

Archaeological Assessment of Effects – Memo Report Devonport Mixed Use Project Tāmaki Makaurau (Auckland)



Prepared for:

Peninsula Group T/A Devonport Property Management Limited
L3 – 6 VIADUCT HARBOUR AVENUE
AUCKLAND 1010

Prepared by:

Archaeology Solutions Ltd
PO Box 48134
Blockhouse Bay
AUCKLAND 0644

s 9(2)(a)

e-mail: s 9(2)(a)

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Author(s): Dr Janice Adamson
Dr Hans-Dieter Bader

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1. Introduction

1.1. Purpose and Scope

Peninsula Group (T/A Devonport Property Management Limited) proposes a landmark Development (the Devonport Mixed Use Development), centred on urban intensification and positioned as a catalyst for the revitalisation of the Devonport Town Centre.

Peninsula Group is deeply committed to the town's long-term renewal, with a strategy to retain all commercial assets as part of a lasting intergenerational investment. The project includes the adaptive reuse of heritage buildings and the introduction of new intensified mixed-use developments that respect and enhance Devonport's unique character.

Archaeology Solutions Ltd (ASL) have been commissioned to undertake a short heritage overview and assessment. The overview was undertaken to identify the possibility of recorded and/or unrecorded archaeological remains and other Historic Heritage structure/buildings/botanical sites and to assess any impact the redevelopments could have on any heritage values within the development areas and their close vicinity.

This report has been prepared to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) and historic heritage areas, structures and buildings relevant to the Resource Management Act (RMA) and the Auckland Unitary Plan: Operative in Parts (AUP:OP). The report is focused on subsurface archaeology, heritage buildings are assessed by heritage architects (Archifact).

This survey and report do not necessarily include the location of *wahi tapu* and/or sites of cultural or spiritual significance to the local Māori community who may be consulted for any information or concerns they may have regarding the proposed development.

1.2. Project description

The proposal is for a comprehensive mixed use urban town centre development located in Devonport, Auckland, within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. The site comprises 14 existing titles and approximately 6,126m² of brownfield land and includes five Auckland Unitary Plan Category B listed heritage buildings and one Category A listed heritage building.



Figure 1: Site location plan.

The development comprises five buildings arranged across three site areas, with building heights ranging from four to eight storeys, and includes up to two basement levels. Buildings 1–3 are located between Victoria Road and Wynyard Street and include a hotel and mixed use buildings with a two level basement accessed from Wynyard Street. Building 4 is a mixed use building located at the corner of Victoria Road and Clarence Street and includes one basement level. Building 5 is a mixed use building located to the south west of the site on Wynyard Street with on grade carparking access.

The proposal includes a commercially activated ground plane comprising a network of laneways and a central courtyard, providing pedestrian connections between Victoria Road and Wynyard Street and supporting active ground floor uses.

The development includes the adaptive reuse of the Victoria Road heritage buildings, which are integrated into the commercial ground plane.

The development delivers approximately 21,125m² of total gross floor area and 1,770m² of commercial ground plane. This encompasses 12,516m² of residential floor area, 2,382m² of commercial space, and 3,004m² of ground floor retail including commercial outdoor ground plane area. The proposal incorporates 2,319m² of adaptively reused heritage and a new 2,095m² hotel, with the balance comprising building circulation.

Associated works include carparking and loading facilities potentially ranging between 80 and 200 carparks and loading spaces; earthworks and excavation potentially ranging between 2,000m² and 6,735 m² and 9,380 m³ and 25,000 m³; and all required associated infrastructure including water supply, stormwater (including any required flood mitigation measures), and wastewater services.

The site is located immediately north of the Devonport Ferry Terminal and associated public transport services.

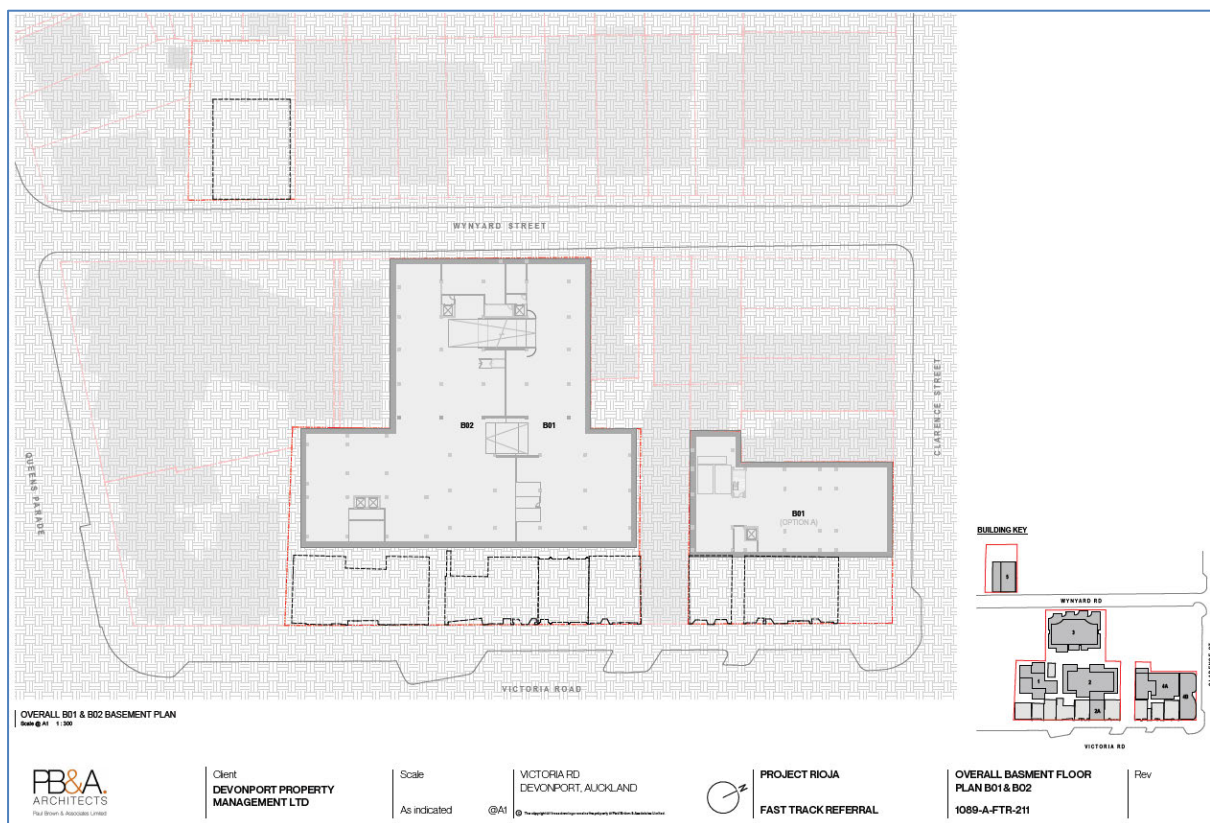


Figure 2: Overall basement plan - all subsurface archaeological features will be impacted.

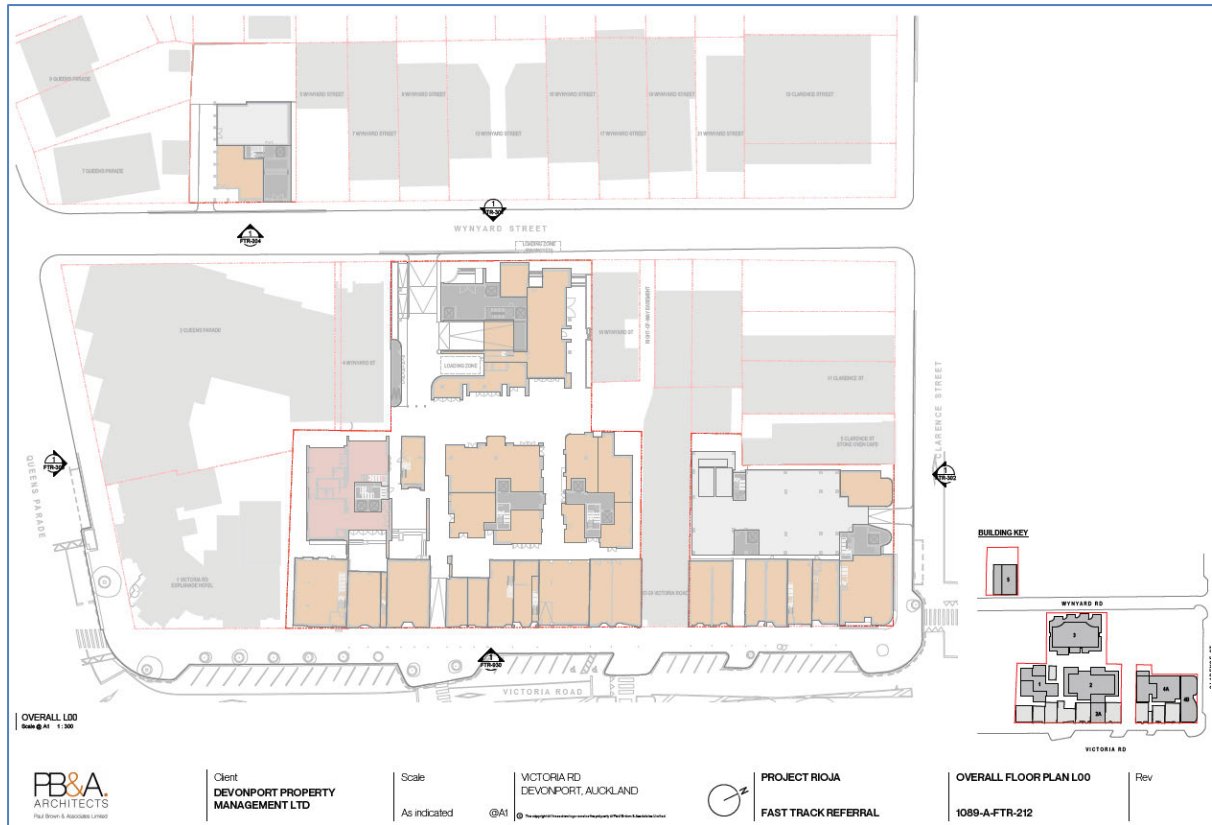


Figure 3: Overall ground floor plan - some subsurface archaeological features might be impacted.

1.3. Legal description and map of land affected

appellation	affected survey	statutory_	titles
Lot 1 DP 30140	DP 30140		NA1073/120
Lot 1 DP 31079	DP 31079		NA793/256
Lot 1 DP 56269	DP 56269		NA9C/302
Lot 1 DP 61110	DP 61110		NA17D/327
Lot 12 Sec 3 DEEDS T 37	DEED T 37		NA421/261
Lot 2 DP 116745	DP 116745		NA66B/779
Lot 2 DP 150786	DP 150786		NA129A/236
Lot 2 DP 30140	DP 30140		NA815/26
Lot 2 DP 56269	DP 56269		NA9B/691

Lot 2 DP 61110	DP 61110		NA129A/236
Lot 2 DP 87483	DP 87483		NA45B/623
Lot 4 DP 44089	DP 44089, DP 474637		NA52/53
Part Allot 22 Sec 2 PSH OF Takapuna	SO 30659	[Create] Public Offices New Zealand Gazette 1941 p 124	NA743/206
Part Allot 22 Sec 2 PSH OF Takapuna	SO 701		NA1063/209
Part Allot 22 Sec 2 PSH OF Takapuna	SO 701		NA9B/691
Part Lot 11 DP 737	DP 474637, DP 737		NA568/73
Part Lot 11 Sec 3 DEEDS T 37	DEED T 37		NA568/77



Figure 4: Study area outlined in red, Property parcels in green showing the appellations.



Figure 5: Location of study area showing a 0.5 and 1 km radius around it. Auckland Unitary Plan zoning shown as base map.

2. Statutory Requirements

There are two main pieces of legislation in New Zealand that control work affecting archaeological sites. These are the *Heritage New Zealand Pouhere Taonga Act 2014* (HNZPTA) and the *Resource Management Act 1991* (RMA)

This assessment considers archaeological sites as defined in the HNZPTA and historic heritage sites as defined by the RMA and the AUP:OP.

2.1. Statutory Planning Policies

In Auckland the Auckland Unitary Plan, Operative in part (AUP:OP) based on the rules of the RMA, has specific provisions for historic heritage and places of significance to mana whenua. The regional policy statement objective for historic heritage (AUP:OP B5.2.1) are.

1. Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.
2. Significant historic heritage places are used appropriately, and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.

Based on the acknowledgement of Te Tiriti o Waitangi a number of regional policy statements are formulated (AUP:OP B6.2.1) that result in the recognition of Places of significance to mana whenua.

“Sites and places of significance to Mana Whenua have tangible and intangible cultural values in association with historic events, occupation and cultural activities. Mana Whenua values are not necessarily associated with archaeology, particularly within the highly modified urban landscape where the tangible values may have been destroyed or significantly modified.” AUP:OP D21.1)

Policy objectives for Places of Significance to mana whenua (AUP:OP D21.2) are:

1. The tangible and intangible values of scheduled sites and places of significance to Mana Whenua are protected and enhanced.
2. Scheduled sites and places of significance to Mana Whenua are protected from inappropriate subdivision, use and development, including inappropriate modification, demolition or destruction.

Note that scheduled places have stronger protection than archaeological sites that are not scheduled in the Plan.

2.2. Non-Statutory Planning documents

The **Auckland Plan 2050** sets six key outcomes, each defined by four strategic directions. These in turn are to be achieved through a number of focus areas for each direction.

Outcome 5 (Natural environment and cultural heritage) takes a wide view of heritage including both natural and cultural heritage and the links between them. Heritage is also linked to other key outcomes.

"Outcome: Belonging and Participation"

Focus Area 1: Create safe opportunities for people to meet, connect, participate in, and enjoy community and civic life.

Also, our sense of belonging is tied to identity and attachment to place. The way people use Auckland's streets, squares, parks and other public open space influences the meaning they attach to these places and spaces. Heritage, particularly built heritage, anchors our sense of history and place and helps define what is unique and distinctive about Auckland."

(Auckland Plan 2050 p.52)

"Outcome: Belonging and Participation"

Focus Area 7: Recognise the value of arts, culture, sport and recreation to quality of life.

Appreciation of our cultural heritage, especially our built heritage, is an equally important aspect of what contributes to our quality of life. It reminds us of our past and provides a visual context of where we have come from. It is one aspect of our culture that is easily observed and there for everyone to see and appreciate."

(Auckland Plan 2050 p.63)

"Outcome Homes Places and Spaces"

Focus area 5: Create urban places for the future.

Placemaking plays an important role in creating high quality urban environments. It also supports our culture and identity, such as Auckland's unique Māori cultural identity, in our public places. We can also reflect and embed our unique local character in the built environment by, for example, incorporating and integrating built heritage and public art into existing and new spaces."

(Auckland Plan 2050 p101)

One main additional outcome beyond the regulatory framework is the need to present and communicate any outcome or new insight into the history of an area to the wider community.

3. Methodology

3.1. Investigation Methodology

This assessment was carried out using both desktop research and a site visit 21st November 2025. The starting point for this investigation are the rich oral traditions of the area and the scheduled heritage places. The oral traditions are reflected with the recorded archaeological and historic heritage sites to create an archaeological risk map. This is to inform the development of possible mitigation action if archaeological or historic heritage items might be impacted.

3.2. Desktop Research Methodology

Sources for desktop research include:

- NZ Archaeological Association (NZAA) online site recording database Archsite and associated site records
- LINZ database of historic maps and survey plans via Quickmaps
- Heritage New Zealand Heritage List/ Rārangī Kōrero of historic places, historic areas and wāhi tapu areas
- Heritage New Zealand online reports database
- Auckland Council Geomaps GIS viewer
- Auckland Council *Tūtangi Ora O Ngā Mana Kōrero* (Tūtangi Ora), formerly known as Cultural Heritage Inventory (CHI)
- Auckland Council Archives (online resources)
- Archives New Zealand (online resources)
- Local histories – published and unpublished
- Archaeological reports
- Aerial photographs
- National Library cartographic collection
- Auckland Libraries online collections

4. Physical Environment

The location of the development area is within the Auckland Volcanic field. A fair amount of volcanic ash within the topsoil can be expected. The area is close to the Waitemata Harbour along a volcanic ridge running down from Takarunga (Mt Victoria). The dark rocks on the Devonport foreshore between Torpedo Bay and Devonport Wharf are the southern lava flows from Takarunga.

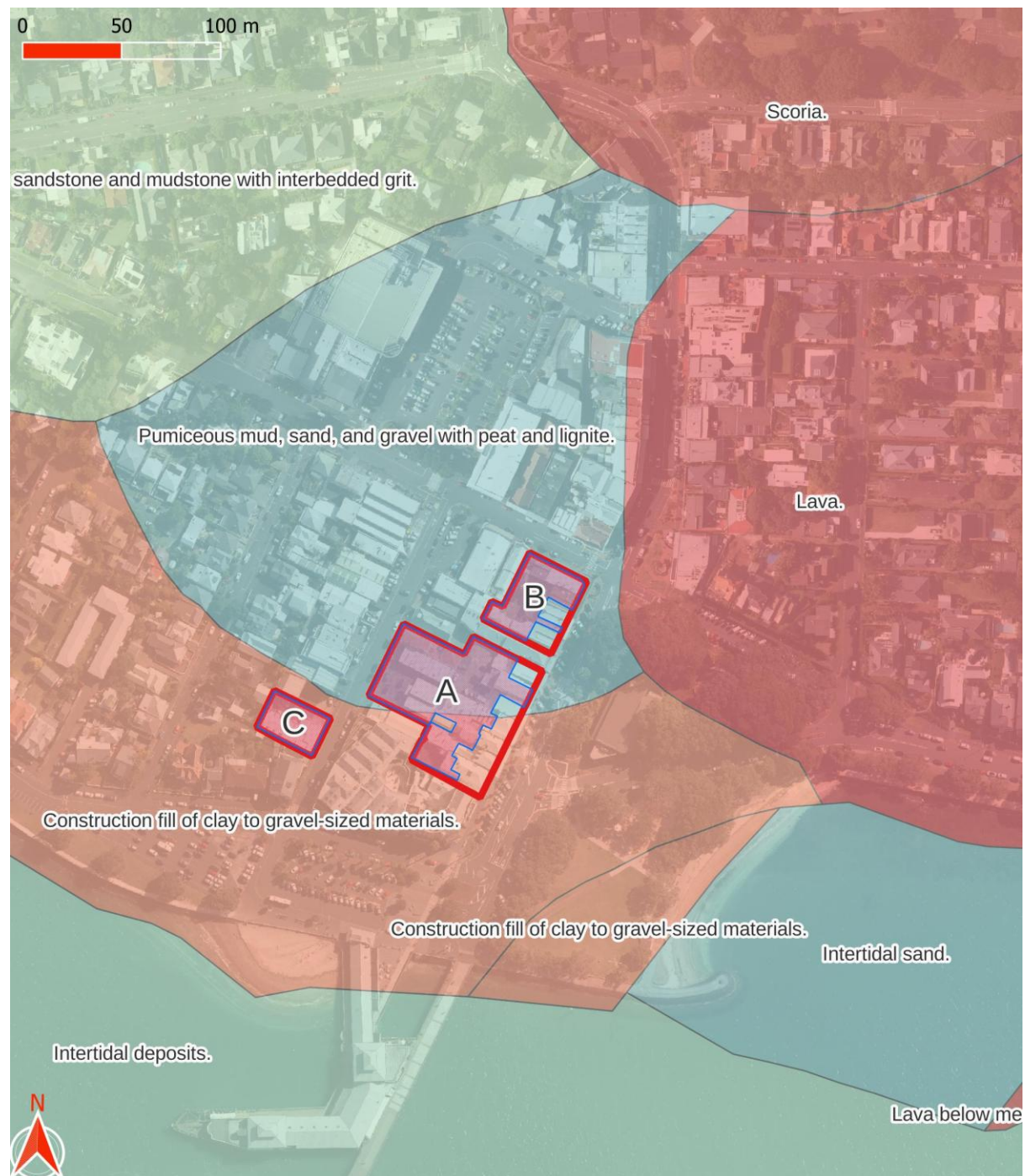


Figure 6: Geological background of the study area, outlined in red.

The modern geological map shows the 19th and 20th centuries developments along the foreshore containing construction fill. Lava flows nearby and the original pumiceous sand and gravel with peat and lignite were suitable for taro and kumara growing.

5. *Historical Background*

The history of the pre-Contact settlement of Te Kuraeatura (The headland of Tura) at Taikehu (Devonport Beach) can only be appropriately understood in the context of the wider history of Tāmaki Makaurau – acknowledging the flow of people throughout the centuries. A short synthesis, such as this background, cannot do justice to the complexities of whakapapa and traditional knowledge held by mana whenua for the region, and therefore does not attempt to replace or add further to their knowledge. This background is simply to provide an introduction into the context of the area using readily available published and unpublished sources.

5.1. Māori Settlement History

The region has a varied and complex Māori occupation spanning a continuous 800-year history. At Te Haukapua (Torpedo Bay) remains of an archaic (early) settlement was found (Campbell 2018). While traditions record that approximately two hundred years later the Tainui canoe landed on this spot and people from this waka stayed on, many Iwi however have ancestral ties to the Takapuna area. Beyond Tainui, Ngai Tai, Te Kawerau a Maki, Ngāti Paoa and Ngāti Whatua all have links to the area amongst other iwi (Murdoch 2013). Each iwi have their own traditions relating to the subject site, Taikehu, and the wider area. This report is not the place for these traditions.

The Devonport region was dominated by the maunga of Takarunga (Mt Victoria), Takamaiwaho (Duders Hill), Takararo (Mt Cambria) and Maungāuika (North Head), however Takararo was quarried during Colonial times. All these extant maunga were settled and fortified at some point.

Important for this assessment is the fact that multiple natural resources, kai moana, mara kai were accessible within a landscape that could be easily defended and links the Hauraki Gulf and its islands to the Waitemata Harbour and its access further inland through portages west (Kumeu) and south (Te Whau).

It is hardly surprising that the study area is within a densely populated landscape during the pre-Contact period. A visualisation of the story of the landing of the Tainui canoe at Te Haukapua is shown below (Figure 7). Mara kai (gardens) can be seen on the fertile soil over the lower slopes of the maunga and people living on the maunga and near the beach in open kāinga (settlements/villages) that are quite spread out.

Te Kuraeatura (the headland of Tura) is recorded as a place name and probably as a kāinga in Tūtangi Ora (previously the Cultural Heritage Inventory CHI), the heritage records of the Auckland Council (possible extent shown in Figure 8 below)

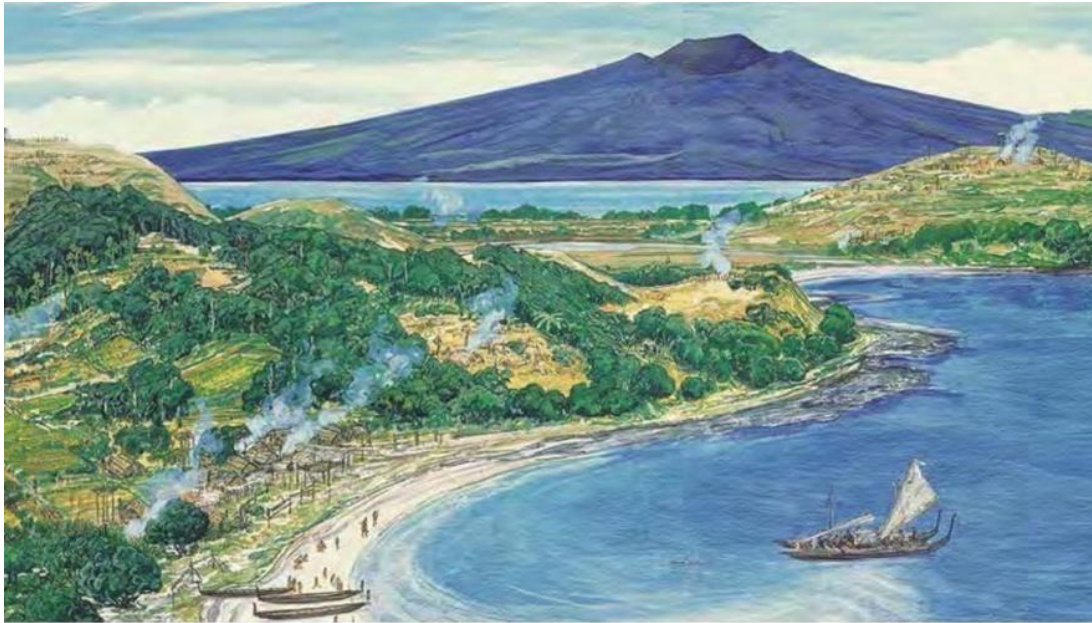


Figure 7: Chris Gaskin painting of Devonport (for Auckland Regional Council in 2001).

5.2. Post Contact accounts

The Musket Wars of the early 19th century reached Tāmaki Makaurau in 1821 culminating into an epic battle at Mokoia Pā in Tāmaki. The success of Ngāpuhi resulted in most people of the region fleeing into the Waikato and returning slowly in the 1830s.

5.3. The Mahurangi sale

Between 1839 and 1864 the Crown acquired 270,000 acres with the purchase of various parts of the Mahurangi Block (if the Mangawhai area is included) from Ngāti Maru, Ngāti Paoa, Ngāti Whanaunga, Ngāti Whatua, Ngaitai, Kawerau a Maki, Ngāti Ronga, Ngāti Manuhiri and Ngāti Tamatera (Rigby 1989). Usually, the Mahurangi area is defined as the original Crown purchase of 1841 with the boundaries of the block stretching from Te Arai in the north to Takapuna in the south (Stone 2001). Takapuna was also part of an Old Land Claim from 1839 (OLC454) transacted by tupuna from Ngāti Paoa and Ngaitai. The Takapuna block as part of the larger Mahurangi Block has been transacted by Ngāti Paoa, Ngaitai and Ngāti Whatua. The sale did not extinguish the presence of Māori living in settlements within the Mahurangi Block.

It seems that only the Waikato War in 1863 ended occupation of Te Haukapua as a Māori settlement. Nonetheless, archaeology has shown that a Māori presence can be found much later in places that have gone into European land ownership, e.g. in East Tāmaki and in Bell Block, Taranaki (Adamson and Bader 2008: 2024). This will be one of the questions to explore in the study area.



Figure 8: Depot Point on the 1857 map of the Waitemata Survey by Stoke. Extent of proposed development (red outline) and possible extent of Te Kuraeatura (The headland of Tura), hatched.

5.4. The Naval depot

A tract of land along the Devonport foreshore, by then known as Windsor Reserve, had attracted British naval vessels as early as 1840 and was used as a landing place for those warships which had been sent from Russell to support the establishment of the City of Auckland. A flagstaff was raised on Takarunga Mount Victoria as a visual signal station. The flagstaff was moved down onto the naval site in 1841. The naval depot soon became known as Sandspit or Depot Point and was the first naval base to be established in Auckland.

It seems likely that people serving the naval depot and workshop lived close by and moved their families close to their workplace, possibly even before any parcels were staked out and any subdivision of the land happened. This will be another question for any archaeological investigation in the study area.

By the 1860s, with the start of the Waikato Campaign of the New Zealand Land Wars and the increase in membership of the Naval Volunteers, the Navy was granted full use of the Sandspit and the 'triangle' (now the northern side of Windsor Reserve with the library). The naval authorities proceeded to construct a wharf at the Sandspit around 1863 and replaced the small shed with a large two-storey building to which was later added a blacksmith's shop and a caretaker's house. The barracks remained in regular use until they burned down in 1897.

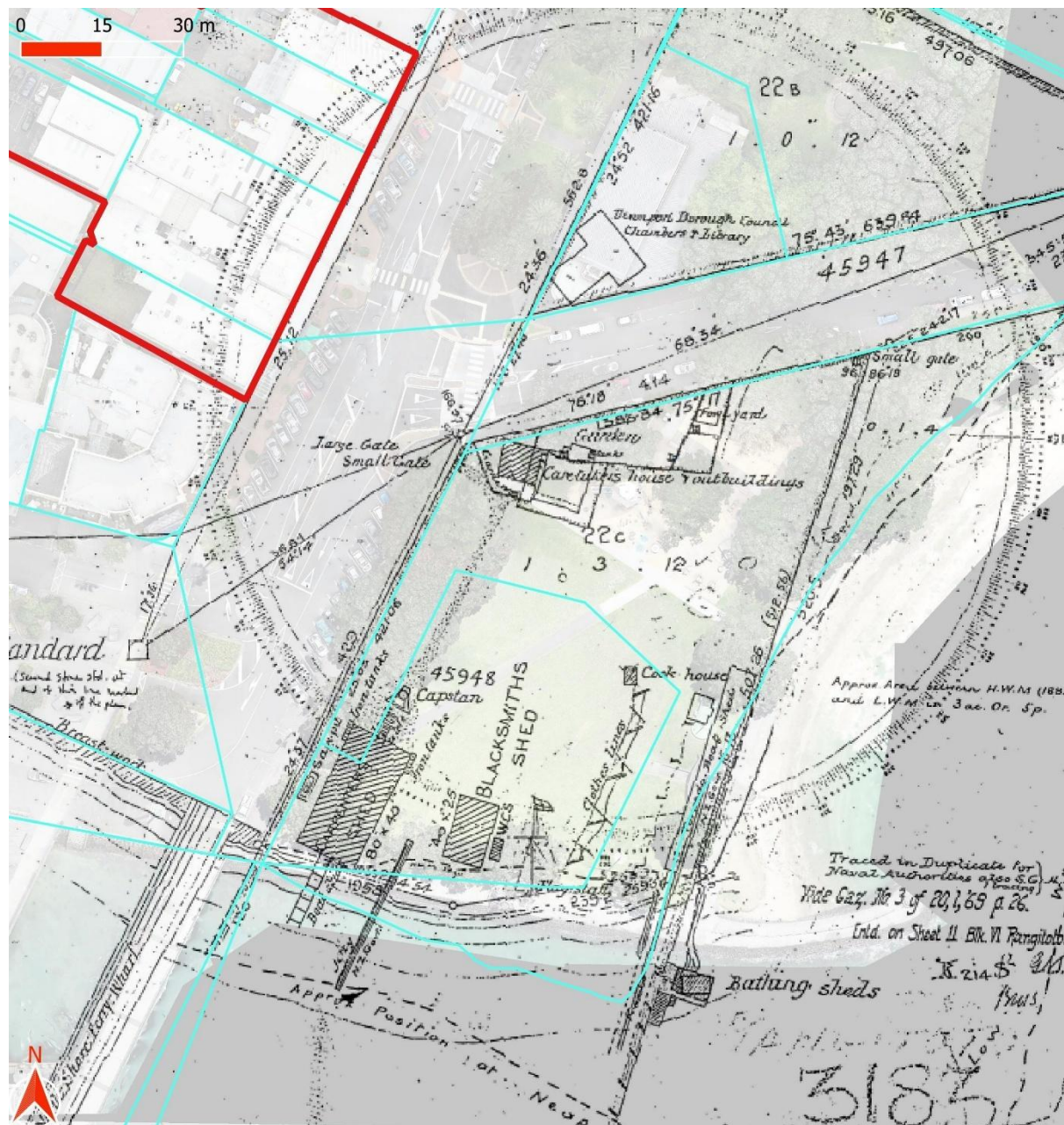


Figure 9: Plan of the Naval Depot in 1883 - SO3183 (LINZ).

5.5. Development before the 1888 fire

In 1853 the original Crown Grant Allotment 22 and 22A Block II Portion of Section No. 2 Parish of Takapuna was issued to John Logan Campbell (Crown Grants 1G Folio 1996-2791 Archives NZ). He sold allotments 22 and 22a to Frederick Whittaker in 1857 (Deeds Register 6D Folio 555 Archives NZ). Whittaker had subdivided these allotments 22 and 22a into the three sections of the Northfleet development by 1865. The first lots were sold earlier in 1863/64 – in Allotment 22A Section 1 Lots 1/2/3 to William Holmes (Deeds Register 17D Folio 505-506) along Anne Street and The Strand, and in Allotment 22 Section 3 Lots 3/4/5/6/7 to John and James Holmes in 1863/1864 (Deeds Register 14D Folio 733 & 17D Folio 413 Archives NZ), along Wynyard Street and The Strand. These transactions occurred likely before the subdivision was official and were made before the dedication by Frederick Whittaker of the roads of Anne Street and Wynyard Street in 1865 (Deeds Register 17D Folio 672 Archives NZ).

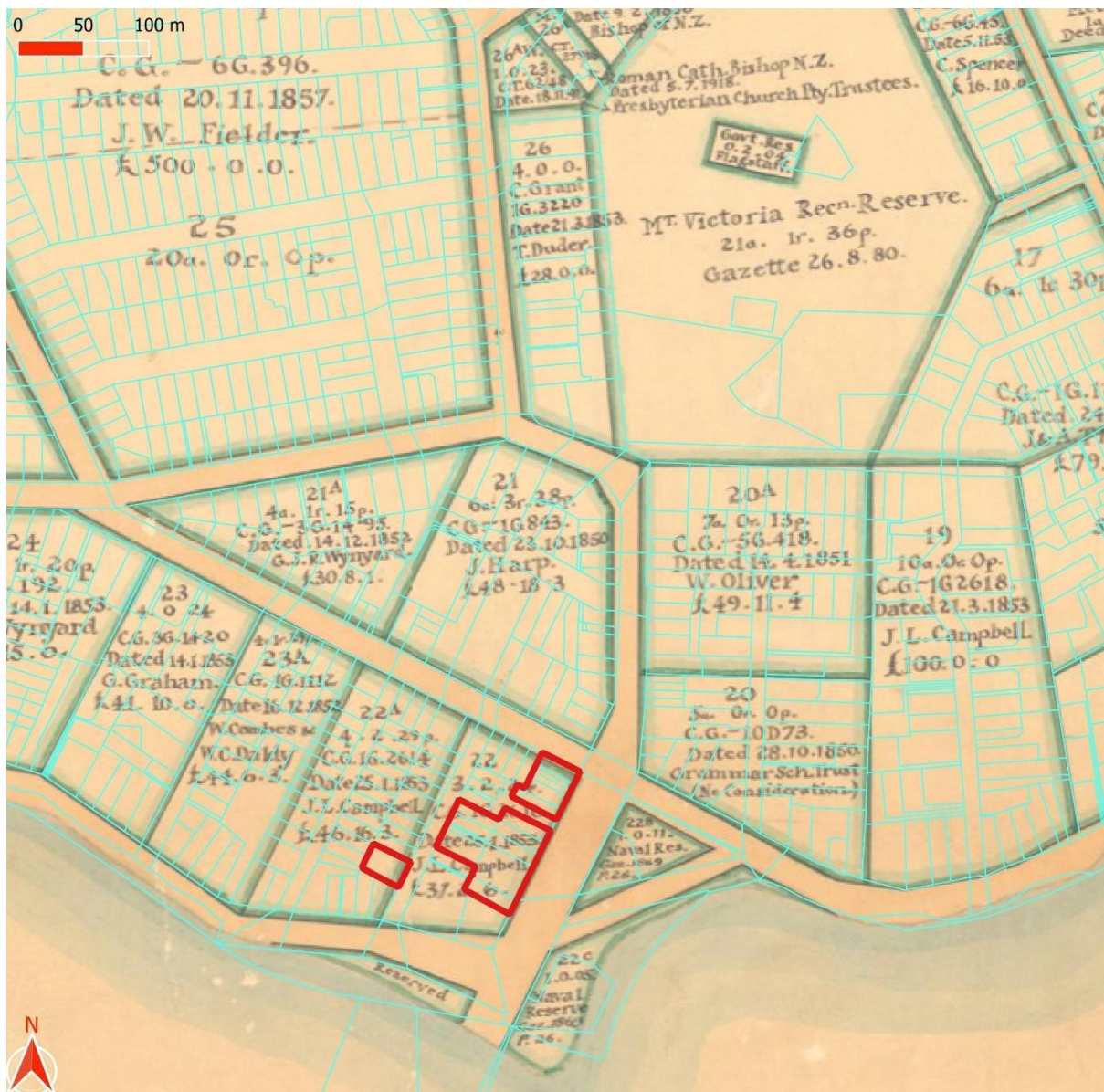


Figure 10: Original crown grants, map compiled in 1918. Allotments 22 and 22A sold to J.L.Campbell in 1857. (Auckland Libraries Heritage Collections Map 9541)

In early January 1868 John and James Holmes purchased from Frederick Whitaker a large number of lots from Section 1 (Lots 8-20), Section 2 (Lots 20-23), and Section 3 (Lots 1, 2, 8, 10-19, 29B). The Holmes brothers erected their Flagstaff Hotel by December 1863 (Daily Southern Cross 23 December 1863: 1), despite the purchase of the site (being on Lots 1 and 2 of Section 3), not being officially conducted until 1868. In being granted a “bush licence” to sell alcohol at the hotel (described as being located on “the sandspit”), James Holmes was required to “keep and run a ferry boat to and from the North Shore”, and a regular ferry service at Victoria wharf started at this time (New Zealander 3 March 1864: 3).

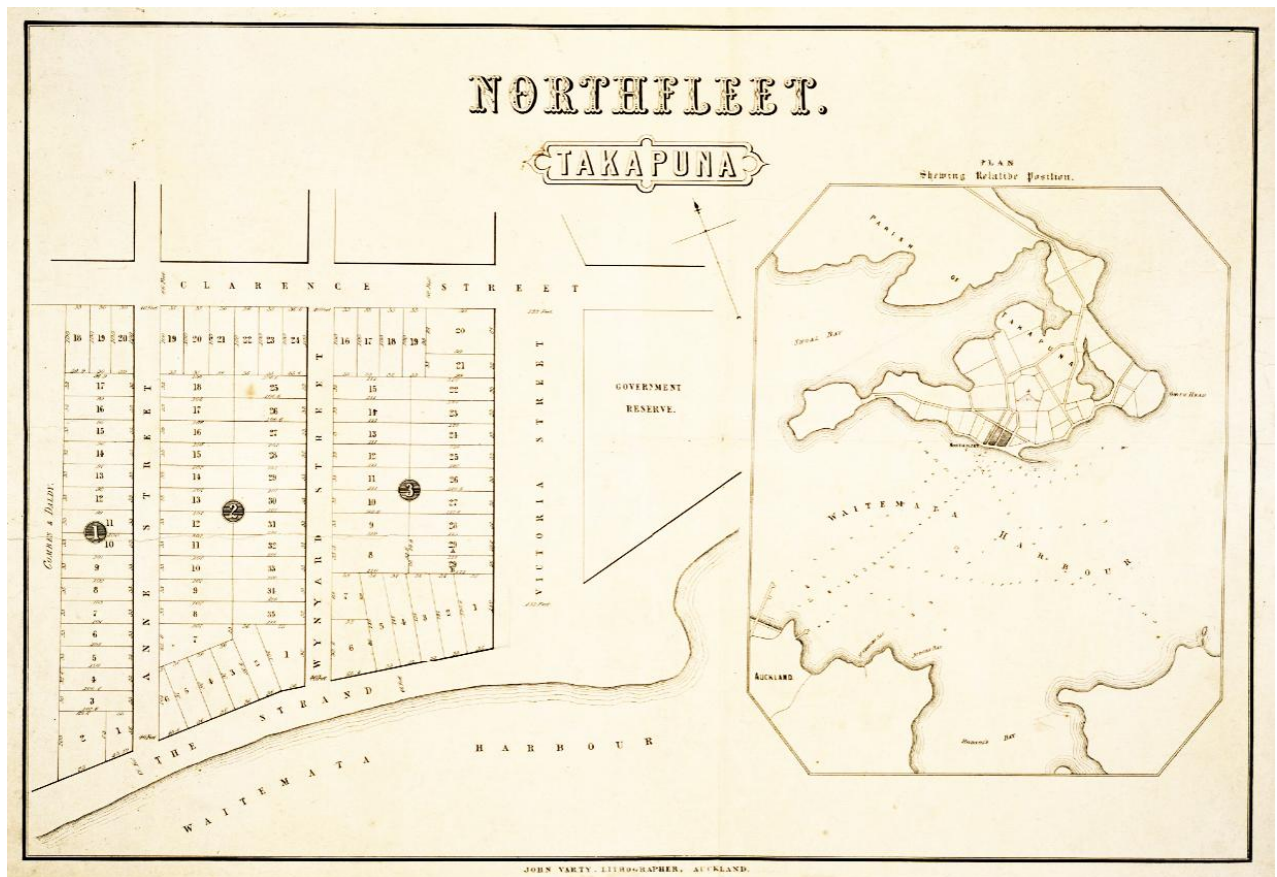


Figure 11: Subdivision 'Northfleet' in 1865.

In the western block in Wynyard St of our study area (lots 34 and 35 of Section 2 Northfleet) most of the lots of this block between Anne and Wynyard Streets were sold by Frederick Whittaker to Theodore Frederic Sandbach Tinne and George Fraser in May 1868, including the two original lots (34 and 35) of our study area (Deeds Register 21D Folio 503 Archives NZ). At this time Fraser and Tinne owned and operated the Phoenix Foundry in Stanley Street in Auckland city. The last original lot sale in Frederick Whitaker's Northfleet subdivision was Lot 22 in 1873 to Mrs Mary Swinnerton (Deeds Register 24D Folio 932 Archives NZ).

By the time of the 1883-1886 plan (Figure 13) mostly wooden one and two storey buildings were constructed in the area. The May's building erected in 1882 on Section 22 Lots 27 & 28 (9-11 & 13-15 Victoria Road) was a rare example built in brick. A fire in 1888 destroyed most of the Allotment between Victoria and Wynyard Street north of this brick building. Today it is the oldest building still standing along Victoria Street. Ten identical houses were constructed on Section 2 on lots owned by Tinne and Fraser, each on a double lot. These are shown in the photograph below from the mid1880s (Figure 14). These were mostly sold from around 1901 after being in the ownership of Theodore Tinne all this time. The remnants of one of these houses is in our study area, likely under the carpark.

More details of the historical development of Devonport and the historic buildings can be found in the report by Adam Wild (Archifact).

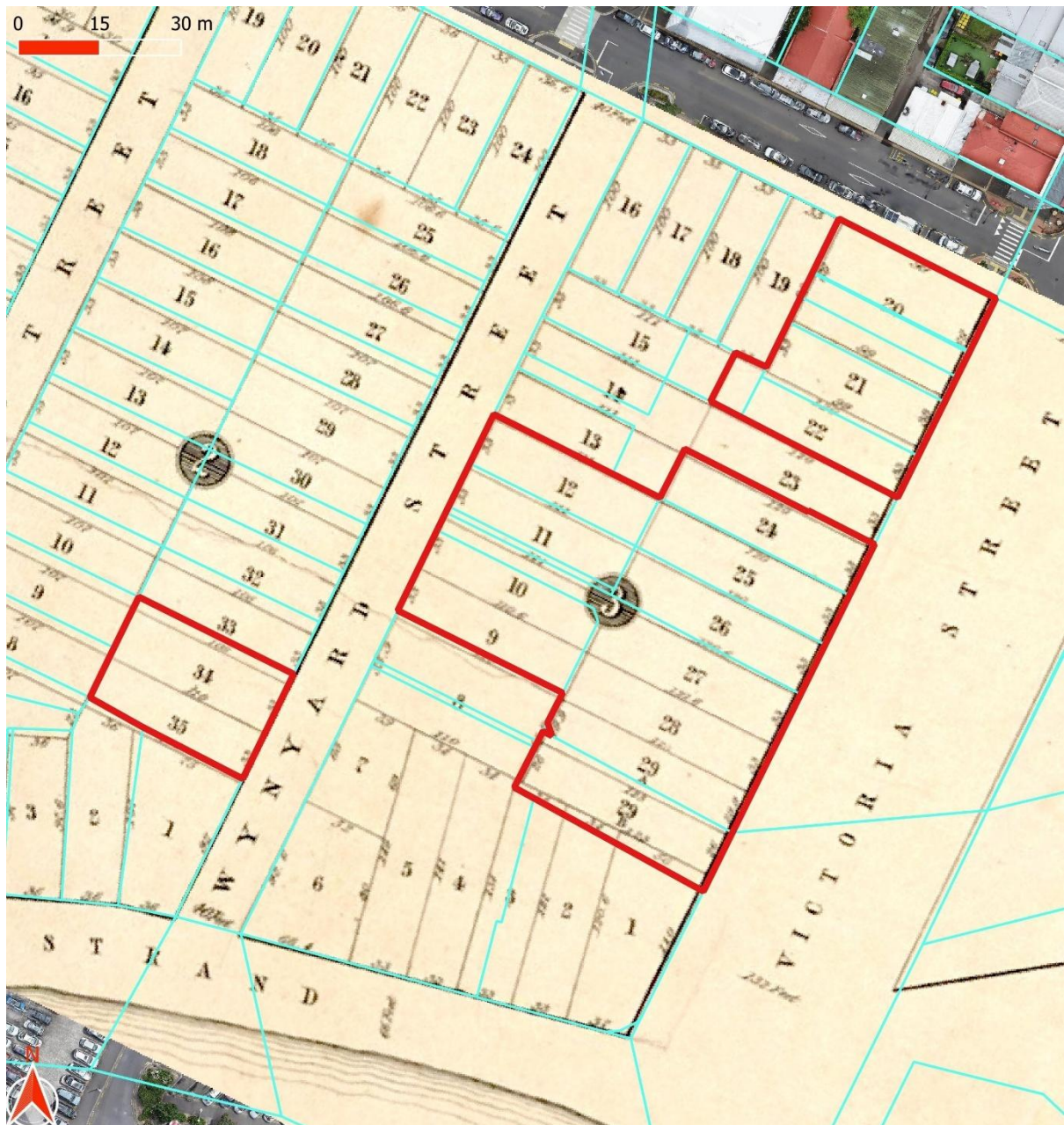


Figure 12: Subdivision 'Northfleet' (1863 to 1865) in relation to the study area.



Figure 13: Map of 1883-1886 showing mainly wooden buildings before the fire in 1888.

5.6. Later Developments

After the 1888 fire the buildings north of the surviving brick building had to be built in brick. Several of these buildings are still standing.

In 1925 a new seawall and new wharves were constructed and together with the new Esplanade Hotel replacing the Flagstaff Hotel in 1903, the study area along Victoria Road started to take the shape we see today.

Many of the buildings along Wynyard Street and at the back of the buildings along Victoria Street originate from a fresh development push in the 1970s.

5.1. Discussion

From pre-Contact times until today the Devonport area has proven to be a significant crossroad between east and west of the Waitemata Harbour and between the Northshore and the CBD. People have been likely living here from the earliest time of Māori settlement. Archaeological dates cover the 15th to the 17th century, and the significant visit of Tainui waka

falls at the beginning of this period. We can expect some occupation of the area until the upheaval of the 1820s.

One of the questions will be to get more detail from the archaeology of the pre and early Contact period.

A further question will be the presence of Māori in this area during the Colonial period, from the time of the Naval Depot to after the Waikato War. Historical sources are often silent on this question; thus archaeology has the potential to add to our knowledge.

The Naval Depot started in 1840 before the land sale in 1841, the Crown Grant in 1853 and the start of residential and commercial development in 1864 (subdivision in 1865).

The question is if there was any occupation from people and their families working at the depot in the study area before the subdivision in 1865.

On the area of Building 5 on Wynyard Street a house was part of 10 identical build in the 1880s between Wynyard and Anne Street. Questions around built for rent, overseas blueprints or even prefabrication could relate to this building buried under a car park.



Figure 14: Detail of an 1880s photograph showing the ten identical buildings between Wynyard and Anne Streets (ATB 1_2-018635-G).

The next stage of the colonial development breaks into two periods: before the fire of 1888 and after the fire of 1888. It is likely that this layer can be used as a marker in the archaeological record.

More details about the early history of the changing occupants for each section has yet to be researched, as any archaeological contexts will relate to these occupants' histories.

In 1925 with building of the seawall the modern development of Devonport started and many of the buildscapes we see today along Victoria Road were in place back then.

6. Archaeological Context

Heritage sites are recorded in three different databases: the archaeological sites recorded in ArchSite, run by the NZ Archaeological Association; significant heritage sites in Tāmaki Makaurau are scheduled in the Auckland Unitary Plan (AUP); and a legacy database created by the Auckland Regional Council, has been taken over by the Auckland Council and has recently been upgraded to run in GeoMaps as *Tūtangi Ora O Ngā Mana Kōrero* (Tūtangi Ora). There is a fair amount of crossing between the databases, as all scheduled sites are also recorded in Tūtangi Ora and most archaeological sites can also be found in Tūtangi Ora. But some archaeological sites are only recorded on ArchSite and some heritage sites are only found in Tūtangi Ora. The scheduled sites in the AUP are all still standing buildings are dealt with in the report of Adam Wild (Archifact).

The following, recorded archaeological sites are close to the study area:

Table 1: Previously recorded archaeological sites in the vicinity

Site #	Type/Name	Impact?	Notes
R11/1447	Shell midden	No impact	Mixed with European material.
R11/1817	Historic area	No impact	Naval Reserve
R11/1950	Historic structures	No impact	Naval Reserve
R11/2869	Historic structure	No impact	Early Victoria wharf
R11/2922	Shell midden	No impact	Occupation horizon, possibly related to R11/2988
R11/2985	Historic structure	No impact	Historic drain.
R11/2986	Koiwi	No impact	Koiwi found under road
R11/2987	Historic structures	No impact	Early seawall.
R11/2988	Shell midden	No impact	Possibly related to R11/2922



Figure 15: Extent of archaeological sites in the vicinity of the development (outlined in red).

Tūtangi Ora shows the following sites on the study area and in close proximity to it (Figure 12). None of the heritage areas reaches into the study area and all recorded historic structures are also scheduled in the AUP. There is one record, Te Kuraeatura (HI-198) – the Headland of Tura – that needs further discussion (see below).

In addition to the archaeological sites some of the buildings in the study area are recorded as Historic Heritage Sites under the AUP:OP (Schedule 14.1).

All buildings that are pre 1900 are also archaeological sites as per definition of the Heritage New Zealand Pouhere Taonga Act but are as yet unrecorded. One disturbed shell midden was found during the site survey (see next chapter) and is also yet to be recorded. The following map (Figure 17) shows the recorded and unrecorded archaeological sites on the study area and in close vicinity.

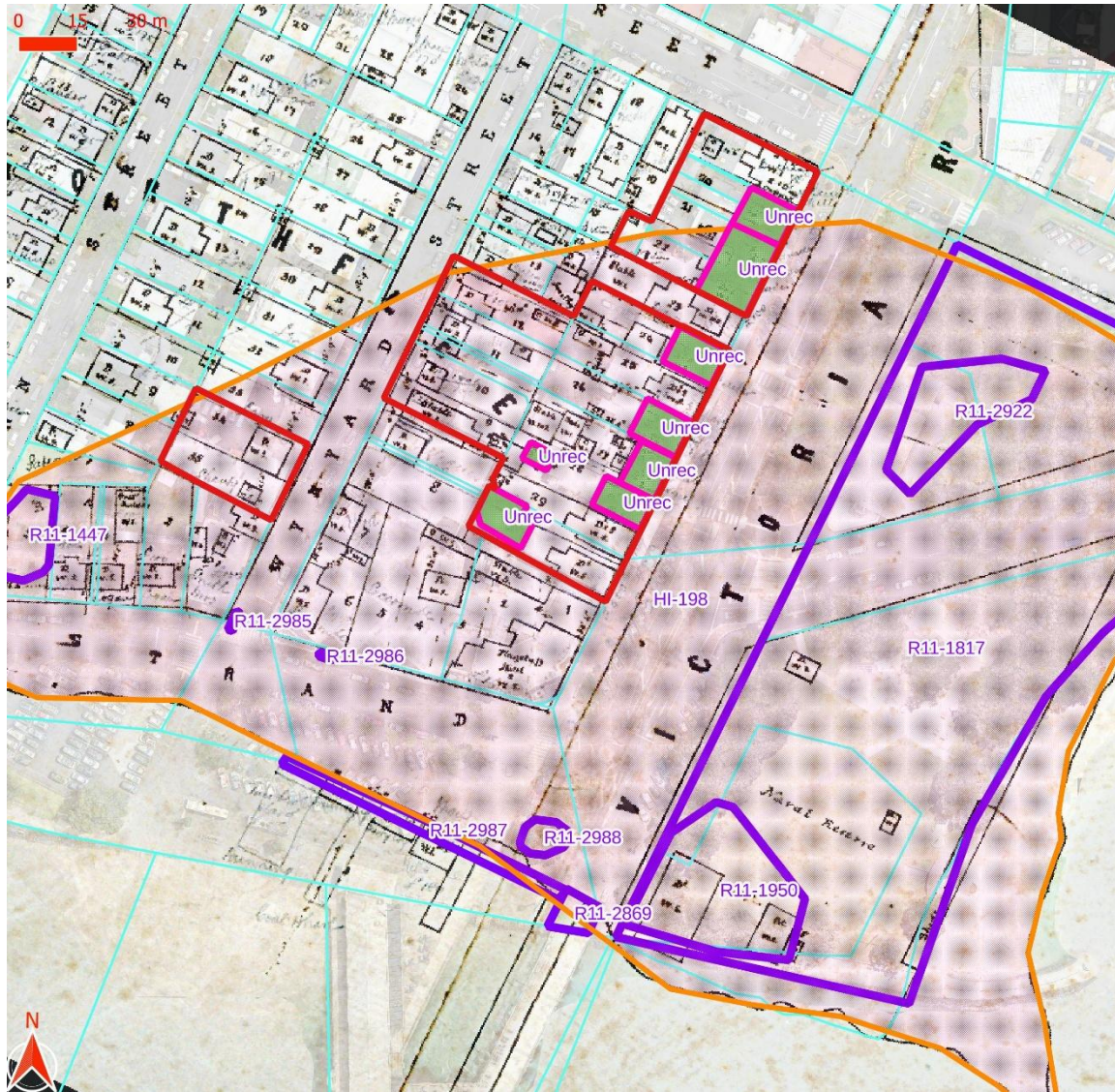


Figure 17: All recorded and unrecorded archaeological sites: archaeological sites (magenta R11/xxxx), and the relevant Tūtangi Ora site (orange outline) that is not already recorded as an archaeological site, HI198 - Te Kuraeatura, 'the headland of Tura'.

6.1. Observations

A walkover of the study area was conducted in November 2025 and two more site visits during February 2026.

Within the study area the walkover revealed two facts: a) the only grassed area shows likely a disturbed shell midden and b) the current surface level on driveways and car parks is probably about 0.5 m higher than the ground in the 1900s.



Figure 18: Disturbed shell in grassed area. Possibly an unrecorded archaeological site.



Figure 19: The same patch of disturbed shell midden (?) just outside the grassed area.



Figure 20: Grassed area behind building inside the study area.



Figure 21: Basement or under floor ventilation of a late 19th century building. This would sit usually at least 0.3 m above the ground. Pavement of modern driveway is therefore likely 0.5m higher than the original ground in 1900.

As the 1970s buildings along Wynyard St seem to have little foundations beyond the base slab, it seems likely that there is a good chance that some historic layers have survived below ground, especially if the modern surfaces are higher than the historic ground level.

It is also obvious that modern services under and around the current buildings will have impacted onto any historic levels or features.



Figure 22: Modern services at the back of heritage buildings.

All buildings within the study area that were constructed before 1900 fulfil the definition of an archaeological site and are therefore treated here as unrecorded archaeological sites. Together with the possible disturbed shell midden we have several unrecorded archaeological sites within the study area. The possible shell midden is the only unrecorded site that will be impacted by the development, all heritage buildings will be retained and refurbished.



Figure 23: Unrecorded archaeological sites within the study area. All bar the disturbed shell midden are buildings and are outside the impact zone by the development (red hatched). These buildings will be refurbished.

6.2. Te Kuraeatura (the headland of Tura)

This is a site named by oral traditions and has been recorded in Tūtangi Ora. It is only recorded as a point feature but it indicates a pre-Contact settlement area. With the help of the recorded and unrecorded pre-Contact sites, including the historic shoreline, we can create the likely extend of an intermittent kāinga. Similar intermittent settlements have been recorded in Tāmaki Makaurau (for example: Campbell 2011 – the NDR site at Auckland Airport).



Figure 24: Te Kuraeatura in relation to pre-Contact sites in this area.



Figure 25: Te Kuraeatura drawn along the coastline of 1883.



Figure 26: Te Kuraeatura in relationship to the 1857 shoreline.

A fireplace within the arcade inside the Mays Building and two brick walls look as if they could have been pre 1900. The arcade in the Mays Building was filled in with a shop in the early 20th century, and a double storey extension was added to the back of the arcade for living quarters for this newly created shop (see Wild, Historic Heritage report). The fireplace was inside this extension and is therefore early 20th century. At the same time another extension was added to the Mays Building north of the arcade and one brick wall is part of this extension and therefore also early 20th century. A thin low brick wall just north of the first brick wall served as backyard separation and back wall of two wooden sheds in the backyards. It is unlikely that these backyard additions date back to the 19th century. Most of the remaining structures date much later to the 1970s and 1980s within the study area.



Figure 27: Kitchen fireplace displayed in the modern arcade opened up in the 1980s, dating back from the infill of the arcade in the early 20th century.



Figure 28: Early 20th century brick wall from the extension to the Mays Building.

7. Discussion

The study area is within an archaeological and historical landscape of high value. The existing pre1900 buildings will be excluded from the impact of the development although their curtilage and two arcades running through them might be impacted by earthworks.

The successive layers of pre-Contact, early Colonial and later 19th century are likely still present in many places of the impact zone of the development, and all could yield important information to the entire human history of the place. Modern service trenches and deeper foundations of modern buildings will have destroyed some of the layers and features, nonetheless it is likely that much will have survived.

Any archaeological information could contribute to those questions:

- Development of the pre-Contact and early Contact settlement
- Māori presence and agency in the colonial context
- Impact of the Naval Depot beyond the military installations
- Development of the mixed residential and commercial zone in the early Colonial period and later Colonial period (separated by the layer of the fire in 1888).
- Development of a housing estate of identical houses for rent.

Ongoing background research will reveal more detailed and nuanced question within the colonial period.



Figure 29: Study area and impact zone (red hatched).

The impact is mainly onto subsurface archaeology. Without any intrusive tests it is difficult to estimate the amount of undisturbed archaeological layers that may still be present.

Nonetheless it is most likely that many archaeological features have survived as most of the modern buildings don't have deep foundations and the rubble from previous demolitions has raised the ground level and presumably capped archaeological layers.

It is recommended to utilise the geotechnical investigations as intrusive tests for the presence or absence of archaeological layers.

It is also recommended that an archaeological ground penetrating radar survey follows the results of the geotechnical investigations.

The high probability of encountering as yet unrecorded archaeological features under the modern building and the tar sealed areas, and the presence of a disturbed shell midden trigger the need to do the enabling earthworks under a general authority to destroy as yet unrecorded archaeological features applied for with Heritage New Zealand Pouhere Taonga under the Heritage New Zealand Pouhere Taonga Act 2014.

An archaeological works plan should guide the archaeological investigation, detailing processes including documentation, sampling strategies (including historic materials), koiwi and taonga tuturu. It is recommended that a suitable interim storage for koiwi and taonga tuturu is created. It is preferable to process archaeological finds including washing and acquisition on site or nearby.

Lastly it is recommended that any required archaeological investigation is isolated from the general earthworks and undertaken in advance of the preparatory earthworks to prevent conflicts between archaeological documentation and timeframes of the building earthworks.

As all the pre 1900 buildings are retained the research up to date has not encountered an archaeological issue that could prevent the development from succeeding.

There are no archaeological issues that couldn't be mitigated under an archaeological authority with an archaeological works plan in place supported by Heritage NZ Pouhere Taonga and mana whenua.

An archaeological investigation has the potential to contribute significantly to our understanding of the development of Te Kuraeatura and Devonport. Already a number of research questions start to form.

An archaeological investigation offers the opportunity to involve the general public through diverse ways ('windows' into the dig and the find acquisition, guided tours, news articles, etc.) and create good will towards the development project.

8. References

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Auckland Council Geomaps: various layers

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Map 8152, Survey map of Devonport

Map 3908a, Auckland Harbour, surveyed by Captn. J. L. Stokes, Commr. B. Drury, R.N. and the officers of H.M.S. Acheron & Pandora, 1848-55

Map 4496-2, Northfleet, Takapuna

Map 9541, Original crown grants, compiled 1918

Land Information NZ

SO3183, Plan of the Naval Depot in 1883