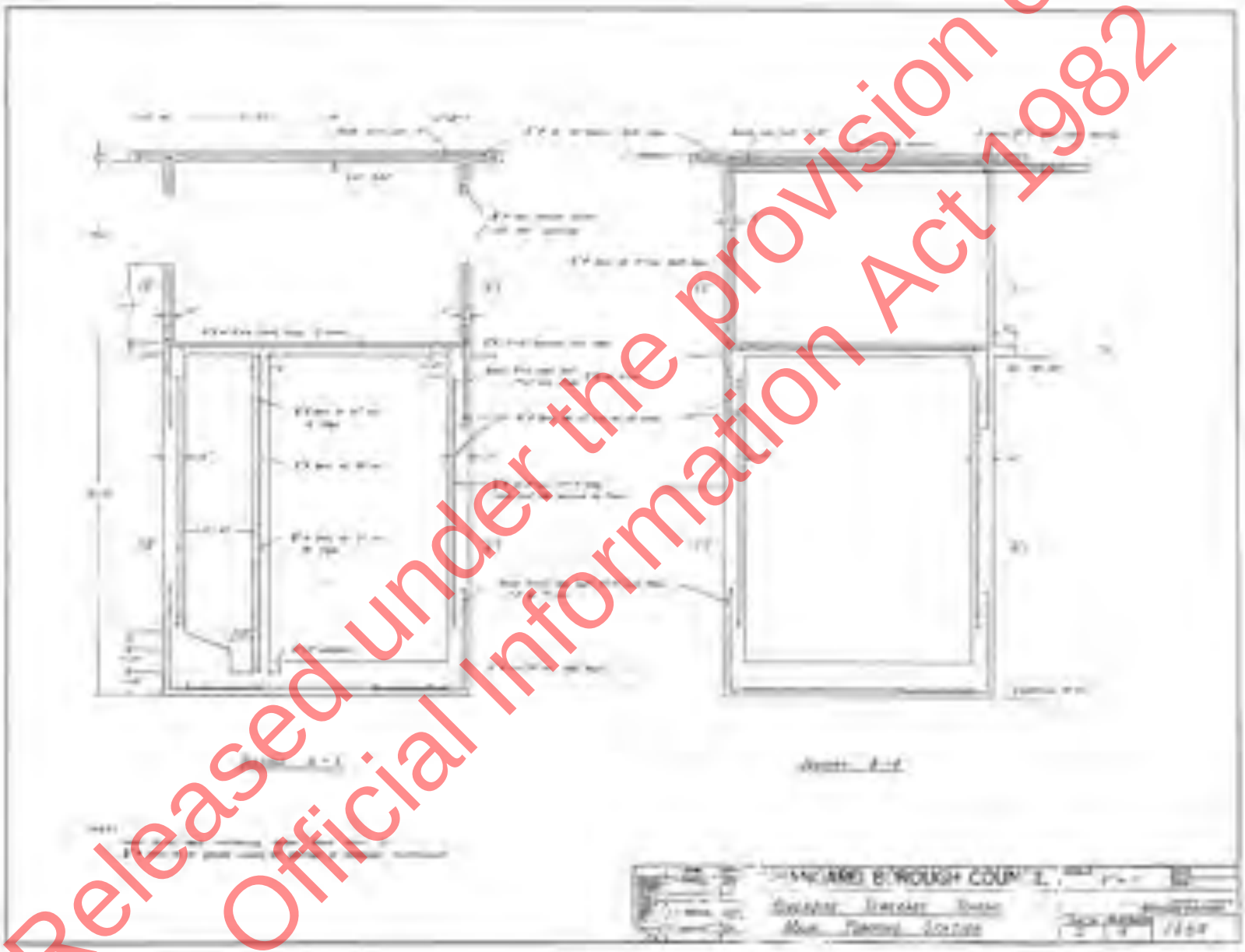

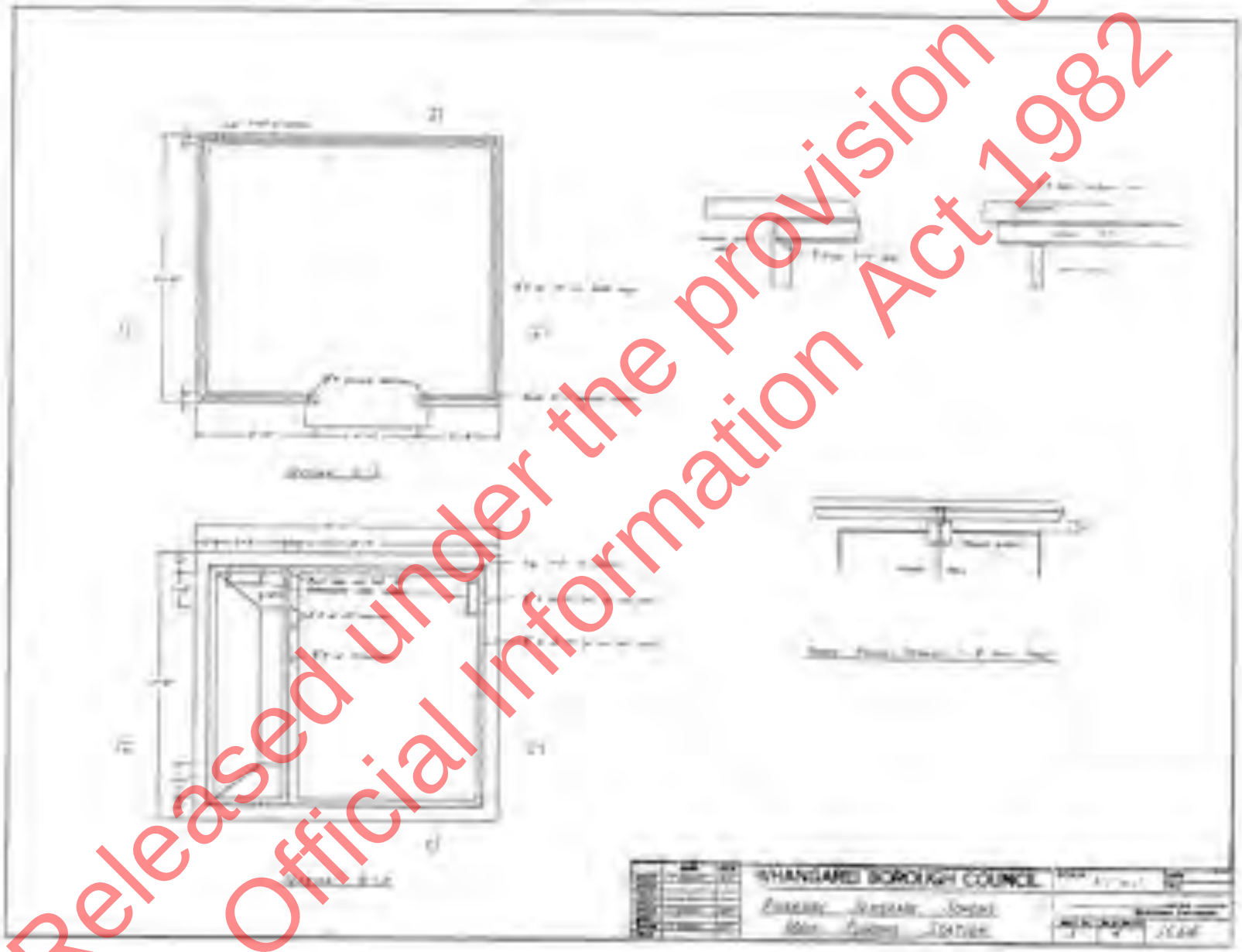

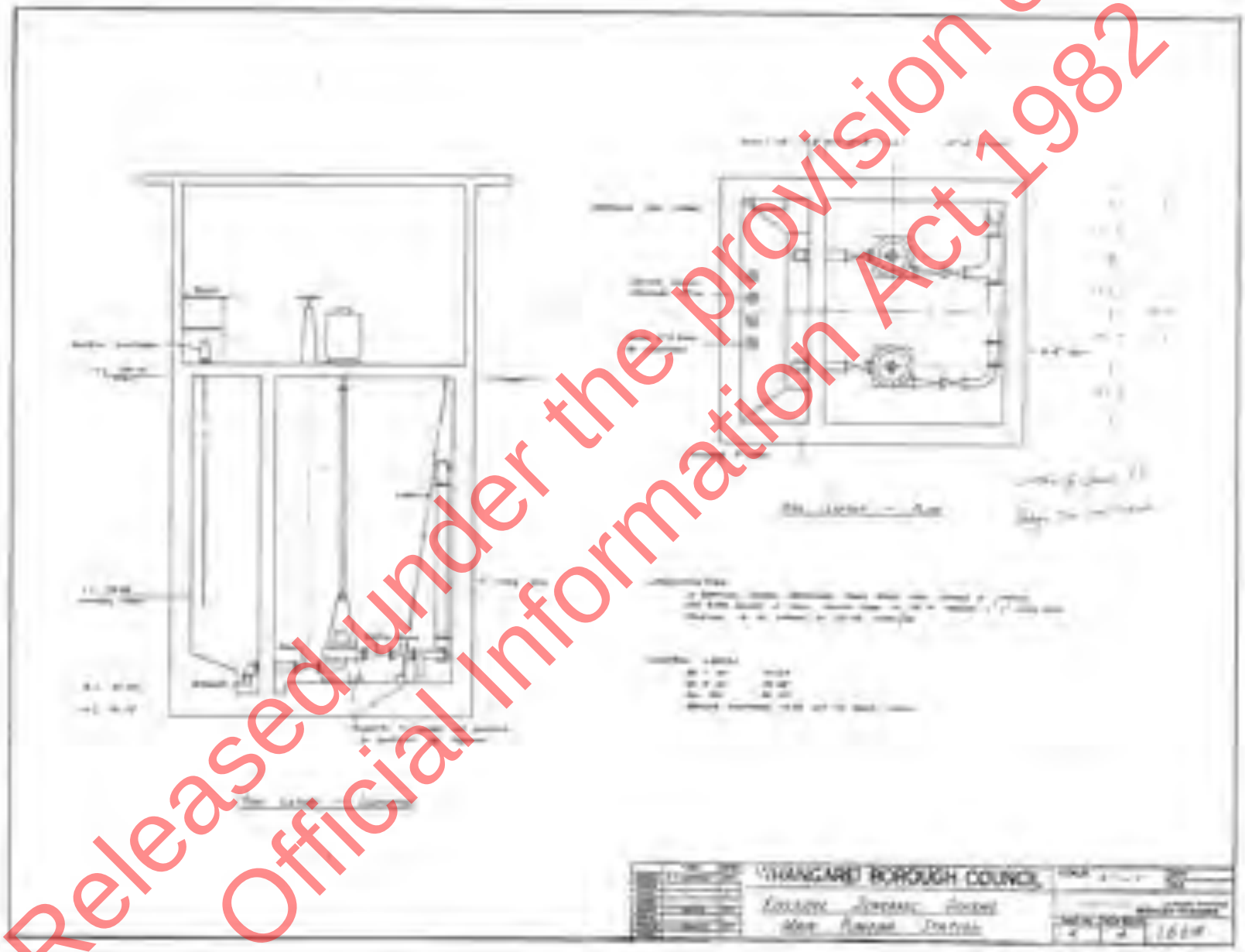

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Appendix C1 – Stormwater Reticulation Calculations

PLANNERS
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ENGINEERS
ARCHITECTS
ENVIRONMENTAL

STORMWATER CALCULATION SHEET

Northland Development Corporat
Riverside Drive Project
Whangarei

Job No: 43550.0

Date: 25/07/2019

INTENSITY I = 112 mm/hr ka= 1.59

mRUNOFF FACTOR (weighted for pervious and impervious)

100 YEAR RETURN PERIOD

750ø lines	Area (ha)	Area impervious (ha)	r(weighted)	Design Flow (l/s)	Cumulative Flow (l/s)	Pipe Diameter (mm)	Gradient (%)	Velocity (m/s)	Pipe capacity (l/s)	Pipe reserve capacity	Check
WDC A9 - WDC A92	3.500	2.800	0.805	877.4	877.4	750	1.20	2.77	1284.3	386.9	OK
WDCB93 WDCB54	5.500	4.000	0.718	1454.1	1454.1	750	1.20	3.53	1184.2	-269.8	Capacity issue

STORMWATER CALCULATION SHEET

Cato Bolam

PLANNERS | SURVEYORS | ENGINEERS
ARCHITECTS | ENVIRONMENTAL

Northland Development Corporati | Job No | 43100.0
Riverside Drive Precinct
Whangarei | Date: | 25/07/2018

INTENSITY | I = | 82 mm/hr | ka= | 1.50

c=RUNOFF FACTOR (weighted for pervious and impervious)

5 YEAR RETURN PERIOD

750ø lines	Area (ha)	Area impervious (ha)	c(weighted)	Design Flow (l/s)	Cumulative Flow (l/s)	Pipe Diameter (mm)	Gradient (%)	Velocity (m/s)	Pipe Capacity (l/s)	Pipe reserve capacity	Check
WDC AS - WDC AS2	3.500	2.600	0.835	485.7	485.7	750	1.20	2.77	1264.3	778.6	OK
WDCSS3 WDCSS4	6.500	4.600	0.718	804.9	804.9	750	1.00	2.53	1154.2	349.3	OK

Northland Development Corporation

48 Riverside Drive, Whangarei

Resource Consent Application

Appendix C2 – Water Demand Calculations

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PLANNERS
SURVEYORS
ENGINEERS
ARCHITECTS
ENVIRONMENTAL

Cato Bolam

[illegible]

WATER DEMAND CALCULATION SHEET

Northland Development Corp		Job No	[illegible]
[illegible] Riverside Dr			
Whangarei		Date	[illegible]

PERMANENT RESIDENTIAL COMPONENT - 25 APARTMENTS (100m² 2.7ms)

Daily Consumption	180	litres/day/person
Peaking Factor (note no landscaping)	2	
Number of people per unit	2	
Number of Units	25	
Calculated Residential Flow	18000	litres/day

Commercial Units

Daily Consumption	135	litres/day/m²
Peaking Factor (note no landscaping)	5	
Number of Units	7	
Calculated Commercial Flow	945	litres/day

HOTEL COMPONENT - 150 Room 4 star

Daily Consumption	350	litres/day/room
Peaking Factor (note no landscaping)	2	
Number of Rooms	150	
Calculated Hotel Flow	48000	litres/day

CONFERNACE/THEATER COMPONENT - 750-1000pax

Daily Consumption	10	litres/day/person
Peaking Factor (note no landscaping)	1	
Number of People	1000	
Calculated Flow	10000	litres/day

Marina - 30 berths

Daily Consumption	100	litres/day/berth
Peaking Factor	1	
Number of berths	30	
Calculated Flow	3000	litres/day

TOTAL DAILY DEMAND [illegible] litres/day

FIRE COMPONENT

Fire Water Class	FW	2	
Required fire flows		25	l/s

Notes:
1. [illegible]
2. [illegible]
3. [illegible]

APPENDIX C: ARCHAEOLOGY REPORT

Archaeological Assessment of the

Riverside Entertainment and Hotel Precinct

Whangarei

26 September 2019

Prepared for:

Northland Development Corporation Limited

Prepared by:

Geometria Limited

PO Box 1972
Whangarei 0140

Geometria

Quality Information

Document: Archaeological Assessment of the Riverside Entertainment and Hotel Precinct. Whangarei.

Ref: 2019-121

Date: 26 September 2019

Prepared by: Jonathan Carpenter

Revision History

Revision	Revision Date	Details	Authorized Name
Client draft v1.0	5 July 2019		J. Carpenter
Client final v2.0	26 September 2019		J. Carpenter

We acknowledge the use of information contained within the New Zealand Archaeological Association Site Recording Scheme.

File ref.:
C:\Users\Jono\Documents\2019\2019_121_Riverside_Entertainment_and_Hotel_Precinct\Reports\Working\20190629_Riverside_Entertainment_and_Hotel_Precinct_Archaeological_Assessment.docx

Contents

Figures

1.0 Introduction

M. Foster of Griffiths and Associates Ltd on behalf of their client the Northland Development Corporation Ltd commissioned Geometria Ltd to undertake an archaeological assessment of the Riverside Entertainment and Hotel Precinct proposal on Riverside Drive in central Whangarei. The area in question has an extensive history of European occupation dating from as early as 1839, and was preceded by a Maori occupation that, based on radiocarbon dates, extends back to the 13th century. Under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) all archaeological sites are protected from any modification, damage or destruction except by the authority of the Heritage New Zealand Pouhere Taonga.

This assessment uses archaeological techniques to assess archaeological values and does not seek to locate or identify wahi tapu or other places of cultural or spiritual significance to Maori. Such assessments may only be made by Tangata Whenua, who may be approached independently of this report for advice.

1.1 The Heritage New Zealand Pouhere Taonga Act 2014

Under the HNZPTA all archaeological sites are protected from any modification, damage or destruction. Section 6 of the HNZPTA defines an archaeological site as:

> *" any place in New Zealand, including any building or structure (or part of a building or structure), that—*
>
> > *(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and*
> >
> > *(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and*
>
> *(b) includes a site for which a declaration is made under section 43(1)"*

To be protected under the HNZPTA an archaeological site must have physical remains that pre-date 1900 and that can be investigated by scientific archaeological techniques. Sites from 1900 or post-1900 can be declared archaeological under section 43(1) of the Act.

If a development is likely to impact on an archaeological site, an authority to modify or destroy this site can be sought from the local Heritage New Zealand Pouhere Taonga office under Section 44 of the Act. Where damage or destruction of archaeological sites is to occur Heritage New Zealand usually requires mitigation. Penalties for modifying a site without an authority include fines of up to $300,000 for destruction of a site.

Most archaeological evidence consists of sub-surface remains and is often not visible on the ground. Indications of an archaeological site are often very subtle and hard to distinguish on the ground surface. Sub-surface excavations on a suspected archaeological site can only take place with an authority issued under Section 56 of the HNZPTA issued by the Heritage New Zealand.

1.2 The Resource Management Act 1991.

Archaeological sites and other historic heritage may also be considered under the Resource Management Act 1991 (RMA). The RMA establishes (under Part 2) in the Act's purpose (Section 5) the matters of national importance (Section 6), and other matters (Section 7) and all decisions by a Council are subject to these provisions. Sections 6e and 6f identify historic heritage (which includes archaeological sites) and Maori heritage as matters of national importance.

Councils have a responsibility to recognise and provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga (Section 6e). Councils also have the statutory responsibility to recognise and provide for the protection of historic heritage from inappropriate subdivision, use and development within the context of sustainable management (Section 6f). Responsibilities for managing adverse effects on heritage arise as part of policy and plan preparation and the resource consent processes.

2.0 Location

The Precinct is located on the north side of the Hatea River, between Riverside Drive and the river, east of the Town Basin (Figure 2).

The project area comprises four parcels, being Lot 1 DP 40643 (693m^2), Lot 2 DP 40643 (1343m^2), Part Lot 3 DP 40643 (3806m^2), and Lot 1 DP 40643 (6589m^2). Currently the area is used for various marine services and as a river front promenade as part of the Hatea Loop Shared Path.

3.0 Proposed Development

The Precinct proposal includes

- An Events centre with the ability to facilitate large conferences, staged performances, community functions etc (max occupancy 998).
- One 4 Star Hotel development (133 keys).
- One 3 Star Hotel development (104 keys).
- Apartments (20 x 2 bedroom).
- A fully serviced marina and electric ferry service.
- An underground carpark to service the Events Centre, Hotels and Apartments.
- A fully integrated public walkway on the water's edge.

Figure 1: Existing Precinct site.

Figure 2: Proposed precinct site plan.

4.0 Methodology

The desktop review involved an investigation of written records relating to the history and archaeology of the project area. These included regional historical and archaeological publications and unpublished reports, New Zealand Archaeological Association Site Record Files (NZAA SRF) downloaded via the ArchSite website, and land plans held at Land Information New Zealand. Photographic collections held by the

Alexander Turnbull Library, the Whangarei Public Library, the Auckland Public Library and Auckland Museum were accessed.

5.0 Archaeology and History of the Town Basin and Vicinity

5.1 Archaeological Background

There are four recorded archaeological sites in the vicinity of the Precinct, on the ridges/headlands either side. A map of sites recorded in the vicinity is provided in Figure 3 below.

The nearest site is Q07/546, a shell midden and terraces on "The Bluff", with features recorded along Punga Grove Road above Riverside Drive approximately 100-150m north and west of the Precinct site.

The site was initially recorded by J. Maingay in 1985. Maingay noted that the archaeological features were in the vicinity of Orukura Pā as recorded on survey plan SO 784 by surveyor Andrew Sinclair in 1857. Maingay noted that the site as known as pā to local residents and observed midden and fire scoops on the south side of the Punga Grove Road cutting, with a bank, ditch and possible pits visible 50-60m east of the promontory above Riverside Drive. To the north west and south west were steep scarps, with a gentler, possibly terraced slope to the south east. There were A large area of crushed shell was noted on the fourth property from the end of the promontory (Figure 4). At the time the site was recorded the house was occupied by Mrs Sherson, who was told that a narrow gully cutting down her property was used to drag waka up onto the promontory; she also noted that there was a bank on her neighbours property.

A note added to the site record, possibly by filekeeper S. Bartlett reports that the area was known as the starting point for the track to Pataua via Parihaka, according to the Gilbert Mair papers.

A small test excavation was undertaken on the site by V. Rickard for the Lands and Survey Department that same year (Rickard 1985) as a result of proposed road widening activity on Riverside Drive. A day was spent on the site and two storage pits exposed in section in the Punga Grove Road cutting were cleaned down and recorded and a number of test pits were dug across the point(Figure 5-Figure 6). The pits were up to 2.5m long and up to 1m deep and contained three to four layers of shell midden and other fill deposits. The test units also contained shell midden, with the midden being apparent at depths of 20-50cm and consisting mostly of pipi, cockle and mudsnail. A three metre long trench was excavated east of the pits and features continued 20-30cm below the ground level, but due to time constraints it was not recorded in detail. No fire scoops, postholes or artefacts were noted in any of the investigated areas.

Disturbed shell midden was observed across the surface of the area inspected, but no intact features were noted at the western end of the point which was to be affected by the road widening.

Figure 3: Archaeological sites in the vicinity of the Precinct (in blue; NZAA ArchSite).

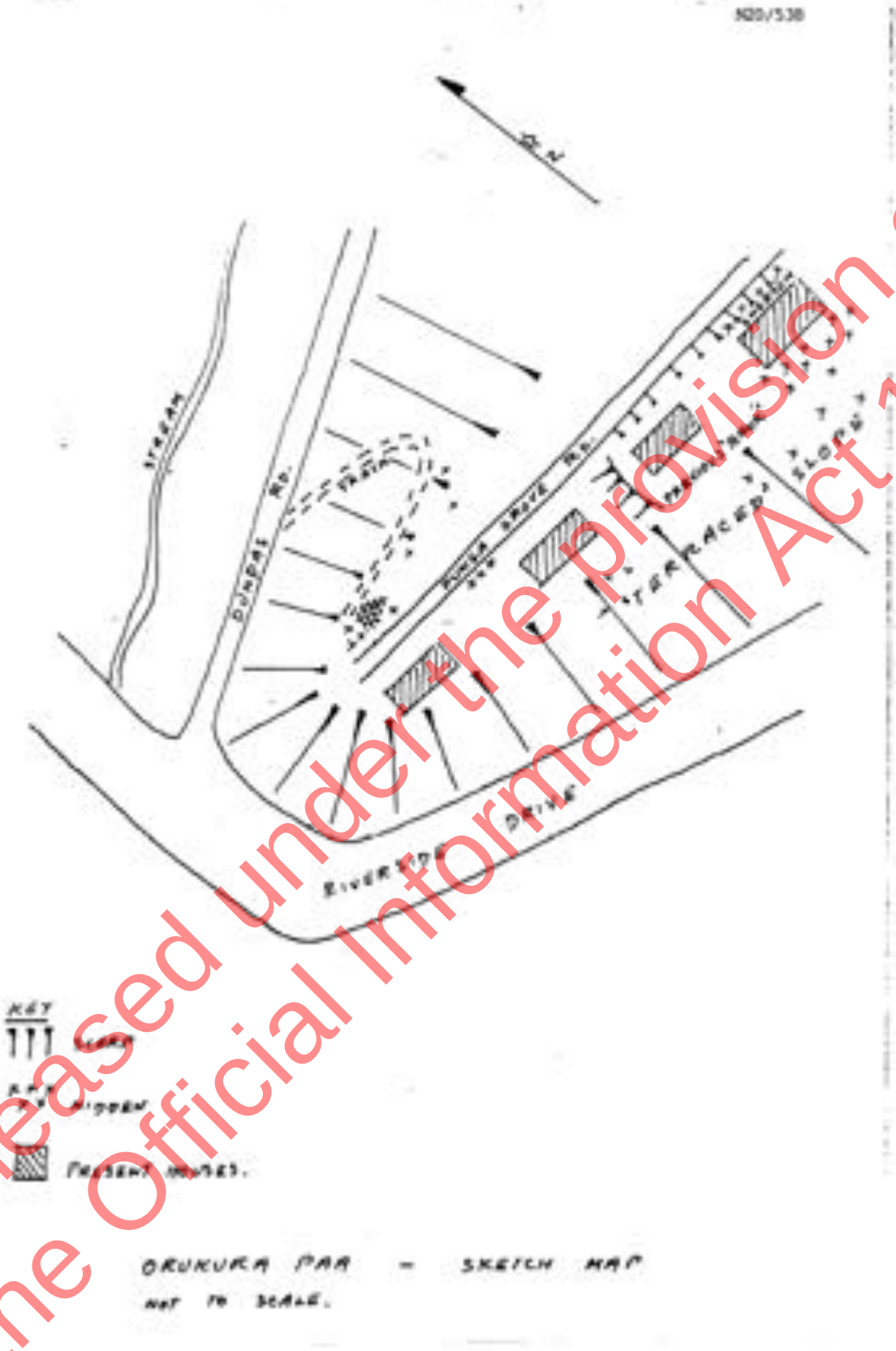


Figure 4: Q07/546 Orukura Pā, sketch from original site record.

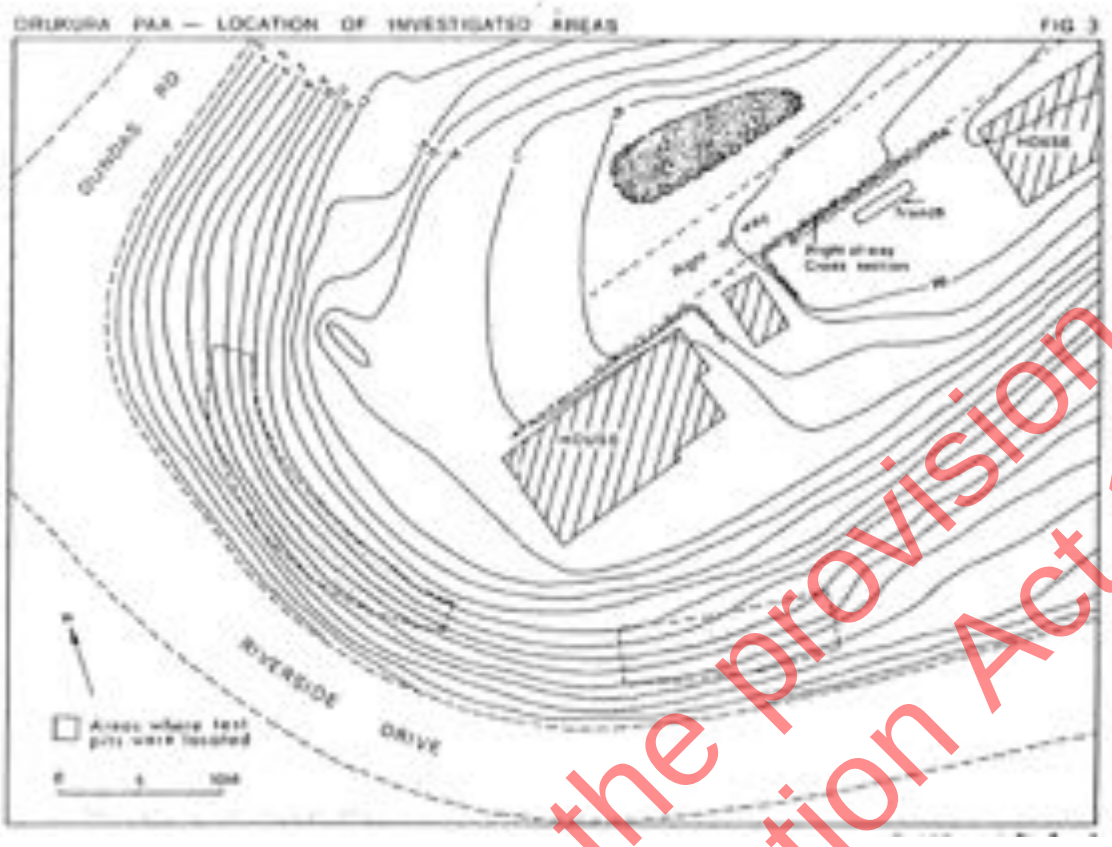


Figure 5: Q07/546 Orukura Pā investigation (Rickard 1985).

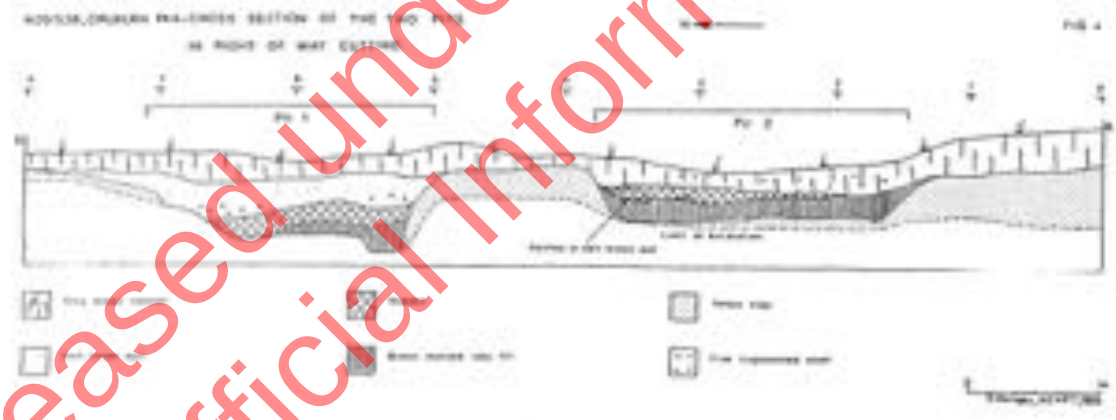


Figure 6: Pits exposed in section in Punga Grove Right of Way (Rickard 1985).

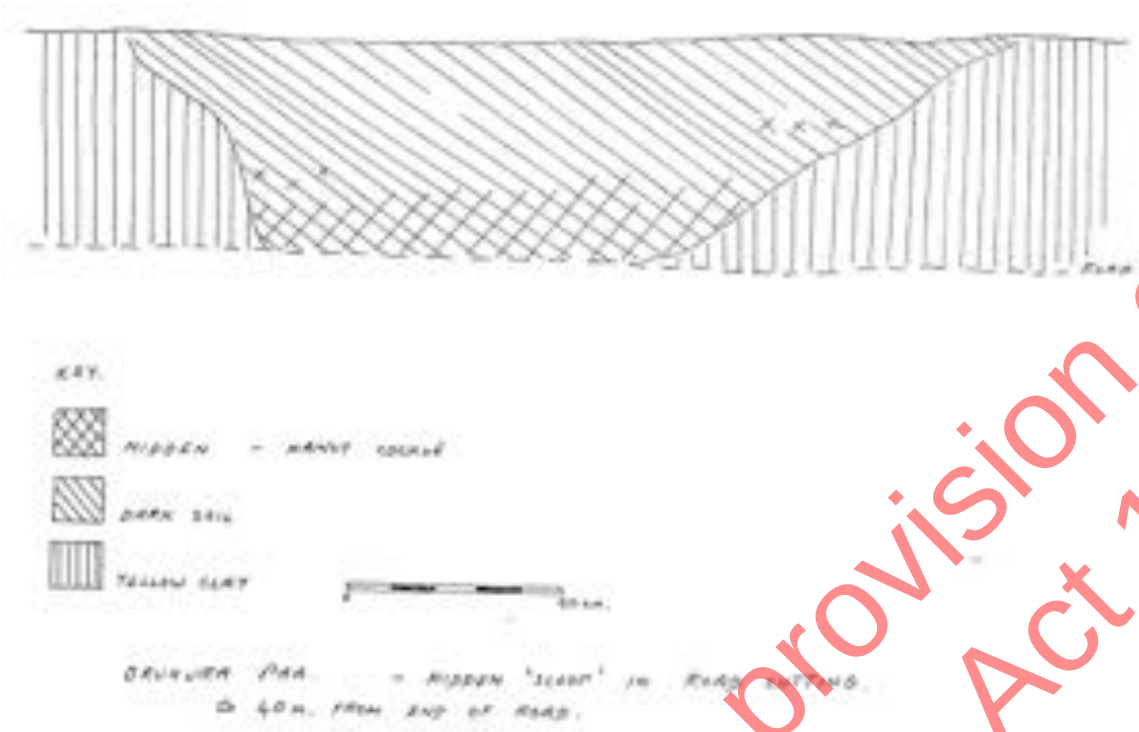


Figure 7: Scoop filled with midden.

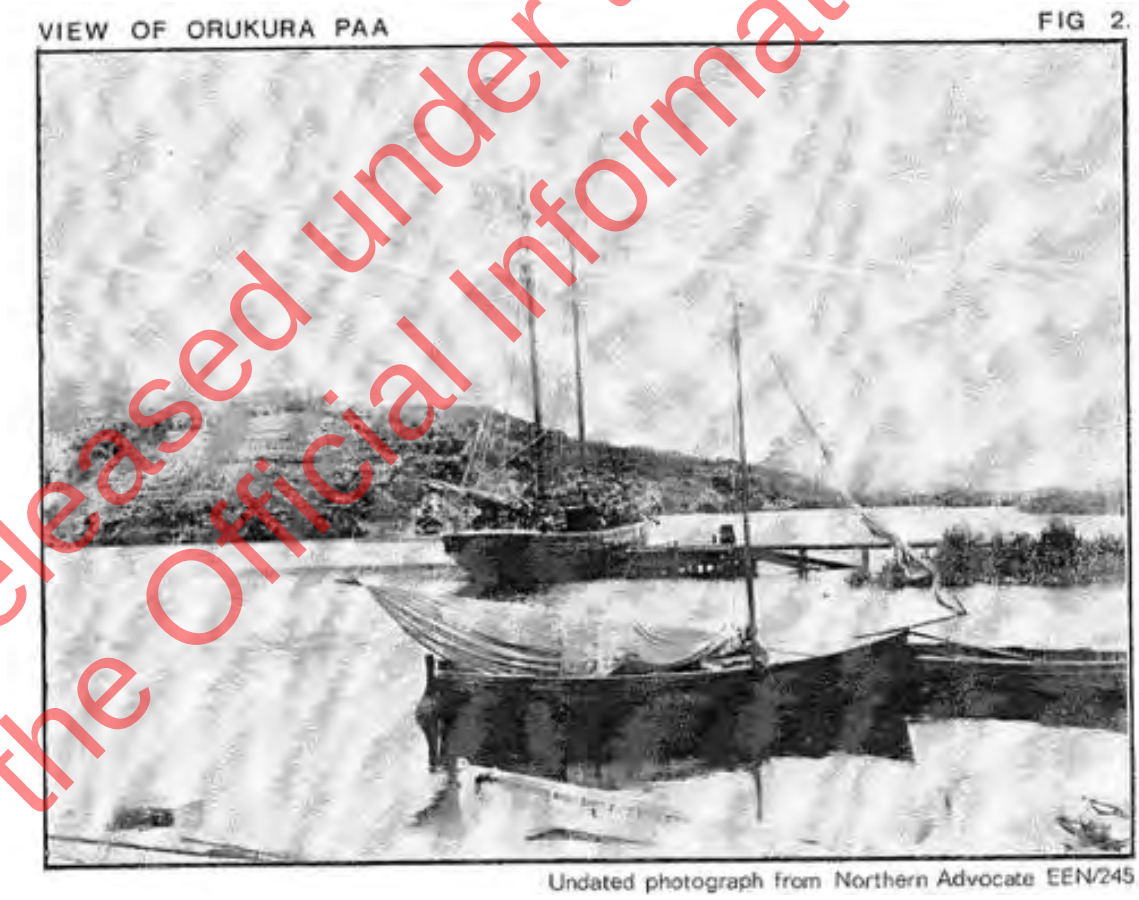


Figure 8: Orukura Pā from the Town Basin, prior to Riverside Drive development.

The site was revisited the NZAA site record upgrade project in 2006 and shell midden and a terrace were observed and grid references obtained via GPS.

For some reason, an additional site record for Orukura Pa was entered into the site record fil, Q07/977 but located further to the east, and containing no new information.

The next nearest site is Q07/60, a pit and terrace complex recorded by M. Houba in 1978. When originally recorded, it was described as comprising at least five pits and an unenumerated number of terraces, on a steep sided north-south trending ridgeline. The site was re-recorded in 1988 by G. Nevin, who mapped ten pits up to 6 x 3m in size and 2m deep. It was revisited by V. Tanner in 2006 who described the site as being 60m long and subject to damage form tree roots, and recorded additional pits and a terrace, and a scattered cockle midden at the north end of the site. Tanner also provided GPS-based grid references for the upper and lower extents of the site. The site was visited again ca.2007 for the NZAA site record upgrade project, and two additional small pits were recorded – these may be the same pits recorded by Tanner.

Q07/958 was also recorded by G. Nevin in 1988, at one of the properties near the southern entrance to the Mackesy's Bush reserve. It was a midden and artefact findspot (a pounamu tiki). The information was provided by the landowner, who stated that the property on a flat spur above the water was covered in midden when the house was built, and the tiki had been found while gardening. The site is 250m west of the Memorial Drive.

Both these sites are 250-300m east of the Precinct. Additional sites are recorded at Ewing Road to the northwest, and MAckesys'sBush to the east. Further north is the extensive Parihaka Pā complex with features recorded as part of that site complext starting above Dundas and Vale Road.

5.2 Other Heritage Listings

The Whangarei District Plan schedules of Sites of Significance to Maori and Heritage Buildings, Sites and Objects, and the Heritage New Zealand Pouhere Taonga List of Historic Places, Historic Areas, Wahi Tapu and Wahi Tapu areas were consulted to determine whether there were any scheduled or registered historic places on or in the vicinity of the project area. Parihaka is the nearest scheduled Site of Significance to Maori in the Whangarei District Plan (SSM#16, Appendix 4, p.1) with attendant rules (Part E, Chapter 60, p.1-3). There are no scheduled historic places or listed historic places on the Heritage New Zealand Pouhere Taonga List.

5.3 Maori Occupation

The Maori archaeological features recorded in central Whangarei are the well-preserved remnants of a pre and probably proto-historic Maori defended settlements that were occupied as late as the 1830s. While the focus of settlement, particularly prior to the introduction of muskets was on the steep and easily defended high ground of the Pukenui or Western Hills extending from Maunu to Kamo/Hurupaki on the western side of Whangarei and Parihaka to the east, with associated large kainga and communal areas such as Tawatawhiti below Parihaka and Ketinikau at Kamo and Te Ahipupurangi-a-ihenga around what is now the Town Basin. The intervening land, well-watered and comprising rich volcanic soils, was cultivated over an area that stretched from the current CBD, through the suburbs of Regent and Kensington, to the Whau

Valley and Kamo, and out to Glenbervie, and to the southwest through Maunu, Maungatapere and Whatatiri.

The city of Whangarei has subsequently spread over the good gardening soils that extended down to the upper harbour, destroying most of the archaeological remains associated with those activities along with the locations of undefended settlements or kainga on the low ground and along the river. The early preservation of the high ground for scenic purposes around the start of the 20th century by Whangarei's prominent early land owners, due the difficult and uneconomic terrain, served to preserve the many pa which snake along the high ground.

A synthesis of the history of Parihaka is provided in the Whangarei District Council's *Parihaka and Hatea River Reserves Management Plan* (Whangarei District Council 2009: 28-30), and is itself based on Nevin's (1990) research and that of N. Pickmere's *The Story of Whangarei*, F. Keene *Tai Tokerau* and A.H. Reed *Early Northland*. A summary is provided below.

Parihaka was once the domain of Ngai Tahuhu, with the pa of Parihaka and an associated kainga or undefended settlement both known as Tamatawhiti. Two major subtribes, Ngati Rangi and Ngati Tu established themselves, the former on the west side of the harbour and the latter on the north. Subsequently, the lands of Whangarei were coveted by hapu of Ngapuhi from the north, and the Chief Ngaro-ki-te-uru attacked and displaced the Ngati Tu and secured possession of Tamaterau, Parihaka, Kamo, Ketenikau and land to the north for his hapu, who became known as Ngati Kahu.

At the start of the 19th century, Whangarei was occupied by a number of interrelated hapu, chief among them Te Parawhau, under the celebrated chief, Kukupa. It was Kukupa and his hapu who performed the fearsome haka on top of the steep cliffs defending Parihaka from their enemy in the late 1700's that gave the area its name. The chieftainship passed successively to Kukupa's sons Te Ihi, Tirarau and Taurau, and nephew Tito. As the tribal warfare continued into the 1820s and 1830s, Whangarei became the rallying point for the northern tribes on their way south, and a primary target for southern tribes venturing north seeking utu.

At this time there were two battles remembered at Parihaka. The first in 1822 was led by Kohi Rangatira of Waikato and several local chiefs were killed and eaten. The second battle was in 1827, and named Oparakau. A Ngapuhi war party had travelled south and was defeated by Waikato and Ngati Paoa, after which they and their Ngati Whatua allies (who had suffered a terrible defeat at the battle of Ika-a-Ranganui the year before) attacked Whangarei. The attack was led by Te Whero Whero and Te Kanawa and occurred at Tamatawhiti and the Whangarei people under Te Wehenga, Te Aukumoroa and Tauwhitu were routed, with Te Wehenga being killed.

When Europeans first arrived in the area, bones still lay on the mountain. Te Taurau of Parawhau told the new arrivals that many people had been living on the mountain in 1820, and in 1839 when Gilbert Mair purchased the Tamatawhiti block, local Maori uplifted the body of Wini, the last chief to dwell there.

As people returned to the area and with the stabilisation of intertribal relations in Northland in the 1830s and after the Treaty of Waitangi in 1840, fortified sites were abandoned although villages were often still surrounded by palisading. The Maori villages in the historic period were associated with extensive cultivations of maize, kumara and gourds, cultivated with wooden gardening implements.

5.4 European Settlement

Samuel Marsden first visited the Whangarei area in 1815 and returned in 1820, noting numerous abandoned villages between Whangarei and Tangiteroria during the second visit, around the time of the start of the so-called musket wars. The Rev. Samuel Leigh found a similar situation in 1823 and remarked that the local Parawhau people had left their lands on the coast and moved inland; he then decided against establishing a Wesleyan mission in the area. The 1827 attack on Parihaka Pā by Waikato and Ngato Paoa warriors, and its subsequent abandonment probably represents the end of the traditional occupation of the pa on the high ground around Whangarei.

As people returned to the area and with the stabilisation of intertribal relations in Northland in the 1830s, and after the Treaty of Waitangi in 1840, fortified sites were abandoned although palisading often still surrounded villages. The Maori villages in the historic period were associated with extensive cultivations of maize, kumara and gourds, cultivated with wooden gardening implements, as observed by William Carruth in 1839, one of the earliest European land speculators in the area.

At that time Kauika near Kauika Road was the village of Chief Kahunui, further west was Paritai where Iwitahi lived, brother in law of Te Tirarau. South was Ratu, the village of Karekare who was a tohunga, near the commercial area. Wai-iti inland of Toetoe was the village of Toka-tutahi, also a brother in law of Te Tirarau, and Te Arikiri lived at the mouth of Otaika river, Te Tirarau's half-brother. These were the Parawhau villages of Te Tirarau. From the Town Basin north to Kamo, Ketinikau and Parihaka was the territory of Ngati Kahu. Tipene had a village, Pihoi on a high point above the town basin, with the next village Waimahanga on the north side of the harbour at the Awaroa River where Cheifs Te Puia and Hirawani lived. Wiremu Pohe lived at Tamaterau, with Ngati-Tu under Kaikou or Horomona/Solomon at Parua Bay. Ketenikau was occupied by Tauru and Puriri of Ngati Kahu (Pickmere 1986: 17-18).

Pihoi (or Pitoi/Pitoitoi, Scoria Hill) was the village somewhere between the Presbyterian church of St Andrew and the house built by settler Edward Dent (Pickmere 1986: 20). It was described by Carruth:

> "The natives were then living in a large palisaded pa (fort) between the Presbyterian Church and E. Dent's house. Having observed the vessel approaching, they were all down to see so unusual a sight, and to welcome the strangers. The natives here were not in a general very prepossessing in appearances. Few of them had attained the use of European clothing, and their dirty mats had every appearance of having been long in use. A few of the chiefs were each possessed of a rude blanket which was their only article of dress, and in which they strutted about with the air pf princes, having nearly the half of it trailing on the ground behind them. The country around was different in appearance then from what it is now. With the exception of a few patches of Maori cultivation, the ground was covered with strong fern and tupaki (a poisonous shrub, tutu) tea-tree scrub and flax…starved pigs and dogs were the only animals to be seen…". (quoted in Keene 1966: 25-28).

The pa near the Presbyterian church site was also described by Robert Mair who had arrived a few years after Carruth as "…not a fighting pa, as the stakes were tea-tree not more than four inches in circumference". He stated that most of the local Maori were at Te Kauika where they lived and cultivated under Chief Te Iwitahi and the other chiefs

as the rest of the land had been sold. There was also a big population at Tamaterau under Tipene Te Hari Te Pirihi. (Keene 1966: 13; Anderson and Peterson 1956).

There is no indication that Orukura Pā above the Precinct location was occupied at the time European settlers began moving into the area, and it probably pre-dates the European settlement of the area and may have been abandoned during the conflict of the 1820 and 1830s, if not earlier.

5.4.1 The First Land Purchases

From the position of the Town Basin and extending west into the Pukenui Hills was William Carruth's original land purchase in Whangarei. In 1839 Carruth had been brought to Whangarei by Wiremu Pohe who recognised the value of having a European with access to trade goods settled locally. He explored the area, noting large areas of cultivation around Kamo and the presence of an occupied pa in the vicinity of what would become the intersection of upper Dent St and Banks St.

William purchased land along the waterfront and out to the hills to the west, and faced some difficulty and delay in finalising the deal as the land had many owners, some of whom were some distance away. Carruth was encouraged to settle in advance of securing the land. He returned to the Bay of Islands while the land sale was debated and on his return the local Maori had built a whare for him at Te Ahipupu ("The fire where the cockles had been cooked") at what would become the Town Basin and he lived there by himself for a year (Pickmere 1966: 22). A number of previously deserted Maori whare were nearby, which Carruth subsequently cleared, apparently requiring further payments of tobacco, as advised by Wiremu Pohe and Tipene of Ngati Kau (Pickmere 1986: 22). He was also offered wives, including the 12 year old daughter of Chief Iwitahe. He then established the first European garden in the area (Keene 1966: 12-13). Iwitahe's daughter died the next summer and the chief was bereft, and had William bury her in a wooden coffin in European style and received a pig from the chief as consolation. William's brothers Robert and John arrived in the spring of 1840, and brought a young couple and another man as servants. Carruth's grant was reduced to 968 acres in 1844, following the Crown investigations into pre-Treaty purchases.

By 1842 Gilbert and Robert Mair had settled in Whangarei. Gilbert Mair, who had a substantial presence in the Bay of Islands, had made a speculative purchase of 1800 acres from Corks Road in Kamo to the upper Whangarei Harbour, the so-called Hatea Block. Following the Treaty of Waitangi and the re-evaluation on pre-treaty purchases, the Old Land Claims Commission reduced Mair's original claim, with Mair's Grant forming the basis of European settlement immediately to the north of the Town Basin on the western side of the Hatea River. Carruth's grant to the south and west was the other main European block, with the boundary between them being the small Waitangi Stream, which flowed from the vicinity of Norfolk and Seaview Road into the Hatea.

In 1845, most of the 50 odd European settlers who had since settled the district fled to after the sack of Kororareka and the start of the Northern War of 1845-46. William Carruth, his brother Robert and Gilbert and Robert Mair returned to Whangarei to investigate the damages done by those siding with Hone Heke and Kawiti to the European settlement of Whangarei, while the rest of the settler families journeyed on to Auckland.

Carruth returned to Whangarei after the war and lived on the waterfront until 1849, at which point he and his brother John bought 220 acres on the North Shore. Two years

later he sold his share on the North Shore to his brother, and the Whangarei land to Mr John Petingale, and left for the Bathurst goldfields and stayed nearly three years. He returned to New Zealand to live with his brother for a time in Auckland, then returned to Whangarei and settled in Kamo, in the vicinity of what would become Thomas Wakelin's farm, and later, Kamo High School. He died in 1892 aged 80.

Whangarei grew as a European settlement following the Crown land grants to Mair and Carruth and the subsequent subdivisions of those grants, and the European population and development increased throughout the 1850s. The nascent town developed in the quadrant between the Hatea River and what is now Bank St and Walton St with commercial activity focussed along the waterfront, Walton St, Cameron St and Bank St. A ribbon of farms were established north of the town centre, extending along Bank St and the Kamo Road, and up the Whau Valley (the European roads themselves largely paralleled or followed the existing network of Maori foot tracks.

Carruth sold his 242 acres on the waterfront including his house to John George Petingale. Within three years of settling on the property, which became known as "Wangarei Mains" he had an excellent home, a profitable herd of cattle and had established an orchard of four acres planted with oranges, lemons, limes, pomegranates, passion fruit, guavas, strawberries, currants, apples, pears, mulberries, filberts, plums, gooseberries, figs, grapes, and peaches. He also had flowering shrubs, hops, bees and pigs. He engaged local Maori to work on the property paid and paid them 6d a day (Keene 1966: 47).

He made a considerable amount of money sending fruit from the orchard to Auckland, and along with the orchard and house, Petingale had a small store on the waterfront (Keene 1966: 48). In 1855 he sold part of his property to Eugene Cafler and in 1859 he sold the remaining 42 acres to Robert Reyburn (Keene 1966: 38-39).

5.4.2 The Reyburn Family

Robert Reyburn was engaged in the shipping trade in Glasgow before arriving in NZ in 1859 with his wife and sons John and Robert. He bought 42 acres from Petingale comprising all the land from the waterfront to Cameron St and including Petingale's house (Pickmere 1986: 87).He was a prominent local settler, elected to the Auckland Provincial Council in the 1860s, and he helped build St Andrews Presbyterian Church with son Robert and with which the family had a long association.

Another son James Thomson (J. T.) Reyburn arrived in 1867 and established a cooperative store. When the Northern Steamship Company began a regular service between Auckland and Whangarei he became their agent and established an office and store on Quay St near the Victoria Bridge and lived for a number of years in the old Reyburn Home while the other houses along Quay St were built for other members of the family. His immediate family consisted of two sons, Robert and James, and two daughters. All were musical and involved in local shows.

J. T. Reyburn went on to purchase land on the eastern side of the river, including the land adjacent to the Precinct site, and subdivivied, developed and marketed the Punga Grove subdivision in the years before World War One.

J. T. Reyburn's purchase on the east side of the river was within the Parihaka Block, named for the mountain and its extensive pā. When the European arrived in Whangarei there were two battles remembered at Parihaka. The first in 1822 was led by Kohi

Rangatira of Waikato and several local chiefs were killed and eaten. The second battle was in 1827, and named Oparakau. A Ngapuhi war party had travelled south and was defeated by Waikato and Ngati Paoa, after which they and their Ngati Whatua allies (who had suffered a terrible defeat at the battle of Ika-a-Ranganui the year before) attacked Whangarei. The attack was led by Te Whero Whero and Te Kanawa and occurred at Tamatawhiti and the Whangarei people under Te Wehenga, Te Aukumoroa and Tauwhitu were routed, with Te Wehenga being killed.

When Europeans first arrived in the area, bones still lay on the mountain. Te Taurau of Parawhau told the new arrivals that many people had been living on the mountain in 1820, and in 1839 when Gilbert Mair purchased the Tamatawhiti block, local Maori uplifted the body of Wini, the last chief to dwell there.

Subsequently the Crown purchased the Parahaki block from Ngati Kahu chiefs Pohe, Tipene and Te Pui of Ngaitorongare and others including Mangawhare in 1857. It was sold to the Crown represented by the District Land Commissioner John Grant Johnson in 1857, for £500. The deed of the Parahaki Block purchase is reproduced below from Turton (1877a):

> *"This Deed of Sale of Land executed at Waimahanga on the 8th day of June in the year of Our Lord One thousand eight hundred and fifty seven is the consent of us the Chiefs and the freemen of the Ngapuhi Tribe of the family of Ngaitorongare to the giving up of a portion of our land at Whangarei (Parahaki being the name by which this land is known) to the Queen Victoria of England and to Her Heirs male or female after her for ever in consideration of the sum of Five Hundred Pounds the land being that delineated on the plan in the margin of this deed.*
>
> *These are the boundaries commencing on the boundary of Mr. Dent's farm at the Awaroa thence down the Awaroa river to its mouth thence up the river Hatea to the Ahipupu thence up the course of the said river thence up the surveyed line running in an easterly direction separating Pehiawiri thence along the said line to the boundary line of the Whareora Block thence along the said line to Kahiwa thence along the boundary of the land sold to Gorrie till it reaches the land of Dent thence along the boundary of Dent's land to the point of commencement. The portion not coloured red in the annexed plan included in the aforesaid boundary we reserve for ourselves.*
>
> *Now we hereby acknowledged to have received the aforesaid sum of Two Hundred Pounds in payment for the aforesaid land from the hands of John Grant Johnson a Commissioner for the purchase of land from the Natives of New Zealand. In witness whereof we do hereby write our names on this eighth day of June in token of our assent.*
> *Manga Whare, and 11 other signatures.*
> *Witness to payment and signatures—*
>
> *John Grant Johnson, District Commr."*

A native reserve was established between the Hatea River and the "Parahaki Block, and was later sold to Europeans, in 1869. Further subdivisions and purchases around Parihaka occurred including the Reyburn, Ewing and Mackesy purchases, and in later

years and gum digging and gold prospecting occurred across the upper slopes along with further forest clearance.

Survey Plan SO 784 (1857) is the survey of the "Parahaki Block", and a detail provided below shows the pā Orukura at what is now Punga Griove Road/The Bluff (the later name dating from the 19th century, and Punga Grove from the name of the original subdivision before World War One).

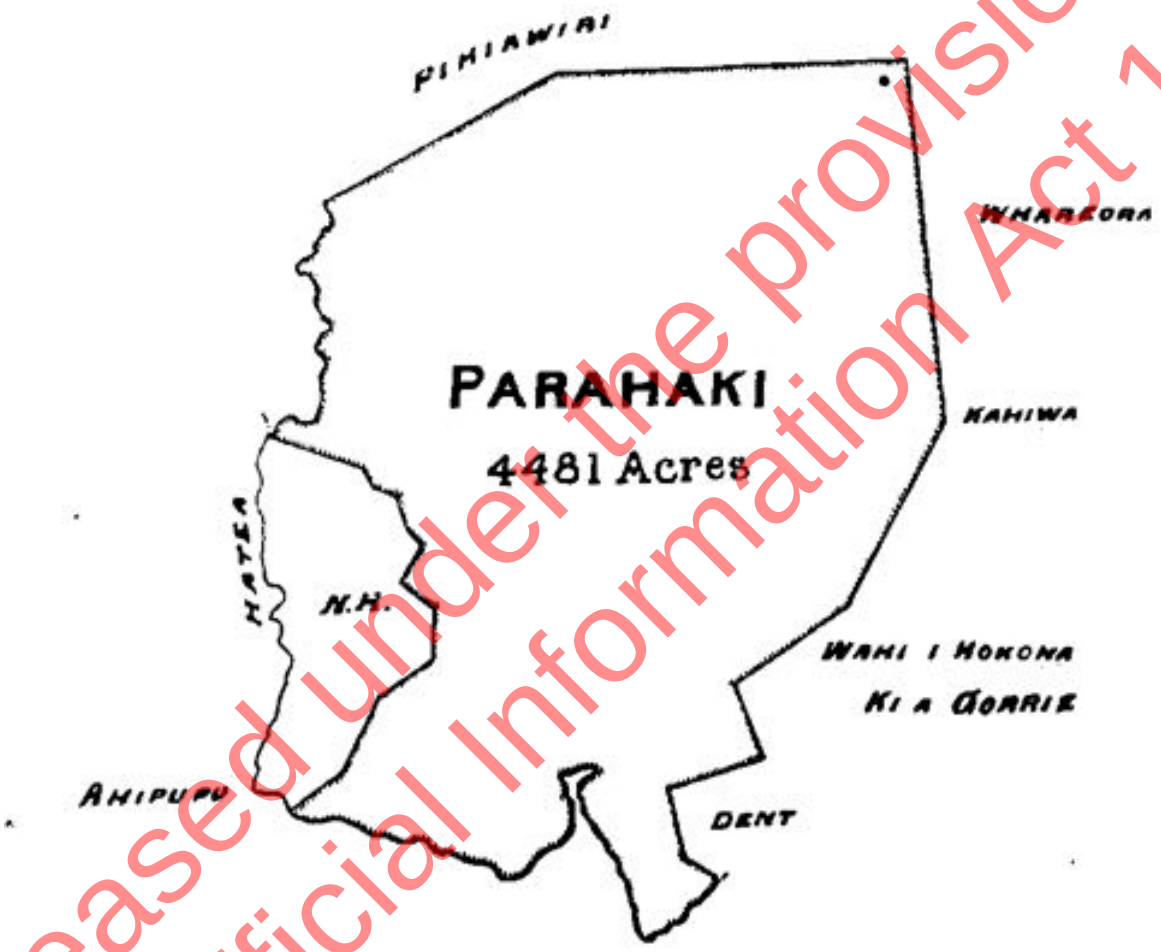


Figure 9: Parihaka Block (reproduced from Turton 1877b).

5.4.3 The Development of Riverside

Although the Town Basin had been a popular landing place since before Europeans arrived in the area, the first town wharf was only built in the late1860s, when prominent settler and local contractor Henry Holman built one out of tea tree and rewa rewa poles in 1867. Prior to that the terminus of Walton St was known as "the Beach", but in 1864 after Robert Mair refused to allow the new road to Tikipunga through his block without compensation, the original local body the Wangarei District Trustees threatened to build

a wharf at Walton St of 40 feet by 20 feet in retaliation, so as to remove business from Mair's Landing further up the river (Northern Advocate 24 June 1924).

The construction of the new rail way wharf at Limeburners Creek in the mid-1880s appears to have removed much of the commercial impetus of the Town Basin Wharf, and by 1888 the area was so deserted and quiet of an evening due to the opening of the new wharf that prominent local tailor John Morgan, somewhat worse for wear, tripped over his untied shoe laces or otherwise fell off the wharf early one evening and drowned without anyone noticing. He was fished up off the wharf by two boys several days later (Northern Advocate, 7 April 1888). That same year it was noted that the commercial schooner trade from the Town Wharf had been decimated by the larger, cheaper steamers that could operate from the new wharf at Limeburners (Northern Advocate,11 August 1888).

In 1892, new life came to the Town Basin when the Foote Brothers leased the old "Wangarei Hotel" site next to the Town Wharf for a timber mill, taking sawn timber from the mill they established at Tangihua. A year later, the long-desired road connecting the Town Basin to the Whangarei Heads Road end at Awaroa River was approved, after landowner opposition on the east side of the river was finally overcome, with the work starting as a horse track in 1893 (Northern Advocate, 18 February 1893) and ultimately leading to the development of Riverside Drive and the original and later Victoria Bridges. In that same year, the landowners between Dent's Deveron property and the Town Basin offered land for a road along the river bank to the Town and Harbour Boards, an offer which was swiftly accepted and ultimately lead to the reclamation and development of Lower Dent St and Hatea Drive (Northern Advocate, 7 October 1893).

A clay road leading from the Victoria Bridge around the eastern shoreline of the Hatea River was present by the 1890s and by 1914, at least once house had been built on The Bluff and a plan to of widen the road was underway (Northern Advocate, 15 June 1914). The impetus for improving the road, and a plan to add a wooden footpath for the local residents, was due to the damage to the road which was being done by stock being driven along it to the freezing works at Reotahi. Planning for a reclamation had started prior to World War One, with the work still being actively planned for during the war years.

J. T. Reyburn had sections for sale in his Punga Grove subdivision by 1911, at which time the rowing shed had been built at the western end of the what would become the reclamation where the Precinct is to be located. The rowing club itself had been formed in 1904. By the end of World War One, the city council was maintaining Punga Grove Road and developing other roads into Riverside.

Work was underway to widen what had become known as the Riverside Road section of the Whangarei-Onerahi road by the early 1920s. The reclamation and development of Riverside Drive were intimately tied to the dredging of the river/channel from the Long Reach (between Kissing Point and Onerahi) to the Town Basin, and the dredging to create and maintain the basin itself. However reclamations along the eastern side of the river could take only a small portion of the dredged material, leading to the reclamations on the western side of the river and the realignment of the Waiarohia Creek and infilling of the Doctors Creek/Canal and reclaiming the sand bank to create what is now the Hihiaua peninsula.

The Dundas Road reclamation was still ongoing in 1940. The Harbour Board report in the Northern Advocate (18 October 1940) states that by that time, 68 tons of rock from Cairnfield Road had been deposited in the reclamation.

6.0 Historic Maps and Plans

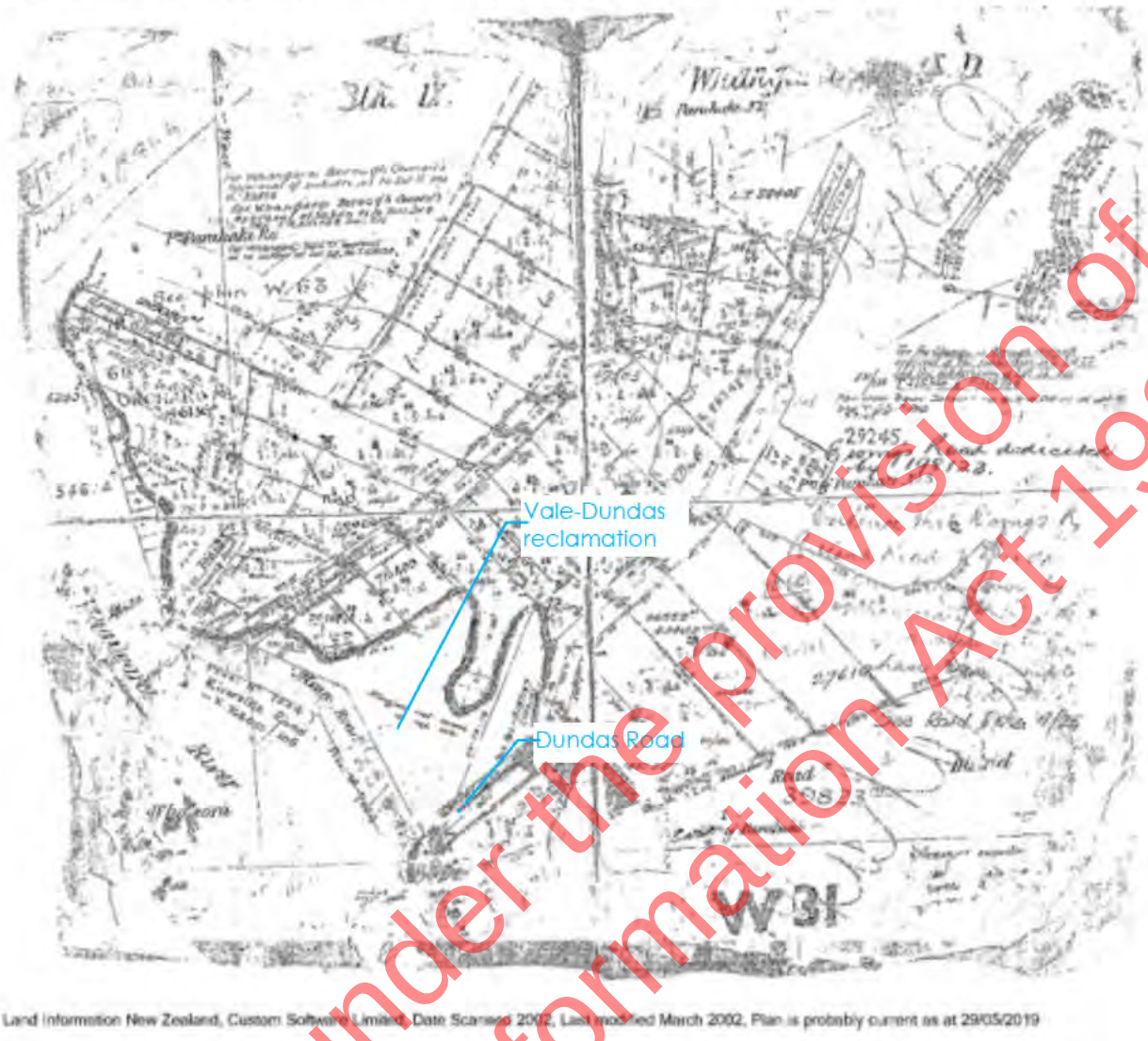
A review has been undertaken of approximately 40 historic survey plans and other maps of the Precinct area in order to ascertain whether any features of a historic interest and /or older than 1900 might have been present prior to the reclamation and road widening of the early 20th century.

It does not appear that there are any pre-1900 features recorded on historic plans in the vicinity of the Precinct, apart from the original surveyed alignment of Riverside Drive.

Figure 10: Detail from Roll 7-1 (of 4) showing Mair and Carruth Grants and other private and Crown purchases and Maori Blocks, and approximate location of Precinct (in blue).

Figure 11: Detail from SO 784 (1857) of the Parahaki Block purchase, showing Orukura Pā adjacent to the approximate position of the Precinct location (outlined blue).

Figure 12: Detail of SO 996 (1876) and approximate location of the Precinct (outlined blue).



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified March 2002, Plan is probably current as at 29/05/2019

Figure 13: Survey plan W31 (ND) with original shoreline from Ewing to Dundas Road, and Riverside Drive causeway and reclamation.

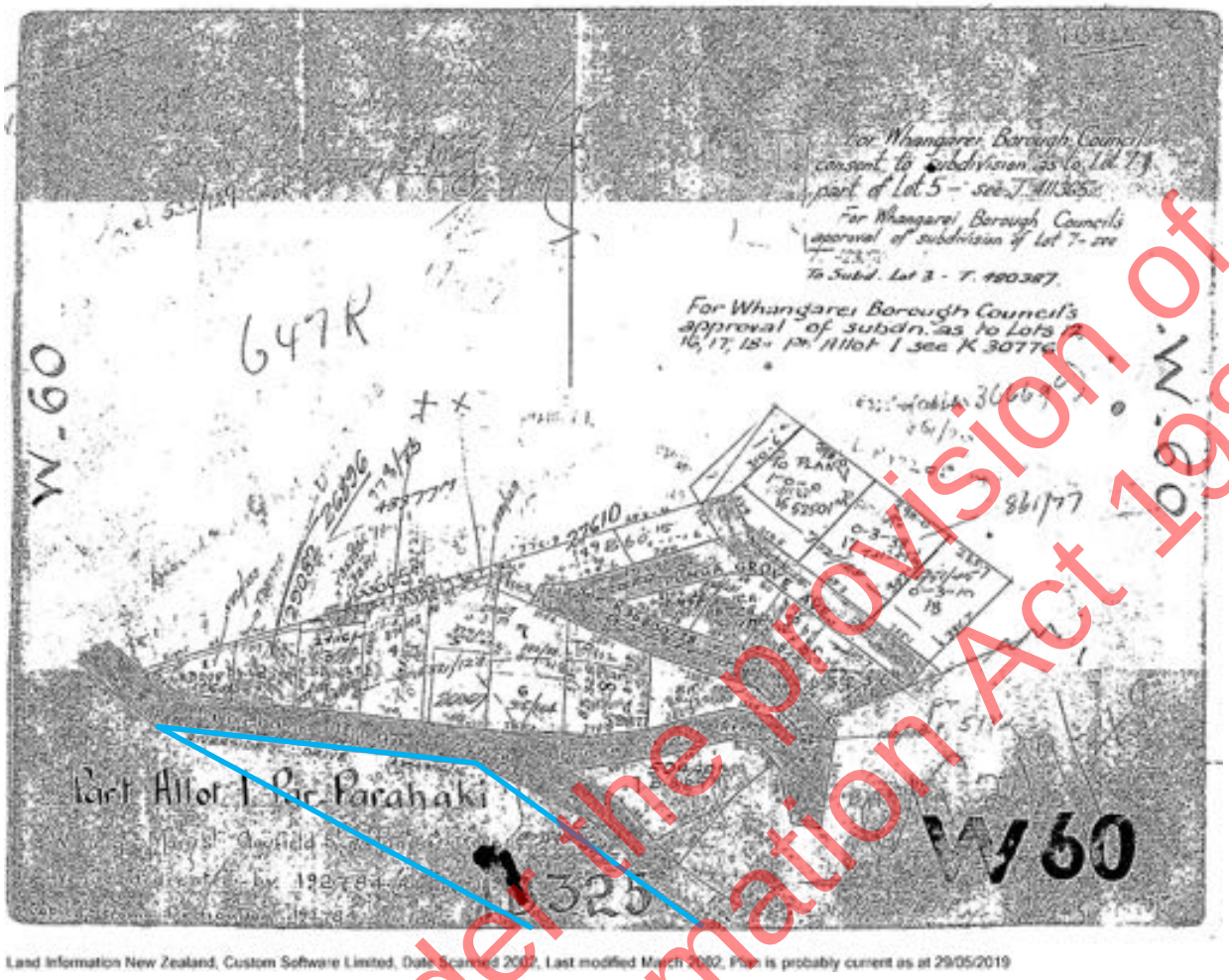


Figure 14: Survey plan W60 (ND) with original shoreline from The Bluff to Punga Grove Road and approximate location of the Precinct (outlined blue).

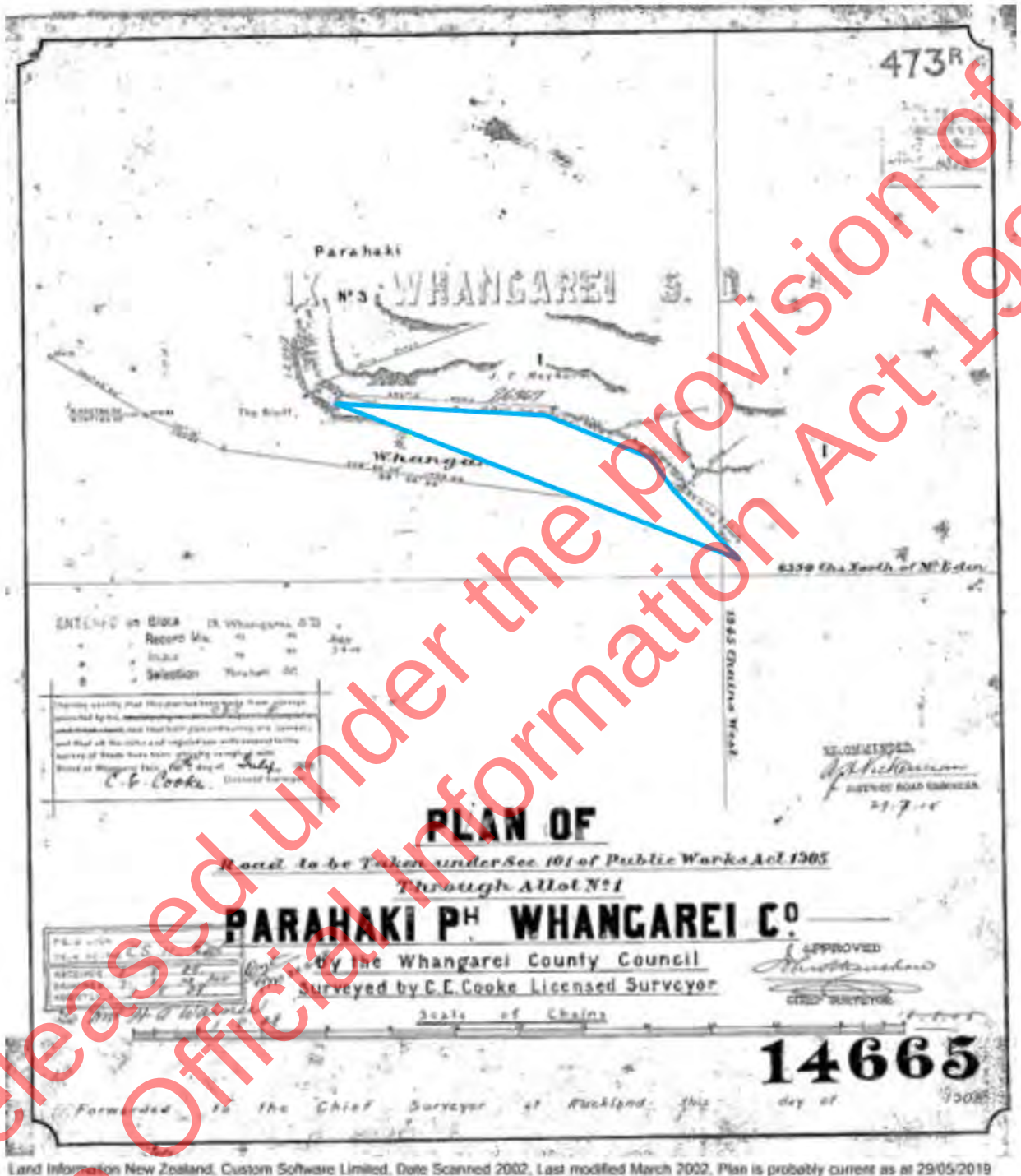


Figure 15: SO 14665 (1908) with approximate location of the Precinct (outlined blue).

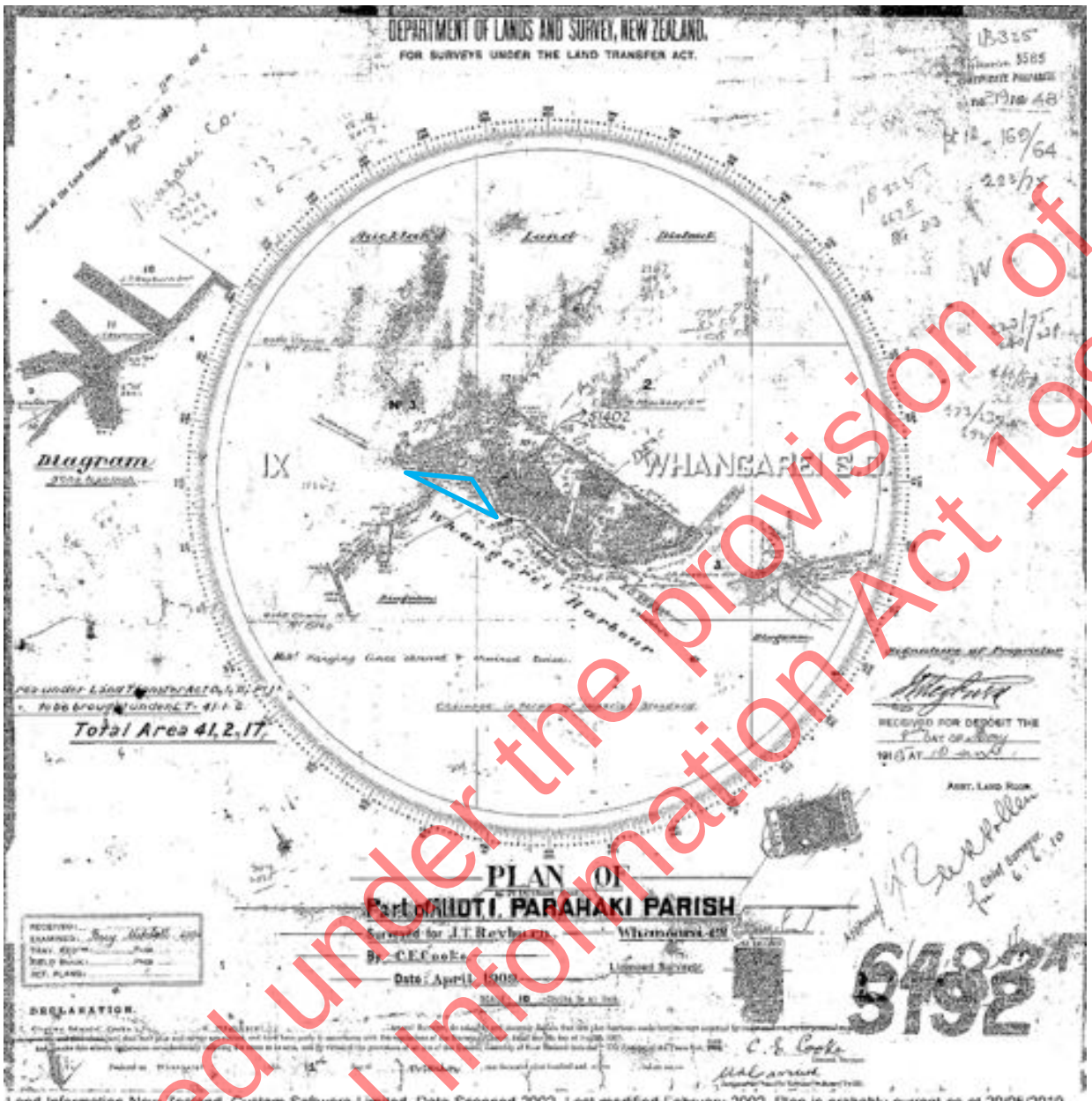


Figure 16: DP 5192 (1909) with approximate location of the Precinct (outlined blue).

Figure 17: SO 17229 (1913) showing Riverside Road prior to the Ewing-Dundas reclamations.

Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified February 2002, Plan is probably current as at 29/05/2019

Figure 18: DP 8386 (1913) with approximate location of the Precinct (outlined blue).

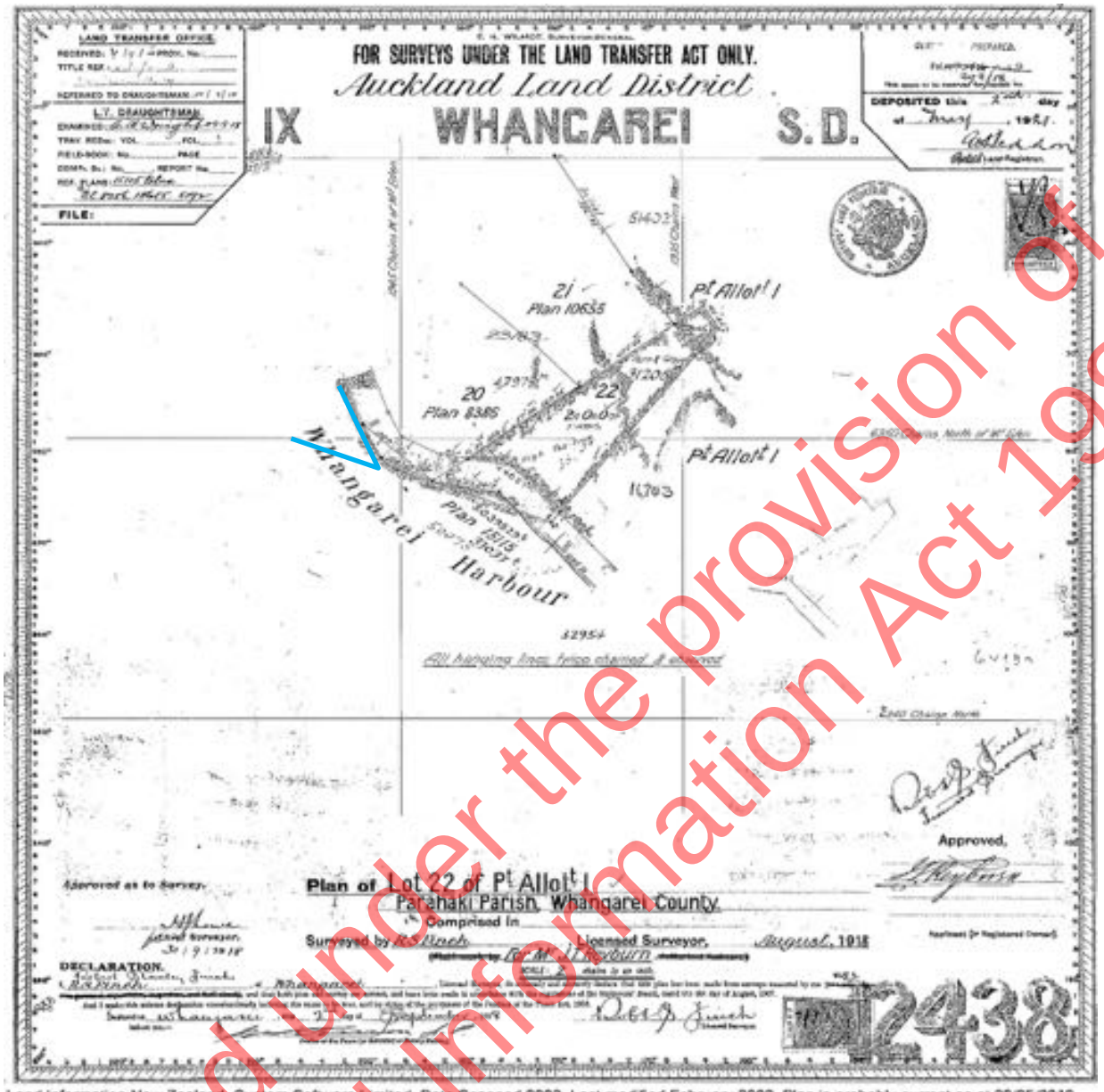


Figure 19: DP 12438 (1918) with approximate location of the eastern end of the Precinct (outlined blue).

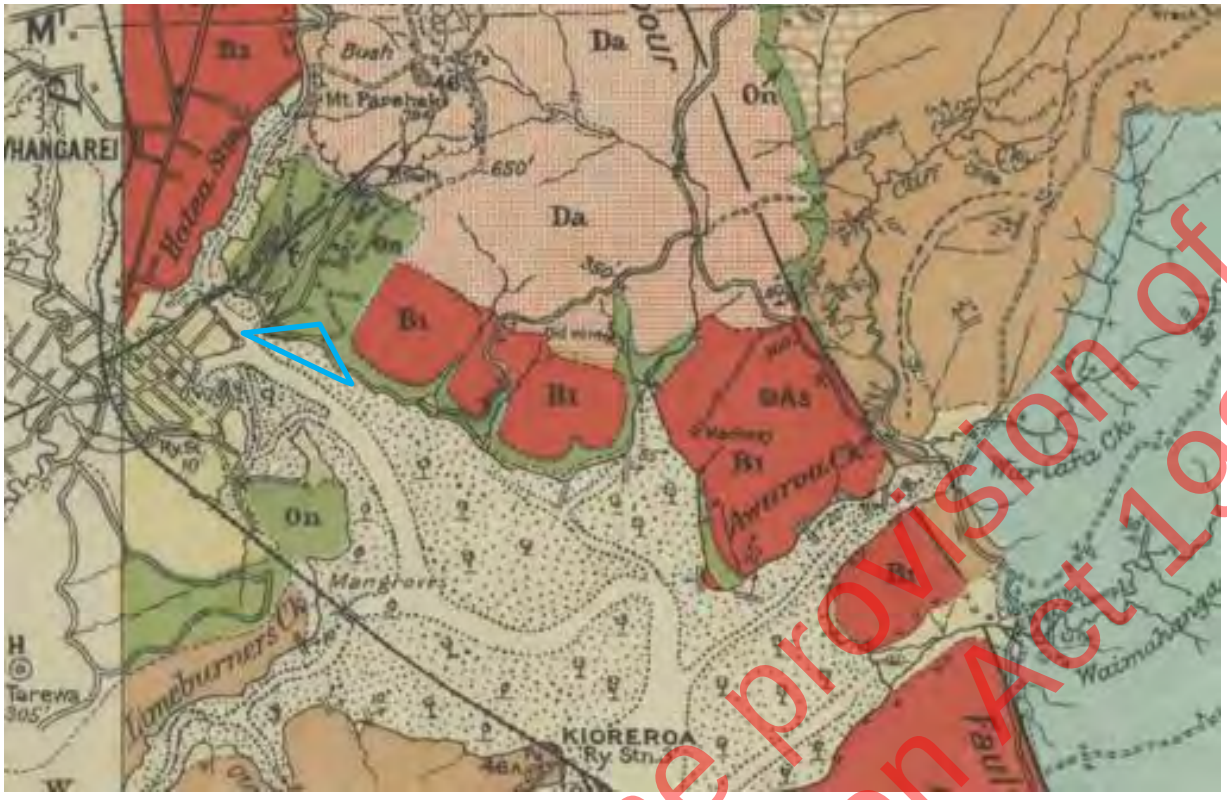


Figure 20: Geological survey of Whangarei, pre reclamation (Ferrar 1922), prior to the Precinct reclamation

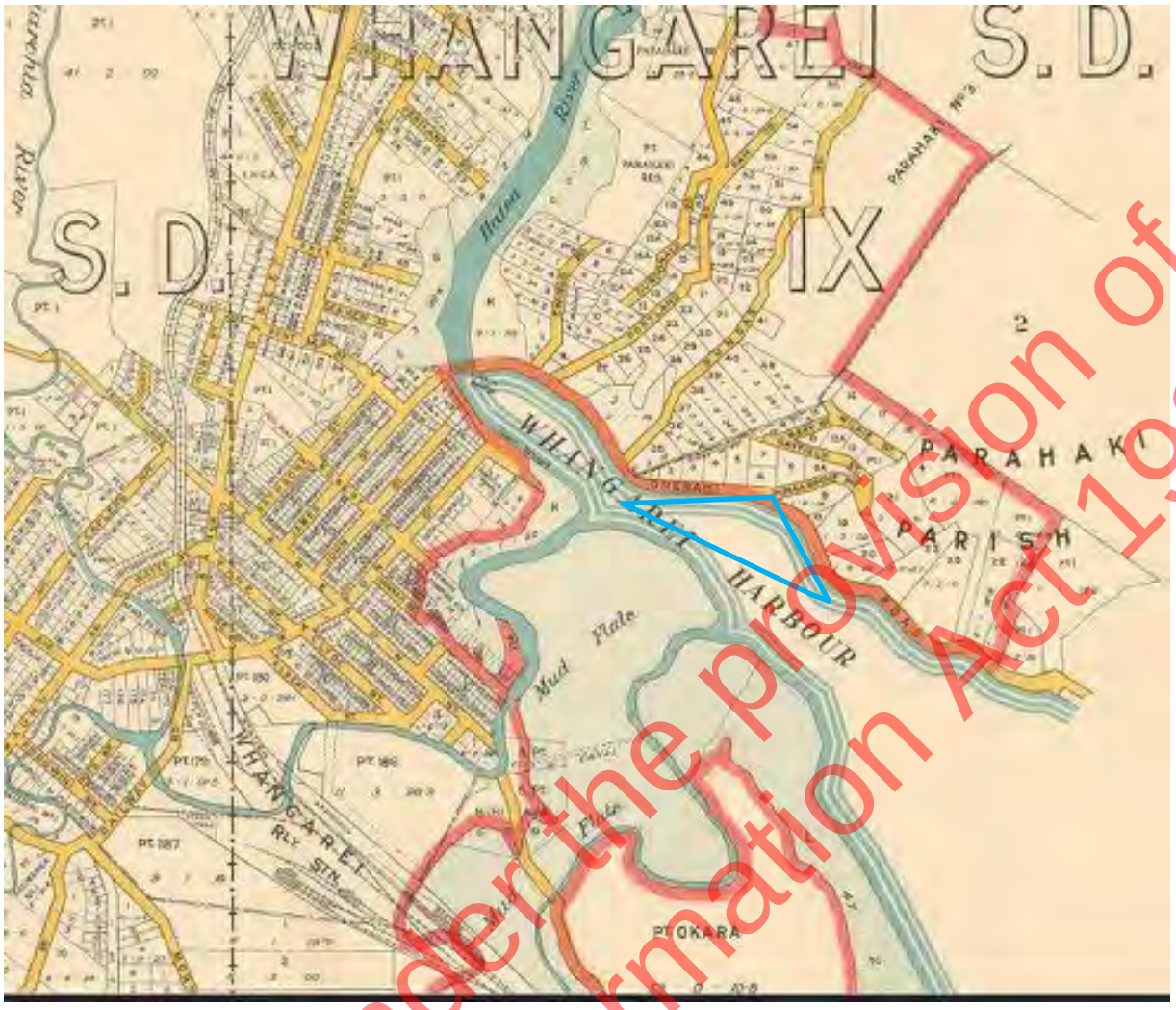


Figure 21: Borough of Whangarei (1924) prior to the Precinct reclamation (outlined blue).

Figure 22: SO 24287 (1927) showing the Precinct reclamation.

7.0 Historic Photographs

Historic photographs show many of the same features indicated on the maps and plans, in greater detail. Minor buildings, curtilage and other landscape elements are also shown in these images. Where features in the photographs can be identified on the basis of cross-referencing historic plans, labels have been added.

Figure 23: Earliest sketch of Whangarei from 1865, with Orukura Pā/The Bluff; note suggestion of terrace (circled).

Figure 24: The Bluff road formation in the 1890s; Probably Col Mackesy with beard (Whangarei Library Recollect).

Figure 25: Orukura and The Bluff, 1890s? (Whangarei Library Recollect).

Figure 26: ATL 1/2-028413-F, ~1890. Ships on the Whangarei river and the view looking towards Whangarei township, photographed by Joseph Tuffley Cowdell. Taken from Orukura Pā/The Bluff

Figure 27: AWNS-. 19080917-8-2. Auckland Weekly News 17 September 1908. A PROSPEROUS NORTHERN TRADE CENTRE: THE TOWN WHANGAREI, ON THE WHANGAREI RIVER, NORTH AUCKLAND. Probably taken from Orukura Pā/The Bluff.

Figure 28: 1908 photograph of the Precinct and Punga Grove Road, from The Bluff corner. (Whangarei Library Recollect)

Figure 29: Detail from ATL APG-1308-1/2-G Dredging operations at the Whangarei Wharf, circa 1924- View shows the dredge, a bridge centre right, small boats tied up on the far side of the river, and houses on a hill behind. Photographed by Albert Percy Godber circa 1924. This view of the reclamation is from the vicinity of Dundas Road below The Bluff.

Figure 30: Riverside Drive and Precinct reclamation arrowed, with The Bluff circled (1939).

Figure 31: Riverside Drive and Precinct reclamation arrowed, with The Bluff circled (1939; Retrolens).

8.0 Findings

The Precinct site is not amenable to the usual forms of archaeological testing by spade test unit, soil probing, or geophysical assay, or the direct observation of surface archaeological features. The site is on reclaimed land which has been paved over and the original ground surface and shoreline lie some metres below the present ground level.

However based on the historic maps and photographs of the area there are unlikely to be buried archaeological features associated with the Maori occupation of the area or European settlement prior to 1900.

Features associated with the occupation of Orukura Pā or other pre-1900 Maori use of the east side of the river in the vicinity of the Precinct may have been present on the old shoreline but are unlikely to remain given the 1920s reclamation and the late 19th century to early 20th century construction and subsequent repeated widening of the original Riverside Drive road formation. It can be expected that these developments will have highly modified or destroyed any archaeological features which may have been present.

Apart from the original pre-1900 Riverside Drive clay road formation, there do not appear to have been any major European structures present in the shoreline area prior to 1900, such as boatsheds, slips or wharves and jetties and most of the development in the area post-dates 1900. The 1908 photo from The Bluff eastwards shows only salt marsh and mangroves below the riverbank adjacent to Punga Grove Road, and a single house in the vicinity.

Following the site visit, the preliminary geotechnical assessment (Tonkin and Taylor 2019) was reviewed for any indication of subsurface archaeological features and to better understand the stratigraphy of the site. The geotechnical assessment undertook one borehole and seven CPT assays and found the reclamation fill comprised "… loose and comprised a mixture of gravels, silt, sand, construction debris, with trace shells and organics" along with concrete slabs and blocks below the surface in several of the CPT locations. The fill was deepest in the central and southern part of the site, probably corresponding to the lowest point of the riverbed prior to reclamation. Below the fill estuarine and alluvial sediments were encountered, comprising a blue-grey clay/silt layer over a dark grey sand/gravel layer (Figure 38).

There was no indication of subsurface archaeological sites and features and the assessment confirmed the difficulty in identifying the depth or extent of, or accessing the buried shoreline in advance of bulk earthworks for the development.

Figure 32: Riverside Drive from The Bluff to Punga Grove, from the west end of the Precinct site.

Figure 33: Riverside Drive from opposiute Punga Grove, from the centre of the Precinct site.

Figure 34: Looking across the Riverside Drive frontage.

Figure 35: Looking east across the Precinct site.

Figure 36: Looking west across the Precinct site.

Figure 37: Looking west towards The Bluff and town basin.

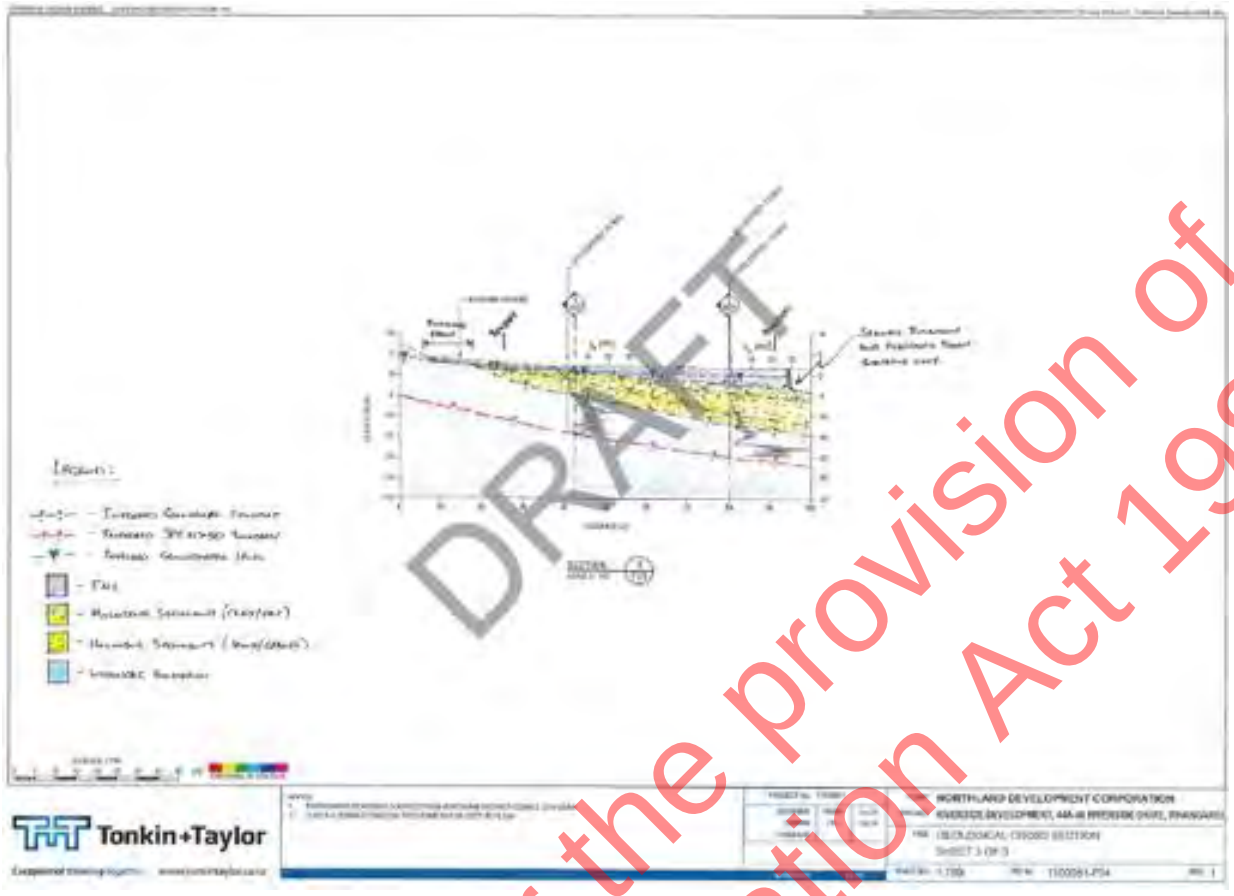


Figure 38: Cross section across Precinct site based on geotechnical investigation (Tonking and Taylor 2019: Appendix A, Figure 3).

9.0 Recommendations

There is little likelihood of archaeological sites or features being present on the Precinct site, and if they are present they will be highly modified and not amenable to identified prior to bulk earthworks on the site. The reclamation itself, largely if not completely created using fill dredged from the channel and Town Basin and undertaken after 1920 may contain the occasional artefacts dredged out of the river and deposited with the fill.

An earlier version of this assessment (client draft v1.0) suggested that the results of geotechnical investigations for the project might provide additional information on the potential for subsurface archaeological features. However the results of that investigation (Tonkin and Taylor 2019) were indeterminate with regards to archaeological features.

An archaeological authority is not required based on currently available information. However as an accidental discovery of archaeological features in the course of development would necessitate a stand down in the area of interest for 40-60 days while an archaeological authority is sought from Heritage New Zealand. Therefore it may be prudent to apply for an archaeological authority on a precautionary basis and identify processes to manage any discoveries to prevent unnecessary delays to construction.

Therefore the following recommendations are made:

1) An archaeological authority is not required, however an authority is recommended on a precautionary basis.

2) A research strategy as part of the authority application is not required, but a short site instruction identifying areas for spot monitoring and processes for managing unexpected archaeological finds should be submitted with the authority application.

2) The client may wish to consider, in consultation with the Tangata Whenua, making use of the name Orukura as part of the development.

10.0 Summary

Geometria Ltd was commissioned by the Northland Development Corporation Limited to undertake an historic and archaeological review of the proposed Riverside Entertainment and Hotel Precinct on the eastern side of the Hatea River in central Whangarei.

The Precinct is located on land reclaimed in the 1920s, adjacent to Riverside Drive which was first formed in the 1890s, and lies below the site of Orukura Pa. The existing ground surface is paved over and has been modified by a number of post-reclamation developments and is not amenable to standard archaeological testing to determine if buried ground surfaces or remnant archaeological features may still be present.

An inspection of historic maps, plans and photographs suggests that apart from the road itself, there are unlikely to be pre-1900 European buildings or other structures on the shoreline. Undoubtedly the shoreline was used by both late 19th century European settlers, and the Maori occupants of Orukura Pa on The Bluff to the north west of the project area but it is unlikely that archaeological features remain intact beneath the road and reclamation.

The initial geotechnical investigation of the site did not provide any additional information as to the likelihood of intact archaeological deposits being present.

There is no archaeological impediment to the Riverside Entertainment and Hotel Precinct, however in order to address the small possibility of features surviving, an archaeological authority should be sought from Heritage New Zealand on a precautionary basis.

11.0 References

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Appendix A – Archaeological Site Record Forms

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: Q07/977

SITE TYPE: Pa

SITE NAME(s): Orukura Pa

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1720288 **Northing:** 6045891 **Source:** CINZAS

IMPERIAL SITE NUMBER: N20/538 **METRIC SITE NUMBER:** Q07/977

Finding aids to the location of the site

Northern side of Riverside Drive.

Brief description

Pa site.

Recorded features

Other sites associated with this site

SITE RECORD HISTORY	NZAA SITE NUMBER: Q07/977

Site description

Condition of the site

Statement of condition

Current land use:

Threats:

SITE RECORD INVENTORY	NZAA SITE NUMBER: Q07/977

Supporting documentation held in ArchSite

N20/538

ORUKURA PAA

Small Paa site on a promontary overlooking the Hatea River. Marked as Orukura Pa on an early survey map by Andrew Sinclair, SO 784, August 1857.

The site has steep scarps on the north west and south west sides. The south east side is generally gentler in slope. It appears to have been terraced, although there have been various later modifications.

MIDDEN

1 Sparse scatters of midden eroding from slopes of the site.

2 At the end of the promontary - area of disturbed midden. Crushed cockle/pipi/ a few mud snails near the site of a burned-down house.

3 40m before the end of the road, on the southern side of the road-cutting. a 'scoop' filled with dark soil and midden (see sketch). Probably fire-scoop or corner of a pit as it cuts into yellow clay.

4 Thick deposits of crushed shell throughout the Sherson section. The fourth house from the end of the road.

LOCAL INFORMATION

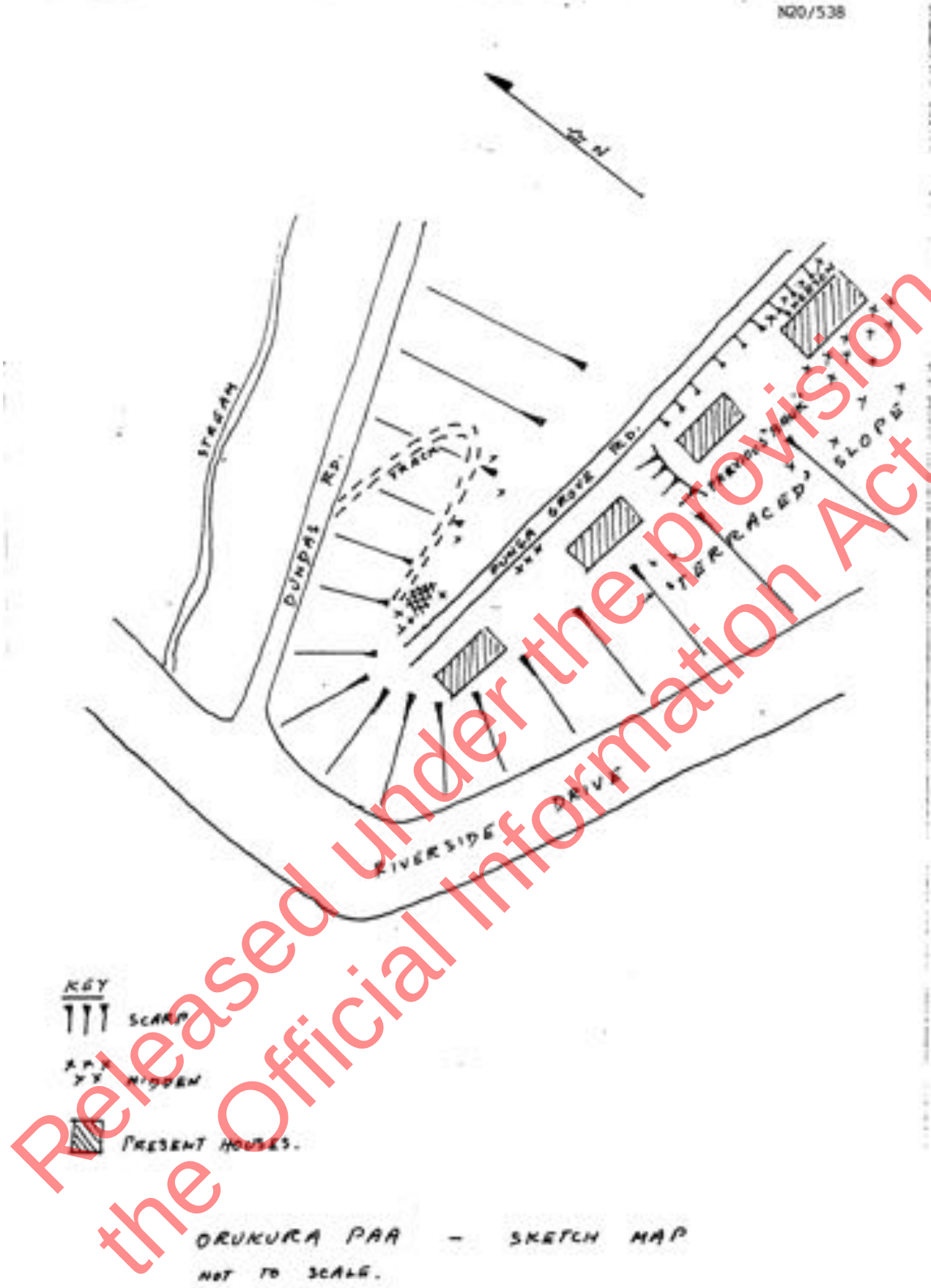
Mrs Sherson, 19 Riverside Drive, has lived there for 25 years. Her section and the adjacent one to the west are elevated above the end of the promontary in the area marked as a paa site by Sinclair.

In addition to the midden deposits she says there was a 'bank' on the next section with hollowed areas which have been filled in.

There is also a shallow gully running down from her section which she was told was used to draw canoes up from the river.

Mrs Clapham lived up on the Bluff for many years, she knows a great deal about the area. Now lives in a blue house opposite the Anchor Inn Motel.

The land was once part of the Reyburn estate. David Reyburn, Surveyor, Bryant & Reyburn, Hunt Street. There are old photographs of the area in the Drummond collection. Some were in the local paper 10 - 15 years ago. Mrs Sherson thinks they are now in the Turnbull Library.



ORUKURA PAA - SKETCH MAP

NOT TO SCALE.

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION
SITE DESCRIPTION FORM

Map Number N20
Map Name Whangarei
Map Edition 4th ed. '77
Grid Reference 1842 7968

SITE NUMBER N23/538
SITE NAME: MAORI / OTHER Orukura Paa
SITE TYPE Paa

Metric G.R. - E 2 630 850 / N6 607 630

P2,4,6 & 7 Taken from Excavation Report "Archaeological Investigation at Orukura Pa Whangarei" by Vivien Richard Published by NZ Historic Places Trust Auckland 1983/15

Page 2

WHANGAREI CENTRAL CITY
SHOWING LOCATION OF ORUKURA PAA FIG. 1

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION
SITE DESCRIPTION FORM

Map Number N20
Map Name Whangarei
Map Edition 4th ed.'77
Grid Reference 1842 7968

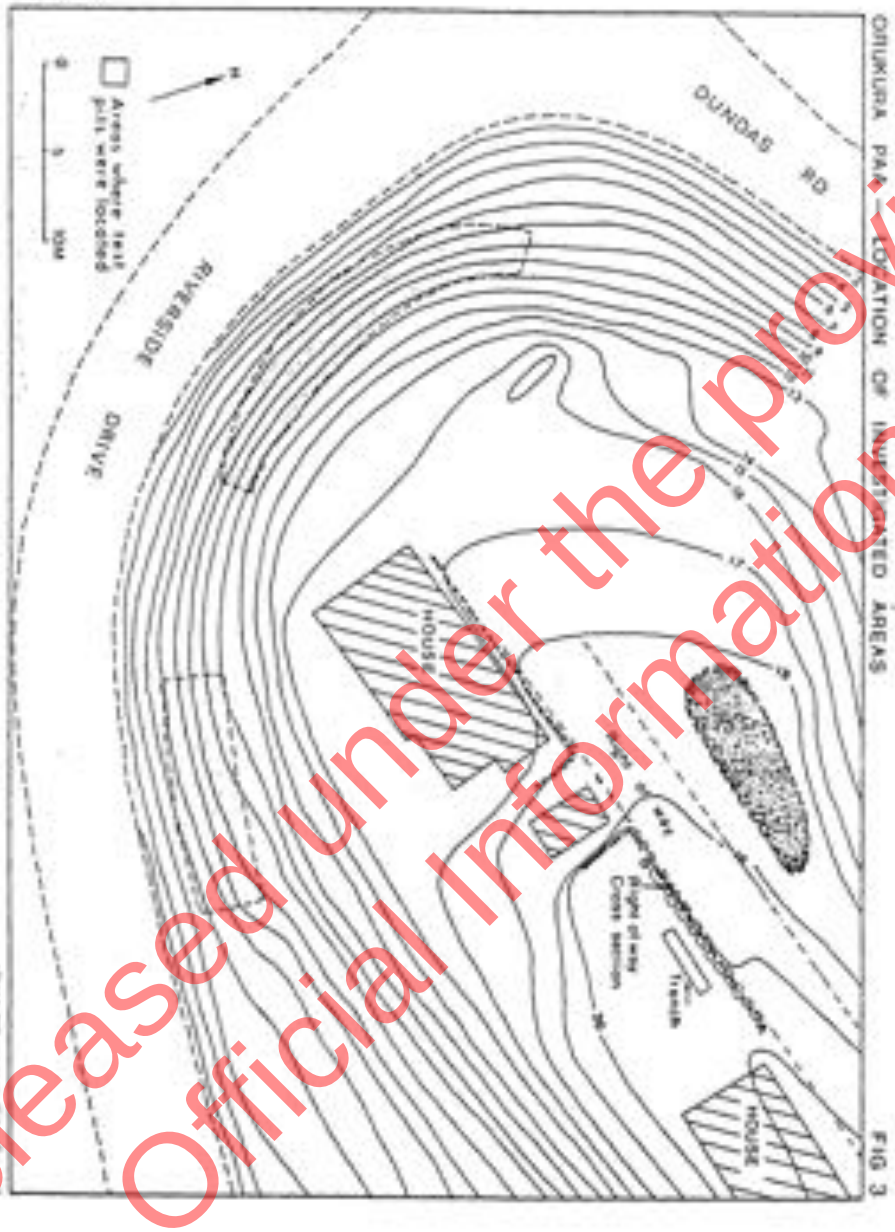
SITE NUMBER N20/538

SITE NAME: MAORI Orukura Paa
OTHER The Bluff

SITE TYPE Paa

Metric G.R. - E 2 630 850 / N 6 607 630

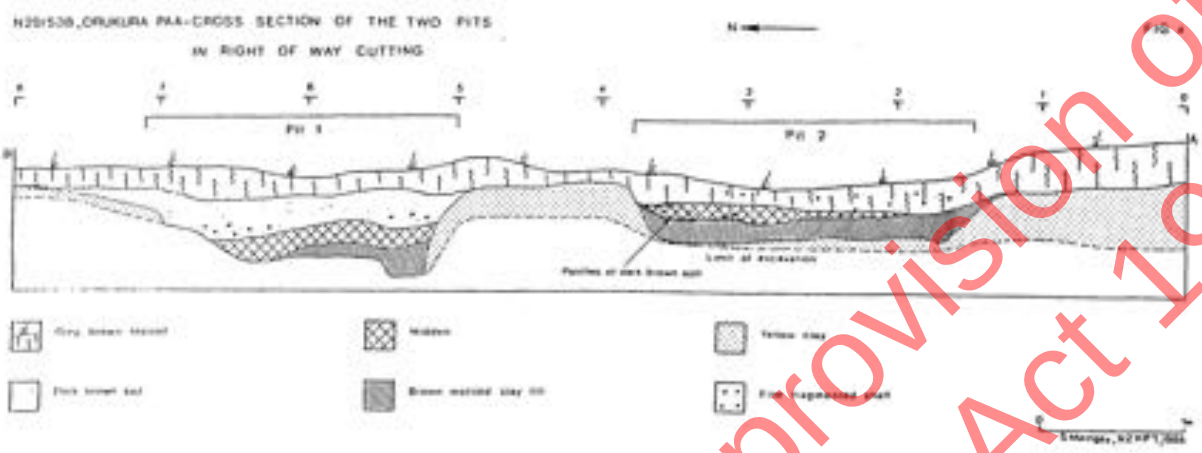
Page 6



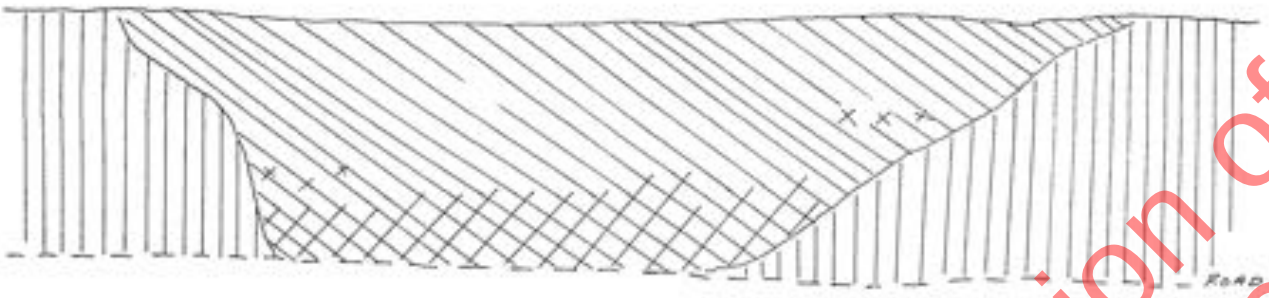
N20/538

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE DESCRIPTION FORM Map Number N20 Map Name Whangarei Map Edition 4th ed. '77 Grid Reference 1842 7968	SITE NUMBER N20/538 SITE NAME: MAORI Orukura Paa OTHER The Bluff SITE TYPE Paa
Metric G.R. - E 2 630 850 / N 6 607 630	

Page 7



N20/538



KEY.

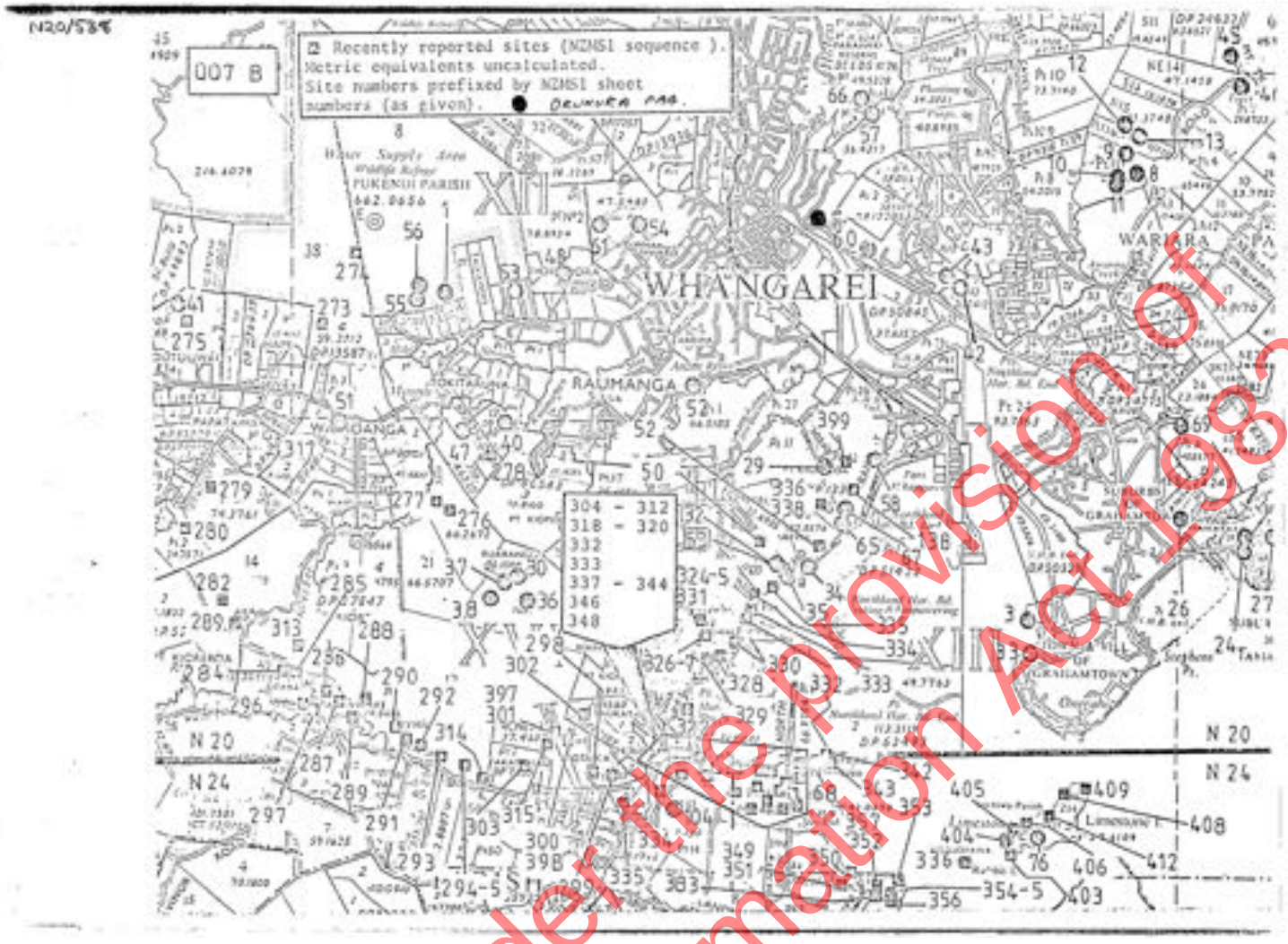
MIDDEN – MAINLY COCKLE

DARK SOIL

YELLOW CLAY

0 50 cm

ORUKURA PAA. – MIDDEN 'SCOOP' IN ROAD CUTTING.
△ 40 m. FROM END OF ROAD.



N20/47

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS1)

NZMS 1 map number N20
NZMS 1 map name Whangarei
NZMS 1 map edition 4th, 1977

NZAA NZMS 1 SITE NUMBER N20/538
DATE VISITED 21 June 1985
SITE TYPE Pa
SITE NAME: MAORI Orukura Pa
OTHER The Bluff

Grid Reference Easting 1 8 4 2 0 0 Northing 7 9 6 8 0 0

1. Aids to relocation of site (attach a sketch map) Small promontary on the northern side of Riverside Drive, Whangarei. Approximately 300m east of the bridge across the Hatea River, overlooking the Hatea River Basin.

2. State of site and possible future damage Disturbed by road and housing. Proposed road widening in near future by Whangarei City Council.

3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) Site marked Orukura Pa on early survey map SO 784, Andrew Sinclair August 1857. Known as Paa site by local residents. Promontary steeply scarped on north west and south west sides. South east slope gentler, apparently terraced, though various later modifications. Several areas of midden. Possible pit or fire-scoop exposed on south side of road-cutting. A 'bank' and possibly ditch and/or pits previously situated about 50 - 60m from end of promontary (see attached sheets).

R. MAIR [illegible] STATES THAT THIS SITE WAS THE STARTING POINT OF THE OLD MAORI TRACK FROM WHANGAREI TO RUATANGATA, VIA [illegible].

4. Owner Whangarei City Council
Address and others.
Tenant/Manager
Address

5. Nature of information (hearsay, brief or extended visit, etc.) Brief visit.

Photographs (reference numbers, and where they are held)

Aerial photographs (reference numbers, and clarity of site)

6. Reported by Joan Maingay
Address C/- Lands & Survey
Box 744
Whangarei
Filekeeper [signature]
Date 29/10/85.

7. Key words Paa site.

8. New Zealand Register of Archaeological Sites (for office use)
NZHPT Site Field Code

E	I	Type of site		B	B	Present condition and future danger of destruction
–	–	Local environment today				Security code
A	H	Land classification		J	A	Local body

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS1)

NZMS 1 map number N20 NZMS 260 007
NZMS 1 map name Whangarei
NZMS 1 map edition 4th. 1977

NZAA NZMS 1 SITE NUMBER N20/538
DATE VISITED 21 June 1985
SITE TYPE Paa
SITE NAME: MAORI
OTHER Orukura Paa
The Bluff

Grid Reference Easting 1 8 4 2 Northing 7 9 6 8

1. Aids to relocation of site *(attach a sketch map)* Small promontary on the northern side of Riverside Drive, Whangarei. Approximately 300m east of the bridge across the Hatea River, overlooking the Hatea River Basin.

2. State of site and possible future damage Disturbed by road and housing. Proposed road widening in near future by Whangarei City Council.

3. Description of site *(Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here)* Site marked Orukura Pa on early survey map SO 784, Andrew Sinclair August 1857. Known as Paa site by local residents. Promontary steeply scarped on north west and south west sides. South east slope gentler, apparently terraced, though various later modifications. Several areas of midden. Possible pit or fire-scoop exposed on south side of road-cutting. A 'bank' and possibly ditch and/or pits previously situated about 50 - 60m from end of promontary (see attached sheets).

4. Owner Address Whangarei City Council and others.
Tenant/Manager Address

5. Nature of information *(hearsay, brief or extended visit, etc.)* Brief visit.
Photographs *(reference numbers, and where they are held)*
Aerial photographs *(reference numbers, and clarity of site)*

6. Reported by Joan Malingey
Address C/- Lands & Survey Box 744 Whangarei
Filekeeper
Date 29/10/85

7. Key words Paa site.

8. New Zealand Register of Archaeological Sites *(for office use)*
NZHPT Site Field Code

Type of site
Local environment today
Land classification
Present condition and future danger of destruction
Security code
Local body

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: Q07/958

SITE TYPE: Midden/Oven

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1720689 **Northing:** 6045592 **Source:** CINZAS

IMPERIAL SITE NUMBER: N20/589 **METRIC SITE NUMBER:** Q07/958

Finding aids to the location of the site

Brief description

MIDDEN/ARETEFACT

Recorded features

Artefact, Midden

Other sites associated with this site

SITE RECORD HISTORY	NZAA SITE NUMBER: Q07/958

Site description

Condition of the site

Statement of condition

Current land use:

Threats:

SITE RECORD INVENTORY	NZAA SITE NUMBER: Q07/958

Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS1)

NZMS 1 map number N20 NZMS 260 Q07
NZMS 1 map name Whangarei Whangarei
NZMS 1 map edition 4th ed. 1977

NZAA NZMS 1 SITE NUMBER N20/589
DATE VISITED 2.5.88
SITE TYPE Findspot/midden
SITE NAME: MAORI -
OTHER

Metric Grid Ref. E 2 611 350 N 6 607 120

Grid Reference Easting 1 8 4 7 Northing 7 9 6 4

1. Aids to relocation of site (attach a sketch map)

About residential house and garden, above Riverside Drive.

2. State of site and possible future damage

Destroyed in residential section

3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here)

The property owner has in her possession a broken greenstone tiki (head portion only). Was found many years ago while gardening.
There was lots of shell midden where the house was built - on flat spur above the waters edge.

4. Owner
Address

Tenant/Manager
Address

5. Nature of information (hearsay, brief or extended visit, etc.) brief visit

Photographs (reference numbers, and where they are held)

Aerial photographs (reference numbers, and date of site)

6. Reported by
Address G. Nevin
Whangarei City Council
Private Bag
Whangarei

Filekeeper
Date 4/7/89

7. Key words

Greenstone tiki / midden

8. New Zealand Register of Archaeological Sites (for office use)
NZHPT Site Field Code

A A	Type of site	C A Present condition and future danger of destruction
	Local environment today	Security code
– –	Land classification	O A Local body

ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: Q07/546

SITE TYPE: Pa

SITE NAME(s): Orukura Pa

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1720114 **Northing:** 6045831 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: N20/538 **METRIC SITE NUMBER:** Q07/546

Finding aids to the location of the site

Situated in Whangarei town on the north side of the harbour. From the Hatea bridge go 370m E along the Whangarei Heads Rd, then go 120m N up Riverside Drive on northern side, in vicinity of Punga Grove Rd.

Brief description

Pa site. Steeply scarped on NW&SW sides, E slope gentler. Reputedly terraced though now modified. Several midden, possible pit/fire scoop on exposed SE side of road cutting. Possible ditch and/or pits.

Recorded features

Ditch, Pit, Midden, Scarp

Other sites associated with this site

SITE RECORD HISTORY	NZAA SITE NUMBER: Q07/546

Site description

Condition of the site

2006 plan with GPS points found shell at point "A". Scarp/terrace visible from Punga Grove Rd at point "B". Most of pa was damaged or destroyed by housing. Reputed terraces on S slopes not confirmed as did not have permission to enter those properties.

Statement of condition

Current land use:

Threats:

SITE RECORD INVENTORY	NZAA SITE NUMBER: Q07/546

Supporting documentation held in ArchSite

N20/546

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS 1)

NZAA NZMS 1 SITE NUMBER N20/538
DATE VISITED 21 June 1985
SITE TYPE Paa
SITE NAME: MAORI Orukura Paa
OTHER The Bluff

NZMS 1 map number N20
NZMS 1 map name Whangarei
NZMS 1 map edition 4th, 1977

Grid Reference Easting 1 8 4 2 0 0 Northing 7 9 6 8 0 0

1. Aids to relocation of site (attach a sketch map) Small promontary on the northern side of Riverside Drive, Whangarei. Approximately 300m east of the bridge across the Hatea River, overlooking the Hatea River Basin.

2. State of site and possible future damage Disturbed by road and housing. Proposed road widening in near future by Whangarei City Council.

3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) Site marked Orukura Pa on early survey map SO 784, Andrew Sinclair August 1857. Known as Paa site by local residents. Promontary steeply scarped on north west and south west sides. South east slope gentler, apparently terraced, though various later modifications. Several areas of sliding. Possible pit or fire-scoop exposed on south side of road-cutting. A 'bank' and possibly ditch and/or pits previously situated about 50 - 60m from end of promontary (see attached sheets).

4. Owner Whangarei City Council Tenant/Manager
Address and others. Address

5. Nature of information (hearsay, brief or extended visit, etc.) Brief visit.
Photographs (reference numbers, and where they are held)
Aerial photographs (reference numbers, and clarity of site)

6. Recorded by Joan Maloney Fileskeeper
Address C/- Lands & Survey Date 29/10/85.
Box 744
Whangarei

7. Key words Paa site.

8. New Zealand Register of Archaeological Sites (for office use)
NZAPT Site Field Code

E I	Type of site
— —	Local environment today
A H	Land classification
B B	Present condition and future danger of destruction
	Security code
J A	Local body

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS1)

NZMS 1 map number N20 NZMS 260 007
NZMS 1 map name Whangarei
NZMS 1 map edition 4th. 1977

NZAA NZMS 1 SITE NUMBER N20/538
DATE VISITED 21 June 1985
SITE TYPE Paa
SITE NAME: MAORI
OTHER Orukura Paa
The Bluff

Grid Reference Easting 1 8 4 2 Northing 7 9 6 8

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4. Owner Address Whangarei City Council and others.
Tenant/Manager Address

5. Nature of information *(hearsay, brief or extended visit, etc.)* Brief visit.
Photographs *(reference numbers, and where they are held)*
Aerial photographs *(reference numbers, and clarity of site)*

6. Reported by Joan Malingey
Address C/- Lands & Survey Box 744 Whangarei
Filekeeper
Date 29/10/85

7. Key words Paa site.

8. New Zealand Register of Archaeological Sites *(for office use)*
NZHPT Site Field Code

Type of site
Local environment today
Land classification
Present condition and future danger of destruction
Security code
Local body

N20/538

ORUKURA PAA

Small Paa site on a promontary overlooking the Hatea River. Marked as OruKura Pa on an early survey map by Andrew Sinclair, SO 784, August 1857.

The site has steep scarps on the north west and south west sides. The south east side is generally gentler in slope. It appears to have been terraced, although there have been various later modifications.

MIDDEN

1 Sparse scatters of midden eroding from slopes of the site.

2 At the end of the promontary - area of disturbed midden. Crushed cockle/pipi/ a few mud snails near the site of a burned-down house.

3 40m before the end of the road, on the southern side of the road-cutting. a 'scoop' filled with dark soil and midden (see sketch). Probably fire-scoop or corner of a pit as it cuts into yellow clay.

4 Thick deposits of crushed shell throughout the Sherson section. The fourth house from the end of the road.

LOCAL INFORMATION

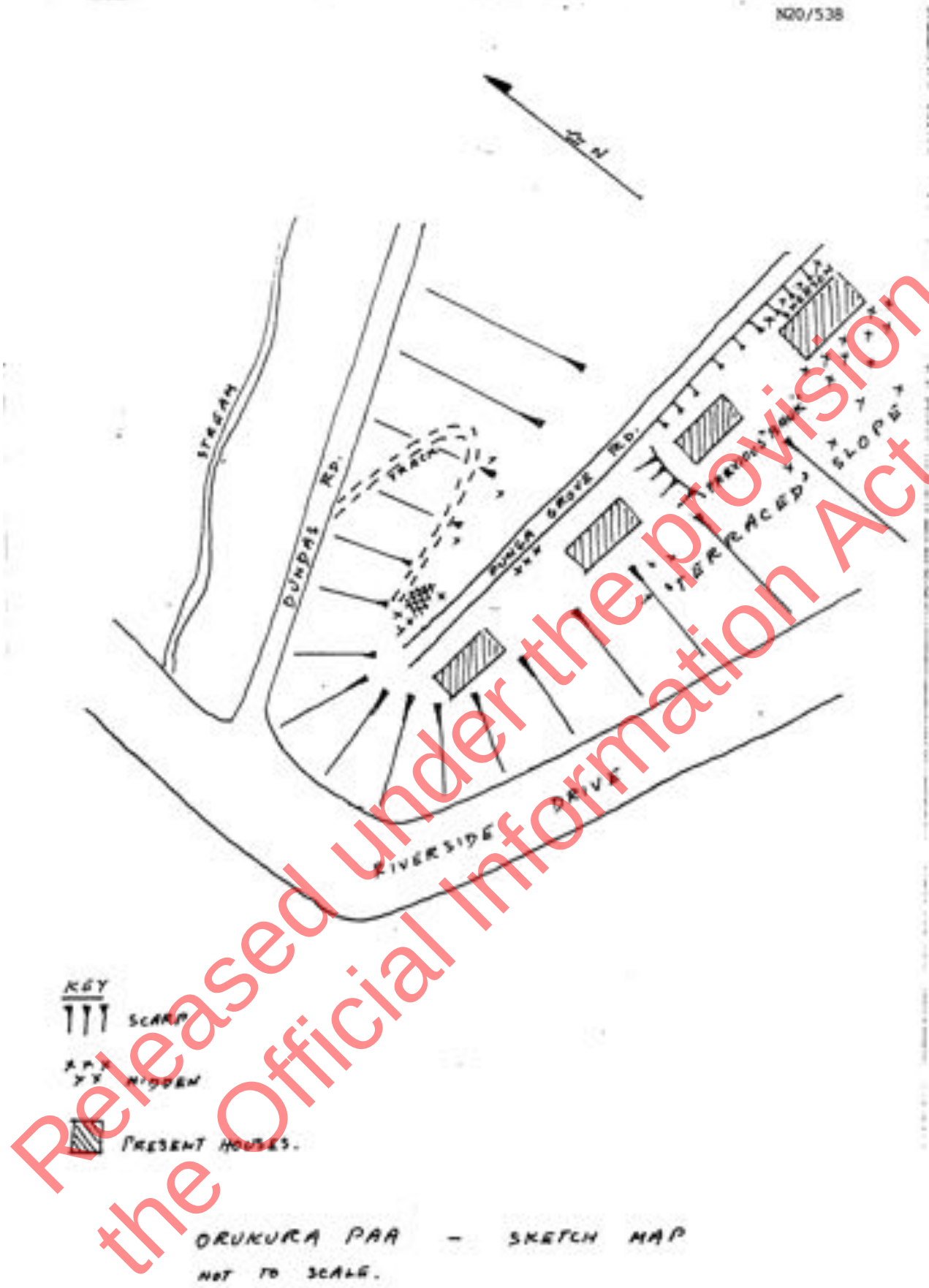
Mrs Sherson, 19 Riverside Drive, has lived there for 25 years. Her section and the adjacent one to the west are elevated above the end of the promontary in the area marked as a paa site by Sinclair.

In addition to the midden deposits she says there was a 'bank' on the next section with hollowed areas which have been filled in.

There is also a shallow gully running down from her section which she was told was used to draw canoes up from the river.

Mrs Clapham lived up on the Bluff for many years, she knows a great deal about the area. Now lives in a blue house opposite the Anchor Inn Motel.

The land was once part of the Reyburn estate. David Reyburn, Surveyor, Bryant & Reyburn, Hunt Street. There are old photographs of the area in the Drummond collection. Some were in the local paper 10 - 15 years ago. Mrs Sherson thinks they are now in the Turnbull Library.



ORUKURA PAA - SKETCH MAP

NOT TO SCALE.

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION
SITE DESCRIPTION FORM

Map Number N20
Map Name Whangarei
Map Edition 4th ed. '77
Grid Reference 1842 7968

SITE NUMBER N23/538
SITE NAME: MAORI / OTHER Orukura Paa
SITE TYPE Paa

Metric G.R. - E 2 630 850 / N6 607 630

P2,4,6 & 7 Taken from Excavation Report "Archaeological Investigation at Orukura Pa Whangarei" by Vivien Richard Published by NZ Historic Places Trust Auckland 1983/15

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WHANGAREI CENTRAL CITY
SHOWING LOCATION OF ORUKURA PAA FIG. 1

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION
SITE DESCRIPTION FORM

Map Number N20
Map Name Whangarei
Map Edition 4th ed.'77
Grid Reference 1842 7968

SITE NUMBER N20/538

SITE NAME: MAORI Orukura Paa
OTHER The Bluff

SITE TYPE Paa

Metric G.R. - E 2 630 850 / N 6 607 630

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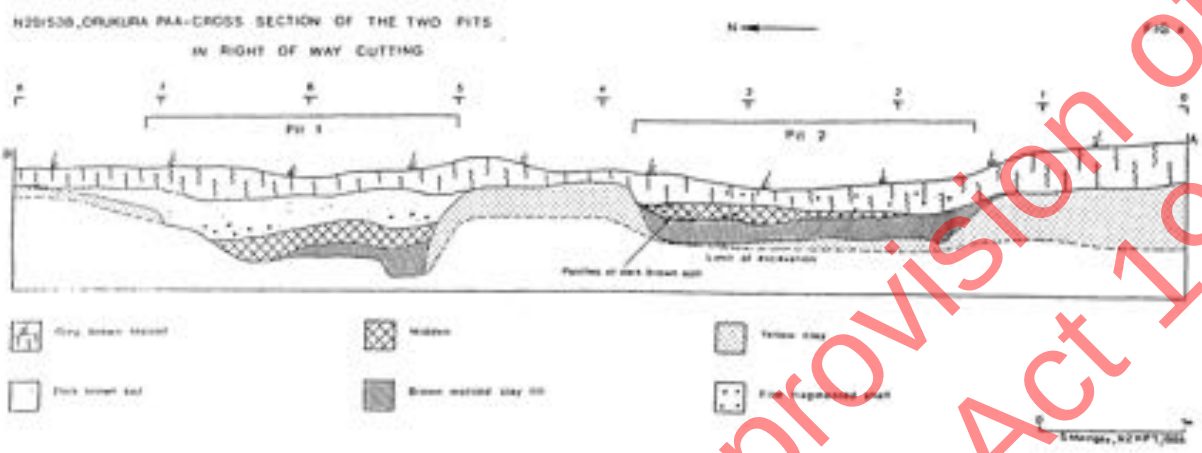
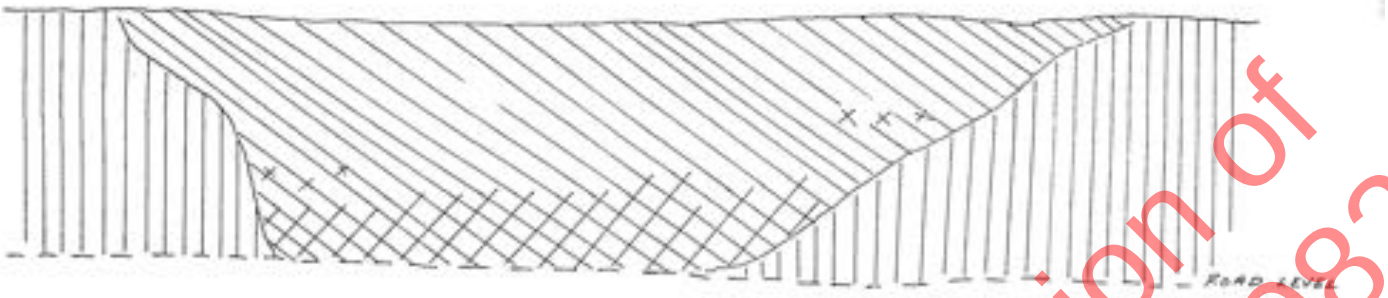
N20/538

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE DESCRIPTION FORM Map Number N20 Map Name Whangarei Map Edition 4th ed. '77 Grid Reference 1842 7968	SITE NUMBER N20/538 SITE NAME: MAORI Orukura Paa OTHER The Bluff SITE TYPE Paa
Metric G.R. - E 2 630 850 / N 6 607 630	

Page 7



N20/538



KEY.

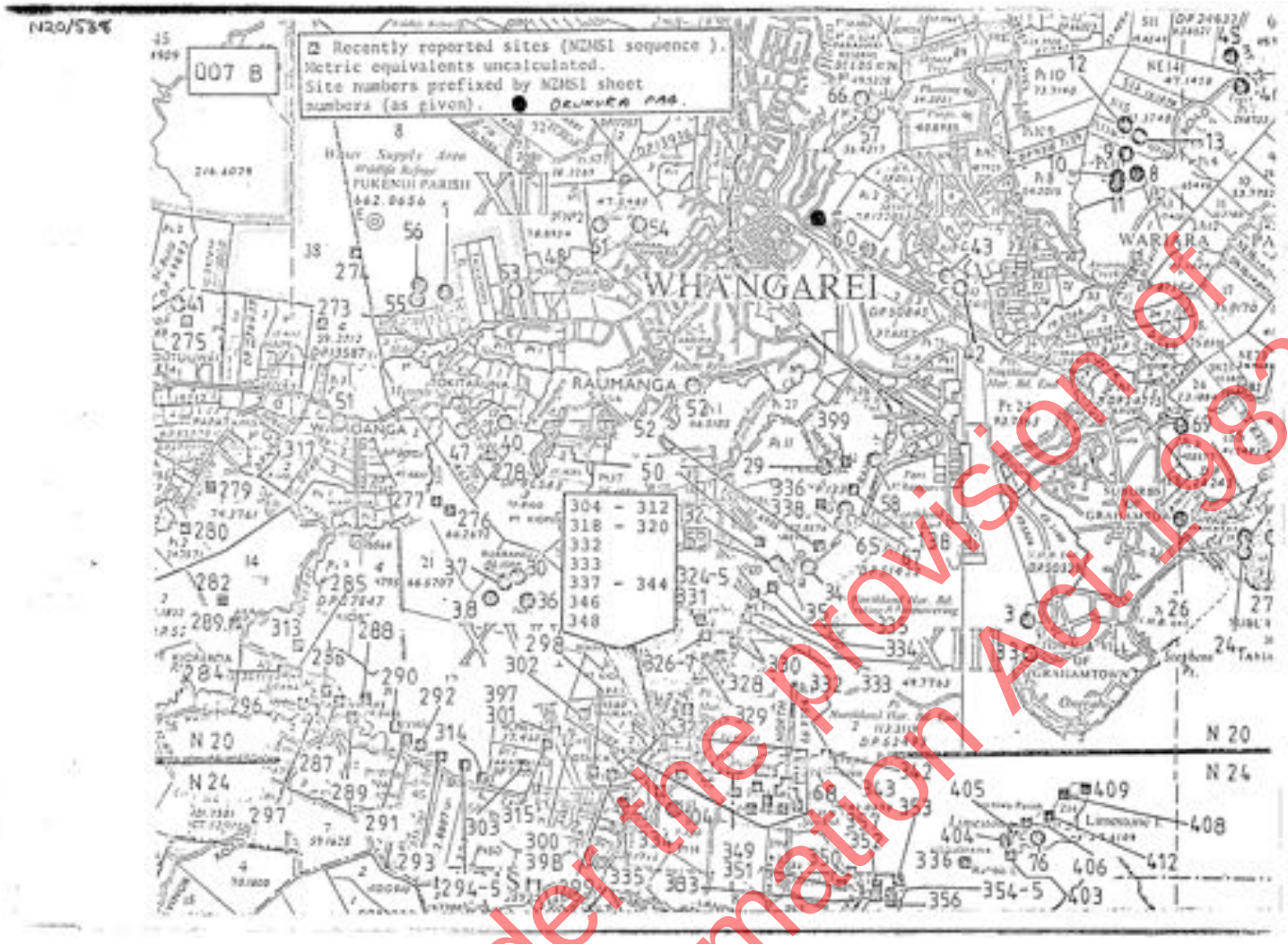
MIDDEN – MAINLY COCKLE

DARK SOIL

YELLOW CLAY

0 50 cm

ORUKURA PAA. – MIDDEN 'SCOOP' IN ROAD CUTTING.
40 m. FROM END OF ROAD.



ARCHSITE archaeological site recording scheme

Site Record Form

NZAA SITE NUMBER: Q07/60

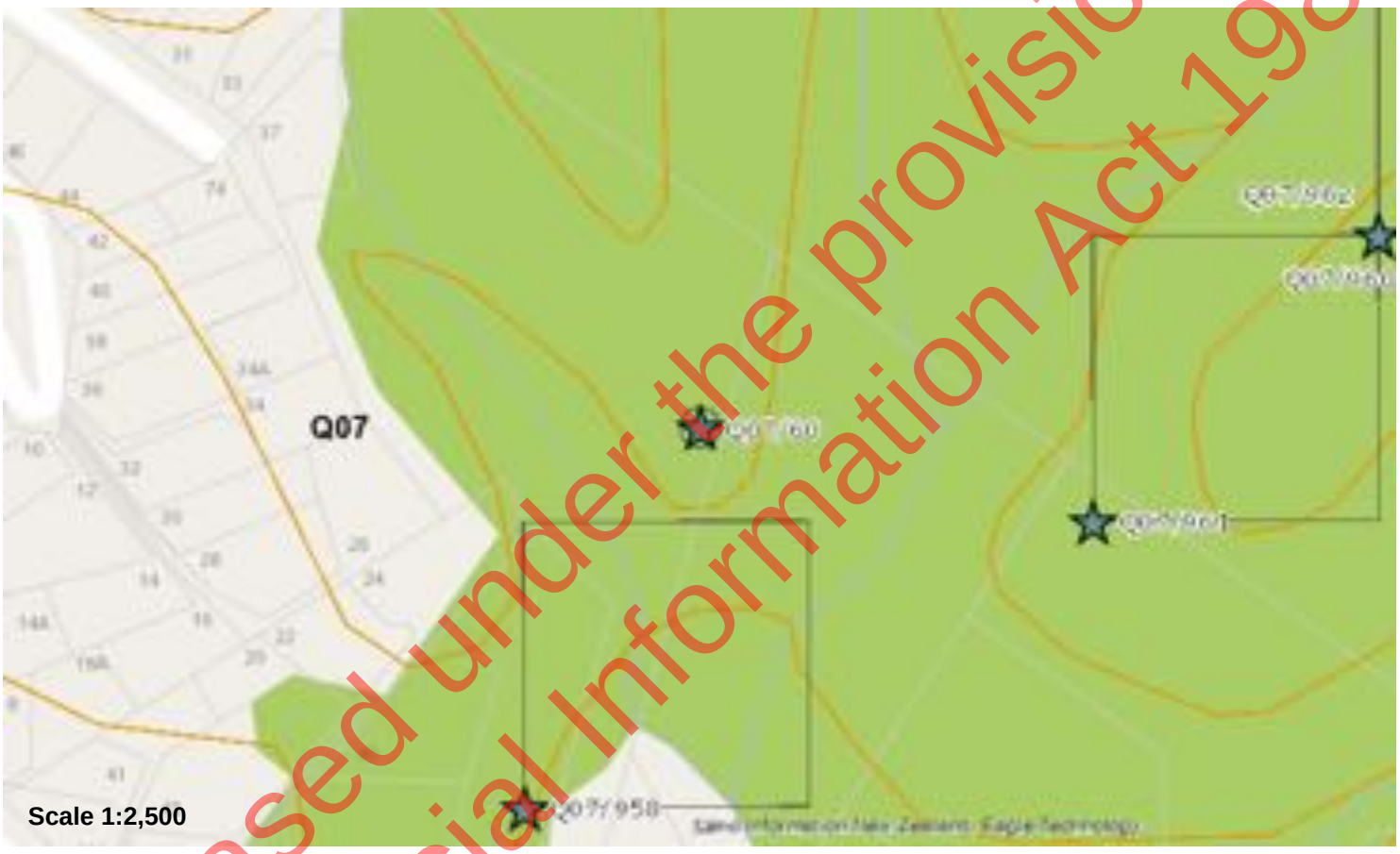
SITE TYPE: Pit/Terrace

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1720750 **Northing:** 6045725 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: N20/119 **METRIC SITE NUMBER:** Q07/60



Finding aids to the location of the site

In Whangarei city below Parihaka Reserve. On Hatea Drive 1km east of the main bridge, then turn north uphill for 300m, initially on the access drive and then through the bush to the ridge top. This NNW/SSE descending ridge has site Q07/60 on it.

Brief description

Six terraces on the ridge top on which are 9 rectangular pits of varying size. In addition 1 terrace and 3 small pits are dug into the SW side of the ridge. Cockle shell midden is visible on the largest terrace.

Recorded features

Midden, Pit, Terrace

Other sites associated with this site

SITE RECORD HISTORY	NZAA SITE NUMBER: Q07/60

Site description

Condition of the site

Site is under large kauri trees and other native bush, on a NNW/SSE running section of the ridge. All features previously recorded were found. In addition 2 further small pits were plotted on the map. Site in very good condition.

Statement of condition

Current land use:

Threats:

SITE RECORD INVENTORY	NZAA SITE NUMBER: Q07/60

Supporting documentation held in ArchSite

AO AW AE 8A AA JB

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM

Map number P 20
Map name Whangarei
Map edition 4th Edition 1977
Grid Reference 848965

SITE NUMBER N26/119.

SITE NAME MAORI
OTHER

SITE TYPE Terrace & Pit Complex

1. Aids to relocation of site E 194900 N 796500

Follow concrete steps on southern edge of native bush area. Site is located to the west on a ridge.

2. State of site; possibility of damage or destruction

Covered in secondary bush (e.g. kauri, nikau, nunga). Owner intends no damage to the site.

3. Description of site *(NOTE: This section is to be completed ONLY if no separate Site Description Form is to be be prepared.)*

Site is situated on a ridge which runs in a northwest-southeast direction; at least 5 pits of various size and depth; terraces also present; stream situated approximately 15 m in a gully to east of site.

4. Owner Mr Laughton King, Address 5 Riversdale Rd, WHANGAREI.

Tenant/Manager
Address

Attitude Very co-operative

Attitude

5. Methods and equipment used Walked over site.

Photographs taken: Yes/No (Describe on Photograph Record Form)
Date recorded

6. Aerial photograph or mosaic No.

Site shows:
Clearly/badly/not at all

7. Reported by Maria Houba,
Address R.D. 7, WHANGAREI.

Filekeeper

Date 2.9.78

Date 18-2-79.

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD FORM (NZMS 1)

NZMS 1 map number N20 NZMS 260 Q07
NZMS 1 map name Whg Whangarei
NZMS 1 map edition 4th ed. '77 Metric G.R. - E 2 631 460 / N 6 607 500

NZAA NZMS 1 SITE NUMBER N20/119
DATE VISITED 2:5:88
SITE TYPE Pits and terraces
SITE NAME MAORI
OTHER

Grid Reference Easting 8 4 7 Northing 9 6 7

1. Aids to relocation of site (attach a sketch map)

2. State of site and possible future damage

Excellent in good bush - Kauri trees 40 dbh.
In proposed Conservation Covenant Area 1.5060 ha

3. Description of site (Supply full details/history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here)

Pit Measurements

1 - 2 x 1m x 25cm deep
2 - 5 x 2m x 2m deep
3 - 5 x 1.75m x 1.5m deep
4 - 5 x 3m x 2m deep
5 - 6 x 3m x 2m deep
6 - 4 x 1.5m x 25cm deep
7 - 3 x 1.5m x 80cm deep
8 - 3 x 1.5m x 80cm deep
9 - 3 x 1.5m x 80cm deep
10 - 1.5 x 1m x 40cm deep

} 2 - 5 Very deep pits extremely well preserved.

4. Owner A.L. King
Address Box 911
Whangarei

Tenant/Manager
Address

Lot 2 DP 10393

5. Nature of information (hearsay, brief or extended visit, etc.) brief visit

Photographs (reference numbers, and where they are held)

Aerial photographs (reference numbers, and clarity of site) Cdg 4 Whg Areals Sheet K9 (1:1000) on 2-82 Bush

6. Recorded by G. Nevin
Address Whg CC

Filekeeper
Date 4/1/89

7. Key words
10 Pits / 1 terrace

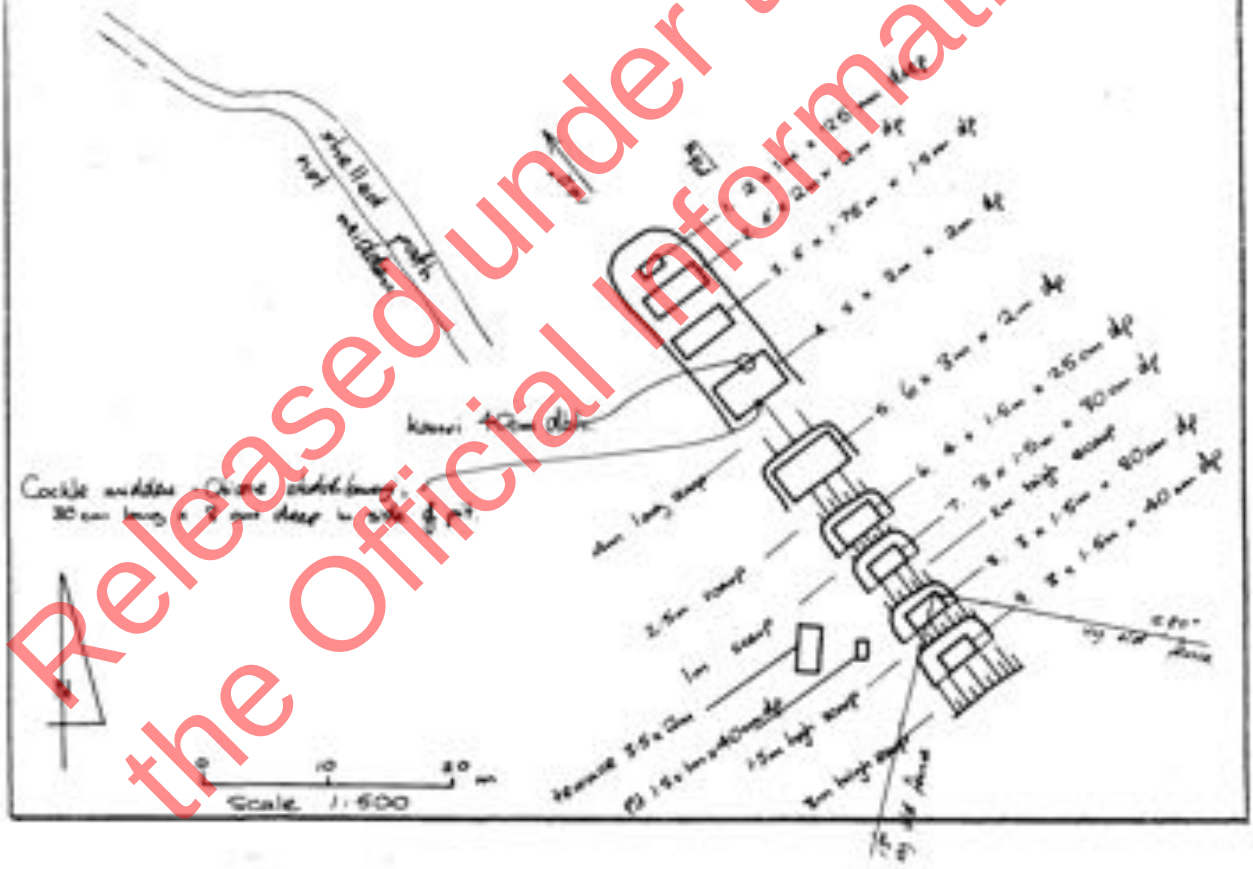
8. New Zealand Register of Archaeological Sites (for office use)
NZAPS Site Field Code

Type of site
Local environment today
Land classification
Present condition and future danger of destruction
Security code
Local body

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION
SITE DESCRIPTION FORM

Map Number N20
Map Name Whangarei
Map Edition 4th ed. '77
Grid Reference 847 907

SITE NUMBER N20/ 119
SITE NAME: MAORI / OTHER
SITE TYPE Pits/terraces



UPDATE

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE DESCRIPTION NZMS 260 map number Q07 NZMS 260 map name Whangarei NZMS 260 map edition Edition 1 1968	NZAA METRIC SITE NUMBER Q07/60 DATE VISITED 1-4-06 SITE TYPE PITS/TERRACE SITE NAME: MAORI OTHER

GRID REFERENCE: E: 2631460 N: 6607500

Q07/60 was revisited as part of an archaeological assessment undertaken by Vanessa Tanner on the 1st of April 2006.

This site is located on a narrow, steep sided, north to south running ridgeline to the north of the Hatea River. The site is currently in excellent condition within kauri forest. The pits are subject to slow ongoing damage by tree roots.

The site is as described and illustrated by Nevin (1968 NZAA Site Record Form), all features are clearly visible. Nine pits can be found running down the spur over a distance of approximately 60m between the following Grid Reference points:
Northern end
E: 2631458 N: 6607564
Southern end
E: 2631473 N: 6607504

Two smaller pits and one terrace are visible immediately below the northern side of the spur; a sparse surface scatter of cockle shell was visible at the northern end of the site also. Figure 3 illustrates a pit at the southern end of the site.

Notes by Vanessa Tanner, April, 2006
See Architage report for Reyburn & Bryant (Kauriland Investments) April 2006

2/5/06

Appendix B – Draft Site Instruction

B.1.0 Purpose and Methods

The purpose of this Site Instruction is to manage the possible effects of the Riverside Entertainment and Hotel Precinct project on unrecorded archaeological features.

There is a small possibility of the project uncovering Maori or European archaeological features on the original shoreline beneath Riverside Drive and the Precinct reclamation. This instruction has been prepared to outline roles and responsibilities, indicate areas for archaeological monitoring, and processes to manage any archaeological discoveries.

B.2.0 Management of Archaeological Effects

B.2.1 Briefing

The archaeologist will attend the pre-start briefing/site induction prior to works commencing for the Precinct project. The archaeologist will provide a briefing on the known archaeological sites and features in the project area, recognising archaeological sites and features during earthworks, and the protocols contained in this document.

At this time it will be useful to identify excavator operators who will work with archaeologists and kaitiaki/cultural monitors during earthworks. Consideration should be given to identifying and assigning roles to operators who have prior experience working with archaeologists/archaeological sites.

The archaeologist and kaitiaki will work with the Project Manager to plan and schedule the required monitoring. It is preferable to undertake this work in the archaeologically sensitive areas at the commencement of the project as part of the initial enabling works.

B.2.2 Earthworks and other Ground Disturbing Activity

Archaeological features may be present below the existing paved surfaces and reclamation on the northern side of the Precinct/Riverside Drive boundary, which has obscured the pre-1920s shoreline.

The archaeologist will:

- Spot-monitor the removal of reclamation/fill or any other trenching, ,potholing or earthworks which are likely to extend to the interface between the reclamation/fill and old shoreline/Holocene deposits along the northern and eastern side of the project area/Riverside Drive.
- Investigate archaeological features if they are encountered.
- Respond according to the on-call procedures for archaeological or potential archaeological finds occurring in the absence of the archaeologist.

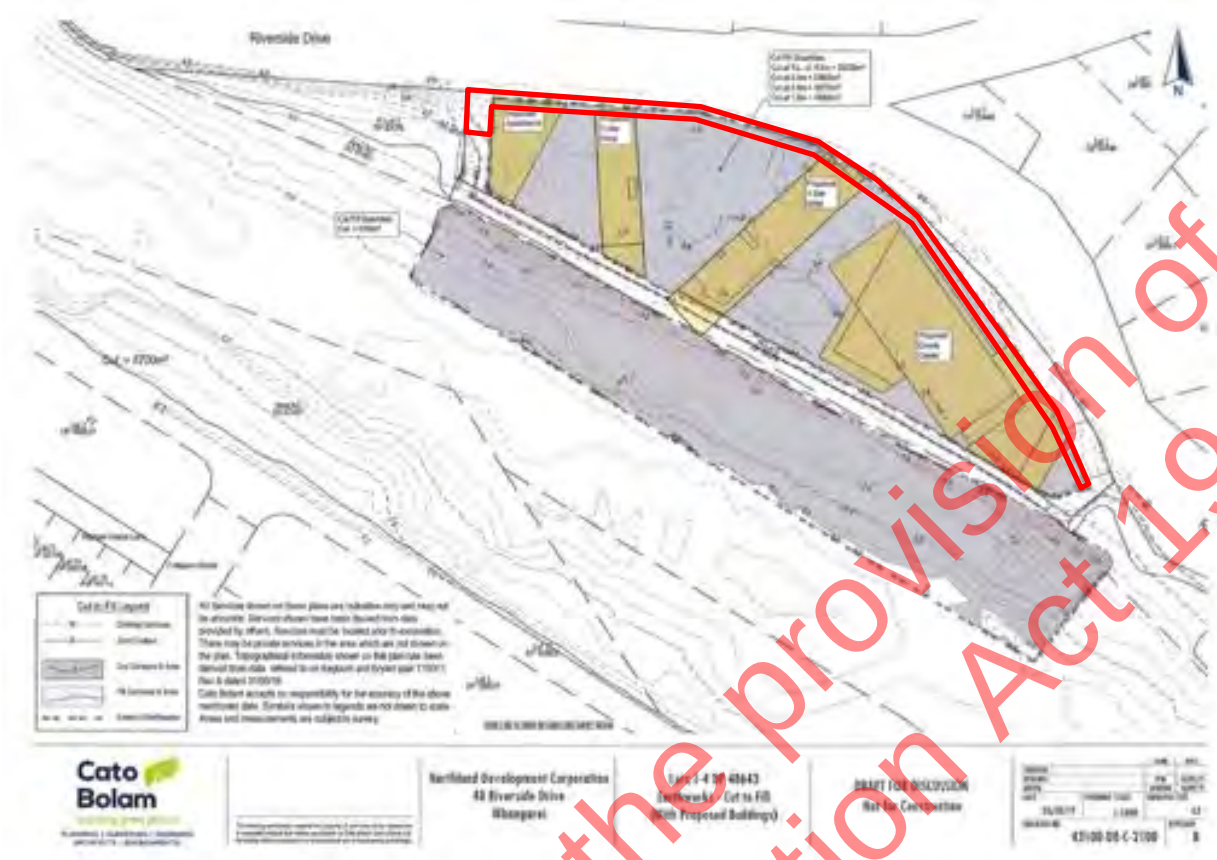


Figure 39: Potentially archaeologically sensitive areas for spot monitoring (orange polygon). All other areas on-call procedures apply.

B.2.3 Features and Feature Recording

All features, profiles, layers, sample locations and artefact find spots will be recorded using a Leica RTK GPS tied to the NZTM 2000 map grid. Particularly significant features or details may be 3D laser scanned. Obvious 20th century features will be recorded as disturbances.

Feature, layer, find acquisition, find discard and photographic information along with spatial data for those elements will be recorded in a Geographic Information System (GIS) or spatial database.

A comprehensive written, hand-drawn and photographic record of features, complex feature sets, profiles and other relevant information will be created. Plans and stratigraphic profiles will be described, drawn and photographed and registered to surveyed points. The stratigraphic relationships of the different elements and evidence of disturbance to the deposits will be recorded. A mix of field forms, registers and notebooks will be used to record the work.

Maori archaeological features are not expected but may include:

- Midden/faunal material.
- Fire scoops and earth ovens.
- Postholes from whare, cooking shelters, drying racks, palisades or other structures.
- Pits/bin pits for storage
- Koiwi Tangata/burials.
- Artefacts including worked lithic, shell and faunal material,

Maori archaeological features will be excavated and sampled using standard techniques for the feature types encountered. Human remains and taonga tuturu as defined under the Protected Objects Act 1975 and including waterlogged wooden artefacts from wet areas are always a possibility and will be managed according to the specialised requirements of such finds.

European features and artefacts may be encountered and may include:

- Foundations and postholes from buildings, outbuildings and other structures.
- Wells and cisterns.
- Drains and sumps.
- Rubbish pits and privies.
- Curtilage including paths, paving, postholes from fence lines and the remains of domestic gardens
- Artefacts including bottles and bottle glass, crockery, ceramic sherds and stoneware, metal cutlery, tools and implements, miscellaneous domestic and farming items.
- Historic midden/faunal material such as animal bones.

These features will be investigated using standard archaeological methods for historic sites.

Samples of building materials such as brick, wood, corrugated iron, ceramic drain pipes and concrete will be taken from features where they are encountered. Other materials such as soft furnishings like paint/paint chips, wallpaper and carpet may also be present. Sample locations will be recorded.

B.2.4 Analysis

Maori archaeological features and materials are unlikely. However if such features are encountered they may require specialist analyses including lithics (e.g. stone artefacts), midden, radiocarbon dating, charcoal wood species identification, and osteoarchaeology (human remains) may be necessary for any excavated materials, and these may take some time to complete.

Maori archaeological materials analysis would be expected to include:

- Up to four radiocarbon dates with samples selected from secure archaeological contexts or features as a first preference, to be undertaken by the University of Waikato Radiocarbon Dating Laboratory. The goal would be to date the earliest and most recent occupations of observable features, or other potentially significant features which might be encountered.
- 10 litre midden samples from different archaeological contexts as necessary.
- Charcoal wood species identification from midden, postholes, fire scoops and earth ovens as available.
- Microfossil analysis as necessary, depending on finds.
- Lithic or other artefactual analysis as necessary, depending on finds.

B.2.5 Expected outputs

Expected outputs of any investigation include:

- Written descriptions of observed archaeological features.
- GIS-based maps and plans.
- Measured drawings including annotated plans, elevations, and details of archaeological features.

- Photographic record.
- Finds inventory and analysis.
- Features inventory and analysis.
- Photo inventory.
- Radiocarbon dates for key features.
- Analysis of midden and artefacts.
- Preliminary and Final Reports on the results of the investigation.
- Re-assessment of site significance of sites as necessary.
- Identification of intact archaeological sites and features remaining on the property at the conclusion of works.
- Preliminary report within 20 days of the conclusion of the investigation outlining initial findings including maps, photographs and descriptions of subsurface features and extents and their significance.
- Final report within one year of the conclusion of the investigation containing the results of analysis.

B.3.0 Personnel

J. Carpenter supported by R. Gibb and D. McCurdy of Geometria will undertake any required monitoring and excavation.

B.4.0 Timeframe

TBA. The preliminary and final reports will be delivered within the timeframe specified by the relevant authority conditions.

B.5.0 Finds Management, Curation and Reporting

Following the conclusions of fieldwork, excavated materials will be housed in the Geometria facilities in Auckland and Whangarei, in the first instance during the analysis and reporting stage. Some material may be transferred to sub-contractors for specialist analysis at their respective premises.

Any historic European artefacts will be offered to the land owner in the first instance following analysis. If the land owner does not wish to retain the materials they may be offered to the Whangarei or Waitangi Museum.

Maori artefacts and ecofacts (midden, charcoal, soil samples, unworked lithic material etc) deemed not to be Taonga Tuturu will be temporarily housed at the Geometria premises for recording and analysis and will then be offered to the Whangarei Museum in the first instance following analysis, or (in the case of ecofacts) be returned to the site if an appropriate area for disposal is available.

Koiwi Tangata (human remains) will be managed according to B.6.4 below and any particular tikanga as determined by the Tangata Whenua. Options may include re-interment at an appropriate urupa or local cemetery, or the remains may be left in place if development will not impact them, or taken for further analysis.

Maori artefacts which are identified as Taonga Tuturu will be managed according to C.6.5 below and any particular tikanga as determined by the Tangata Whenua as they are removed from the site, and the Ministry of Culture and Heritage notified per the requirements of the Protected Objects Taonga Tuturu Act 1975. Taonga will be temporarily housed at the Geometria premises for initial recording and analysis, and

then stored at the Whangarei Museum while the Ministry of Culture and Heritage determines custody/ownership under the processes of the Taonga Tuturu Act.

Copies of any reports will be provided to Heritage New Zealand, Northland Development Corporation, Whangarei Museum, University of Auckland and Otago library systems, and the NZAA.

C. 6.0 Key Contacts

Role	Name	Representative	Primary Phone	Email
Client	Northland Development Corporation			
Project Manager	Griffiths and Associates	Marc Forrester	s 9(2)(a)	s 9(2)(a)
Archaeologist	Geometria	Jonathan Carpenter	s 9(2)(a)	s 9(2)(a)
Earthworks contractor	TBA			
Tangata Whenua	TBA			
NZ Police	Whangarei Police Station		09 430 4500	
Ministry of Culture and Heritage	Nancy Watters		04 499 4229	protected-objects@mch.govt.nz
Heritage New Zealand	James Robinson		s 9(2)(a)	s 9(2)(a)

B.6.0 Operational Guidance

B.6.1 Stand Down Periods

Time delays should only occur if archaeological features, koiwi/human remains, or taonga are discovered during track construction. The length of the delay will depend on the nature and the extent of any finds and weather. Generally, the site Project Archaeologist will attempt to isolate the affected area and shall take reasonable steps to minimise any delays to construction. Most anticipated archaeological remains should require no more than 2-3 days to be cleared. Exceptional, complex or extensive remains may require additional time and periods of delay will be negotiated with the project manager and the contractors.

C.6.2 On-Call Procedures

All staff and contractors should be alert for archaeological sites/features in the course of their duties. These may take the form of unusual surface or subsurface features (holes, pits, other cuts and fills or unusual soil formations), natural features out of context (shell in piles or layers, water rolled or fire-cracked rocks, charcoal smears or concentrations) and items of human manufacture (glass and ceramics, metals and plastics, concrete and brick, worked timber).

In the event of the discovery of sites/features by anyone on-site the following protocol and any additional measures required by the Tangata Whenua will be followed:

1) All work within 10m of the discovery will cease until the Project Archaeologist advises it is appropriate to proceed, except in the case of human remains/koiwi tangata where work will cease within 20m of the discovery.

2) The Project Archaeologist and Tangata Whenua representative will be informed immediately if not present.

3) The Project Archaeologist will carry out archaeological investigation as quickly as possible according to conditions of the authority and the contents of this site instruction.

4) If human remains are discovered the Koiwi Discovery Protocol set out below in 5.3 will be followed.

5) If taonga are unearthed the protocol set out below in 5.4 will be followed.

In the event that significant archaeological features or artefacts are found in-situ, a stand down of up to three days in the immediate vicinity of the remains may be required to inform and receive a response from the HNZPT. HNZPT may require an archaeological investigation. Work may resume when the Project Archaeologist advises that the work is complete.

C.6.4 Koiwi Tangata/Human Remains Discovery

In the event of the discovery of koiwi tangata (human remains) the following protocol and any additional measures required by the Tangata Whenua will be followed:

1) All work on site will cease within 20m and the remains are not to be further disturbed in any way of the authority.

2) If it is not clear whether the bone is human, work in the immediate vicinity will cease until a reference collection and/or a specialist can be consulted and identification made.

3) The Project Archaeologist or Tangata Whenua representative will be notified if not present, along with HNZPT and Police.

4) The area containing the koiwi will be secured in such a manner as to protect the remains from further damage.

5) A site inspection by Tangata Whenua and appropriate statutory agencies (Police, District Health Board) will be arranged and they will determine whether the discovery is likely to be extensive and whether a thorough site investigation is required.

6) Koiwi will be handled in accordance with wishes and protocols requested by the Tangata Whenua. If requested, this may include the removal of the remains for analysis prior to reburial.

7) If the remains cannot be removed by Tangata Whenua or their authorised agent within the stand down period, the Project Manager may request the Project Archaeologist to remove the remains and deposit them at the mortuary or appropriate repository until other arrangements are made.

8) The Project Archaeologist will give clearance for work to proceed in consultation with the Tangata Whenua representative, once the remains are removed.

In the event that koiwi tangata are found, a stand down of up to three days may be required to confirm the identification, consult with affected parties, observe protocols and remove remains. Work may resume once the remains are removed from the site and protocols have been observed.

C.6.5 Taonga Tuturu Discovery Procedure

In the event of the discovery of taonga (treasures) such as carvings, stone adzes and greenstone objects, or other objects falling under the definition of "Taonga Tuturu" under the Protected Objects Act 1975, the following protocol and any additional measures required by the Tangata Whenua will be followed:

1) If necessary the area of the site containing the taonga will be secured in a way that protects the taonga as far as possible from further damage (or theft), consisted with the conditions of the Authority.

2) The Project Archaeologist will inform the NZ HNZ and nominated Tangata Whenua representative so that appropriate actions (both archaeological and cultural) can be determined.

3) If the Project Archaeologist is not present he will be contacted immediately and informed of the find.

4) If the object is determined to be Taonga Tuturu under the Protected Objects Act 1975, the Project Archaeologist will notify the Ministry of Culture and Heritage within 28 days as required under the Act.

The Ministry for Culture and Heritage, in consultation with Tangata Whenua, will decide on custody or ownership of the Taonga.

5) If the taonga requires conservation treatment (stabilisation), the Ministry will be informed and will arrange and pay for this to be undertaken by the Department of Anthropology, University of Auckland. It would then be returned to the custodian.

In the event that taonga are found, a stand down of up to three days may be required to consult with affected parties and undertake archaeological investigation as required. Work may resume when the Project Archaeologist or HNZ advises the Project Manager that work is complete.

C.6.6 Dispute Resolution

Most disputes are a result of poor communication between the parties and can be avoided if sufficient details of the archaeological requirements and the various parties' responsibilities are included in tender and work management documentation, and understood. Disputes usually arise on-site as a result of conflicting expectations for when/how fast areas of archaeological interest can be cleared by the archaeologist and when development may continue.

In the event of a dispute relating to archaeological issues a meeting between the authority holder's representative, contractor(s) and Project Archaeologists should be convened as early as possible to resolve the dispute. If appropriate the Tangata Whenua representative should also participate. Stand down periods, which are the most common cause of dispute, are to allow for archaeological investigations are provided for in the HNZPT authority.

If the dispute cannot be resolved representatives of the HNZPT should be consulted to resolve the dispute as the HNZPT is responsible for resolving disputes relating to matters arising from authority conditions.