



HERITAGE NEW ZEALAND
POUHERE TAONGA

New Zealand Heritage List/Rārangi Kōrero – Report for a Historic Place **Drovers' Trough and Accommodation Field (Former), Tapapa** **(List No.1681, Category 2)**



View of Drovers' Trough and Accommodation Field (Former), looking northeast from State Highway 5
(Alexandra Foster, HNZPT, 4 Oct 2022)

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Please note that entry on the New Zealand Heritage List/Rārangī Kōrero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

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EXECUTIVE SUMMARY

Purpose of this report

The purpose of this report is to provide evidence to support the inclusion of Drovers' Trough and Accommodation Field (Former) in the New Zealand Heritage List/Rārangī Kōrero as a Category 2 historic place.

Summary

Created in 1911 between the main highway connecting Cambridge and Rotorua and the Waiohotu stream, Drovers' Trough and Accommodation Field (Former) is significant as a rare surviving example of community facilities established to support drovers to transport stock around the country. This network facilitated the intensification and regional specialisation of farming for export in the early twentieth century. Incorporating a fenced field and an unusual triangular concrete water trough, the site utilised water pumping technology to supply difficult to access water from the Waiohotu Stream to the site at the top of the ridge and has the potential to provide information about the use of this technology during the first decades of the century. The ongoing use of the place over many years reflects the importance of the Waikato as a farming centre for small-scale stock farming and later dairy farming in response to new opportunities made available by refrigerated shipping and advanced transport networks which enabled healthy animals to be moved via reliable transport routes with consistent access to water.

Te Kaokaoroa-o-Pātetere, west of the southern Kaimai and Mamaku ranges, has been associated with a number of iwi including Raukawa, and hapū Tūkorehe, who expanded their rohe to include the region following conflict with Ngāti Kahupungapunga. Having become well established in the area by the nineteenth century, Raukawa aligned themselves with the Kiingitanga during the Waikato Wars and subsequently lost parts of their land as a result of raupatu (land confiscations). The land at Patetere was retained under individualised title. The Crown and Pākehā businessmen sought to acquire this desirable land throughout the 1870s and the Crown negotiated to build roads in the hopes of dividing Raukawa away from the Kiingitanga and opening the Waikato to development. The Cambridge to Rotorua road, which provided better connection for shorter travel and tourism opportunities, was conceptualised in 1872 along an earlier ara (pathway) and construction began in 1881. The same year saw part of the Whaiti Kuranui No.2 block, which included the future site of the Drovers' Trough and Accommodation Field (Former), purchased by two Auckland businessmen before being amalgamated into the large estate of the Thames Valley Land Company. Following financial difficulties due to the

Long Depression, the estate was acquired by the Crown who set aside a large area of bushland around the Waiohotu stream as a scenic reserve in 1907.

With the late nineteenth century innovation of refrigerated shipping came opportunities to profitably intensify small scale farming and the Waikato became a farming centre with a proliferation of sheep and dairy farms. Droving stock between farms and between regions to take advantage of specialised environments to raise stock became a key factor in supporting this intensification. Communities worked to create and improve stock routes with new roads and purpose-built facilities for consistent water supply and to accommodate stock during travel. Drovers' Trough and Accommodation Field (Former) was constructed on the Cambridge-Rotorua road in 1911, following many years of campaigning and fundraising by local residents J.W. Wrigley, architect, and Johnathon Kittow, farmer. An eleven acre paddock immediately beside the road was fenced in for use by drovers for their cattle and sheep mobs. A trough, with 9m long sides, was positioned near the road to provide access from within and outside the fenced field and was initially supplied by water pumped from a spring before the piping was eventually extended to the Waiohotu stream for a reliable flow rate.

The trough was in regular use for much of the twentieth century until droving largely ended as use of stock trucks became more prevalent from the 1950s and public attitudes towards droving became more negative as increased personal car use meant the wider public were more frequently delayed when they encountered droving mobs. In 1995 part of the accommodation field was subdivided from the main section and converted into a pilot stock effluent disposal facility. The roadway was realigned and cut down to form a layby for stock trucks disconnecting the water trough from direct road access. Drovers' Trough and Accommodation Field (Former) remains an open field and a line of wooden bollards has been installed along each side of the trough which maintains a current water supply.

1. IDENTIFICATION¹

1.1. Name of Place

Name

Drovers' Trough and Accommodation Field (Former)

Other Names

Drover's Trough

Horse Trough

Drovers' Trough and Stock Yard

¹ This section is supplemented by visual aids in Appendix 1 of the report.

1.2. Location Information

Address

State Highway 5

Tapapa

TIRAU

Additional Location Information

1855006.5mE

5790182.5mN²

There is no official street number for the property which forms Drovers' Trough and Accommodation Field (Former); it is located immediately beside 1315 State Highway 5, Tapapa, TIRAU.

Local Authority

South Waikato District Council

1.3. Legal Description

Pt Sec 77A Block I Patetere North East SD (New Zealand Gazette, 1909, p. 1895), South Auckland Land District

1.4. Extent of List Entry

Extent includes part of the land described as Pt Sec 77A Block I Patetere North East SD (New Zealand Gazette, 1909, p. 1895), South Auckland Land District and the structure known as Drovers' Trough and Accommodation Field thereon. (Refer to map in Appendix 1 of the List entry report for further information).

1.5. Eligibility

There is sufficient information included in this report to identify this place. This place is physically eligible for consideration as a historic place. It consists of land and a structure fixed to land which lies within the territorial limits of New Zealand.

² Approximate location of trough structure.

1.6. Existing Heritage Recognition

Local Authority and Regional Authority Plan Scheduling

Scheduled in South Waikato District Plan Operative, 21 April 2021, Appendix B, Built Heritage Inventory, HINV29, Drover's Trough, Demolition and relocation are Discretionary.

2. SUPPORTING INFORMATION

2.1. Historical Information

Early Māori History

Te Kaokaoroa-o-Pātetere, which lies to the west of the southern Kaimai and Mamaku Ranges, has been associated with multiple iwi.³ Ngāti Kahupungapunga occupied the region prior to the arrival of Tainui waka.⁴ Raukawa, who had been based around the Waikato Basin area, eventually expanded their rohe to encompass Te Kaokaoroa-o-Pātetere after a conflict with Ngāti Kahupungapunga and were well established in Te Kaokaoroa-o-Pātetere and further south by the mid-nineteenth century.⁵ The site of Drovers' Trough and Accommodation Field (Former) lies within the rohe of Tūkorehe, a hapū of Raukawa, whose eponymous ancestor was 'an important tupuna for the Kaokaoroa-o-Patetere district'.⁶ The region was rich with food and water resources including many puna and significant awa.

Raukawa were aligned with the Kiingitanga movement and opposed British colonial forces in multiple battles including Ō-Rākau, Gate Pā, and Te Ranga in 1864.⁷ Substantial portions of

³ Māori Dictionary Online, 'Kaokaoroa-o-Pātetere, Te', URL:

<https://maoridictionary.co.nz/search?idiom=&phrase=&proverb=&loan=&histLoanWords=&keywords=kaokaoroa-o-patetere> [accessed 11 December 2022]

⁴ F.L. Phillips, *Nga Tohu a Tainui: Landmarks of Tainui*, Otorohanga, 1989, pp. 20-21.

⁵ The conflict arose after the killing of Koroukore (Ngāti Raukawa) by her husband Parahore (Ngāti Kahupungapunga) which was witnessed by her servant Ruru who escaped to tell her family. The location where Ruru hid from pursuers is now known as Puta-a-ruru (Putaruru), a town southwest of Drovers' Trough and Accommodation Field (Former). Ngāti Kahupungapunga were reportedly almost destroyed in the ensuing conflict. Paraone Gloyne, *The Blade of the Club of Raukawa*, Published online, June 2017, p. 7; Phillips, 1989, pp. 50-51, 54; F.L. Phillips, *Nga Tohu a Tainui: Landmarks of Tainui, Vol Two*, Otorohanga, 1995, p. 151.

⁶ Pers. Comm, Cliff Kelly to Alexandra Foster, 4 May 2023, as part of Submission provided by Cliff Kelly; As well as Ngāti Tūkorehe '[o]ther Ngāti Raukawa hapū of Kaokaoroa-o-Patetere, both historic and current, include Ngāti Te Rangi, Ngāti Ahu, Ngāti Manu and Ngāti Takaha' and their 'rohe stretches from Tāpapa to Tirau to Te Poi', Peter McBurney, 'Ngāti Mōtai and Ngāti Mahana Cluster of Claims: Manawhenua Report', WAI 215 #T1, Waitangi Tribunal, 28 Sep 2006, p. 32-3, 38, URL: <https://paekoroki.tauranga.govt.nz/assets/downloadwiz/69672>.

⁷ 'Raukawa and the Crown', Raukawa Settlement Journey, URL: <https://www.raukawasettlementjourney.org.nz/raukawa-and-the-crown/> [accessed 8 Nov 2022].

Raukawa land was subject to Raupatu (land confiscation) by the Crown although parts of Te Kaokaoroa-o-Pātetere appear to have largely remained under hapū control under individualised title.⁸ Strategically located near the intersection of routes by land and water connecting Waikato, Tauranga and Rotorua and in close proximity of the military township of Cambridge was the settlement of Te Tāpapa. In January 1870 Te Kooti (Rongowhakaata) joined Hakaraia Mihara, a Waitaha prophet whose ancestral lands around Rotorua had been subject to Raupatu, at Tāpapa while being pursued by Pākehā and Māori Crown forces.⁹ The settlement was attacked and burned by these forces on January 24th 1870 although Te Kooti had left in the preceding days.¹⁰ In the aftermath of the conflict many marae were relocated.¹¹

Further Alienation of Raukawa lands

The Crown and wealthy Pākehā land speculators were expressing interest in acquiring additional land within Raukawa's Waikato rohe by the early 1870s. The Crown, which was working to detach Raukawa from the Kiingitanga, sought to open up the area to development through the construction of roads.¹² One of the proposed roads would connect Cambridge and Rotorua via Tapapa following an older Māori ara along the ridge above Waiohotu Stream and through the Mamaku Ranges. With support from Te Arawa and Pākehā settlers at Rotorua a survey of the road was begun in 1872 however, the Kiingitanga and groups within Raukawa opposed the work which was quickly put on hold while further negotiations were conducted between the iwi and the Crown.¹³ An agreement was reached in the early 1880s, although not all within Raukawa were in support, and construction was undertaken by the Armed Constabulary from 1881.¹⁴ Water was difficult to access during construction as the waterways were in deep gullies and had to be pumped up and carried to the camps. The new

⁸ 'Deed of Settlement of Historical Claims: Raukawa Deed of Settlement', 2 Jun 2012, p. 9.

⁹ Judith Binney. 'Te Kooti Arikirangi Te Tūruki', Dictionary of New Zealand Biography, first published in 1990. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/1t45/te-kooti-arikirangi-te-turuki> (accessed 16 December 2022)

¹⁰ Evelyn Stokes, *Te Raupatu O Tauranga Moana: The Confiscation of Tauranga Lands*, WAI 215 A002, 1990, p. 139; 'Waitaha Deed of Settlement, 20 Sep 2011, p. 13.

¹¹ Pers. Comm, Cliff Kelly to Alexandra Foster, 4 May 2023, as part of Submission provided by Cliff Kelly.

¹² 'Raukawa Deed of Settlement', p. 15.

¹³ *Lyttelton Times*, 30 Aug 1872, p.3; *Bay of Plenty Times*, 19 Oct 1872, p. 2, 11 Sep 1875, p.3; C.W. Vennell, Mona Gordon, W.E.W. FitzGerald, T.E. McMillan, & G.Gilmore Griffiths, *Centennial History of Matamata Plains*, Matamata, 1951, p. 93; 'Raukawa Deed of Settlement', 2012, p. 15; 'Raukawa and the Crown', [accessed 8 Nov 2022].

¹⁴ *Waikato Times*, 12 Feb 1880, p. 2, 10 Mar 1881, p.2; *NZH*, 22 Sep 1880, p.6, 8 Feb 1881, p.4; Eric Beer & Alwyn Gascoigne, *Plough of the Pākehā*, Cambridge, 1975, p. 264.

route greatly shortened the distance to Rotorua from Auckland and supported thermal tourism in Rotorua and Okoroire as well as other essential industries.¹⁵

During the 1870s Crown agents and Pākehā land speculators began meeting with individuals from Raukawa in efforts to purchase large blocks of land although Raukawa banned surveying within their rohe.¹⁶ In 1873, following the killing of Timothy Sullivan – a Pākehā farm worker who trespassed near the Autaki line, the Government re-instituted Crown pre-emption on all land purchases in Patetere, meaning that only the Crown could purchase the land directly from Raukawa.¹⁷ However land speculators continued to secretly meet with Raukawa and give them money in the hopes of being able to obligate a sale at a later date, while publicly lobbying for a law reversal in their favour. Following the defeat of George Grey's administration in 1879 and with the onset of the Long Depression the incoming government decided that it was not economically feasible to purchase the Patetere and Whaiti Kuranui blocks and the pre-emption block was removed.¹⁸ The land speculators, generally wealthy Auckland businessmen who would not be affected by the Depression for several more years, formed syndicates to purchase extensive amounts of land from Raukawa.¹⁹ Large portions of the Whaiti Kuranui No. 2 block, near Te Tāpapa, including Section 2 which encompassed part of the Cambridge-Rotorua road and Waiohotu Stream, was purchased by Edwin Barnes Walker of Mona Vale, Cambridge, and Joseph Howard of Auckland in 1881.²⁰ This block was then consolidated under the ownership of the Patetere Land Company, later the Thames Valley Land Company (TVLC), which Walker and Barnes were both directors of.²¹

Many of the large estates purchased by these syndicates failed financially in the 1890s as they were not able to be developed profitably during the Long Depression.²² After raising funds for the company in London, including additional investment from the Bank of New Zealand (BNZ) who had advanced funds for the initial land purchases, the Thames Valley Land Company was in serious financial difficulty by the mid-1890s.²³ In an effort to save the BNZ

¹⁵ NZH, 29 Mar 1890, p.1 (SUPPLEMENT).

¹⁶ Vennell, et al, 1951, p. 93.

¹⁷ R.C.J. Stone, *James Dilworth*, Auckland, 1995, p. 196.

¹⁸ Stone, 1995, p. 197.

¹⁹ Stone, 1995, p. 197.

²⁰ Beer & Gascoigne, 1975, p. 127; Stone, 1995, p. 194.

²¹ Beer & Gascoigne, 1975, pp. 241, 325; Stone, 1995, p. 199.

²² Nancy Swarbrick, 'Waikato region', Te Ara - the Encyclopedia of New Zealand, <http://www.TeAra.govt.nz/en/waikato-region/print> (accessed 20 March 2023)

²³ Vennell, et al, 1951, p. 125; Stone, 1995, pp. 199-200; R.C.J. Stone, *Makers of Fortune: A Colonial Business Community and its Fall*, Auckland, 1973, pp. 85-86; Beer & Gascoigne, 1975, pp. 329-331; Elsie Monahan, *Bedrock and Rail: South Waikato Pre*

from collapse the Government stepped in to bail out the bank and took the TVLC assets into Crown control.²⁴ Much of the land was subsequently sold as farms, including one adjoining the Cambridge to Rotorua road to John Kittow, and part of Whaiti Kuranui 2C, where the Water Trough and Accommodation Field would later be created, was set aside as a Scenic Reserve.²⁵

Droving in New Zealand

During a period of tightening connections between New Zealand and Britain identified by historian James Belich as recolonisation, the number of small farms around New Zealand increased 30-fold between 1890 and 1911, largely on the back of protein farming of high volumes of sheep, cattle and dairy for refrigerated export to Britain.²⁶ By 1901 protein exports comprised two thirds of all New Zealand exports to Britain.²⁷ The development of a pastoral economy of commercially viable, intensive small scale farms established stratified farming operations tailored to the topography of different parts of the country, necessitating increased stock movement to take advantage of differing environmental conditions.²⁸ Since the earliest sheep farms in the South Island began in the nineteenth century, droving, the movement of stock 'from farmgate to saleyards, abattoirs, railheads, freezing works or another farm' on hoof by road, had been an integral method of stock transport around the country.²⁹ With increasing intensification and specialisation of farming operations around the turn of the century, droving of sheep and cattle, either to a railhead where available or the entire distance farm to farm, was an essential facilitating factor.³⁰ It was a way of life for the drovers who would regularly travel the same routes for weeks or months with their mobs.³¹ Many Māori found employment as drovers including whānau from Tapapa.³² The practice required reliable road routes which were advocated for by Māori and Pākehā who saw the

1920, Matamata, 2017, p. 32

²⁴ Many large land estates in the Waikato were broken up during this period. Beer & Gascoigne, 1975, pp. 329-331.

²⁵ Monahan, 2017, p. 38.

²⁶ Belich, 2001, pp. 29-30

²⁷ Belich, 2001, p. 53.

²⁸ Low, 2014, p. 40; James Belich, *Paradise Reforged: From the 1880s to the Year 2000*, Auckland, 2001, p. 53.

²⁹ Ruth Entwistle Low, *On the Hoof: The untold story of drovers in New Zealand*, Auckland, 2014, p. 15; Sheridan Gundry, *Making a Killing: A history of the Gisborne-East Coast freezing works industry*, Gisborne, 2004, p. 124.

³⁰ Low, 2014, pp. 39- 53.

³¹ Low, 2014, pp. 39- 53; Gundry, 2004, pp.124-6.

³² Pers. Com. Tharron Bloomfield to Alexandra Foster, 17 March 2023; Pers. Comm, Cliff Kelly to Alexandra Foster, 4 May 2023, as part of Submission provided by Cliff Kelly.

opportunities for rural communities.³³ Many droving routes became well established around the country. Well built and maintained stock routes meant stock arrived at their destination in good condition saving farmers time and money.³⁴ By 1894 the Tapapa to Rotorua Road was already regularly being used for droving and formed part of a route between Heretaunga and Horotiu.³⁵

The Gisborne and East Coast region was the largest sheep-bearing area in the Auckland province however, there were few local freezing works prior to 1911.³⁶ In 1908 approximately 80,000 ewes were transported north from Gisborne, of which 16-20,000 were taken to small farms in the Waikato which needed to be regularly restocked as the region became a farming centre.³⁷ From at least 1905 public pressure for improved stock routes connecting Gisborne and the East Coast to the Waikato and further north were supported by the Farmers' Union as well as Māori leaders such as Rua Kenana who hoped accessible stock routes would make his Maungpōhatu community economically viable.³⁸ Improvements undertaken included new roads to substantially shorten the journey by up to 14 days, as well as the provision of stock yards and water supplies that drovers could use for their stock between destinations. In 2023, Tūkorehe kaumatua Steven O'Brien recalled that his Tupuna tāne (grand-uncle) Putu O'Brien, who worked as a cattle drover on the Gisborne – Horotiu route during the 1960s, would travel about fifteen miles a day between regular stops during his two – three month journeys, including stops at 'Okoroire near the current camping ground' and a shepherd's hut on the road to Rotorua.³⁹

Creation of Drovers' Trough and Accommodation Field

Farmers near Tapapa called for droving facilities in their area in the early twentieth century including Johnathon Kittow, who offered the water supply from his own farm, and J.W. Wrigley, an architect from Rotorua who had assisted in the design and construction of the

³³ *Waikato Times (WT)*, 18 Oct 1905, p. 3.

³⁴ *NZH*, 13 Feb 1908, p. 9.

³⁵ *WT*, 3 Mar 1894, p.8; Pers. Comm, Cliff Kelly to Alexandra Foster, 4 May 2023, as part of Submission provided by Cliff Kelly.

³⁶ Only two freezing works were in operation in Gisborne during the nineteenth century (Taruheru and Kaiti) with none in the northern areas of the region. Heritage New Zealand Pouhere Taonga, 'Tokomaru Bay Freezing Works Ruins', List No. 3481, URL: <https://www.heritage.org.nz/list-details/3481/Tokomaru%20Bay%20Freezing%20Works%20Ruins> [accessed 17 Mar]; Gundry, 2004, pp. 9-19.

³⁷ *Waikato Argus (WA)*, 28 Jan 1908, p. 3; *NZH*, 4 Dec 1907, p. 4; *Bay of Plenty Times*, 27 Dec 1907, p.4.

³⁸ *Poverty Bay Herald*, 24 Jun 1903, p. 2, 19 Sep 1903, p. 3; *Waikato Times*, 18 Oct 1905, p. 3; Dictionary of New Zealand Biography, first published in 1996. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/3r32/rua-kenana-hepetipa> (accessed 7 March 2022).

³⁹ Submission provided by Cliff Kelly, 10 Jun 2023, copy in Appendix 4

Rotorua bathhouse in 1903-6.⁴⁰ The need for facilities on the Tapapa to Rotorua road was officially recognised in July 1909 when an 11 acre portion in the block was gazetted by the Crown for a 'Stockyard and water reserve for stock'.⁴¹ The reserved land included a puna (spring) that was historically utilised by Tūkorehe for drinking, preparation of kai, and tikanga purposes.⁴² The land was subsequently vested in the Matamata County Council in September of the same year although it took until 1911 for the paddock and trough to be properly established due to funding issues.⁴³ The government refused to fully fund the £150 cost, instead suggesting they would subsidise any money contributed by the county council pound for pound up to £75.⁴⁴ As there were very few ratepayers in the area, which was largely composed of Māori land and scenic reserve, the local settlers, led by Wrigley, struggled to raise their half of the funds.⁴⁵ In March 1911 Wrigley proposed a less expensive scheme to only build the trough and leave the stock paddock unfenced but the council rejected the plan, deciding that the full scheme needed to be completed or nothing would be done at all.⁴⁶ By September 1911 Wrigley had raised nearly £70 by subscription and the council agreed to apply for the government subsidy and cover any remaining costs.⁴⁷ By the time funding was secured the need for the water supply was becoming urgent as a new saleyard had been established at Ngongotaha and a large number of cattle had accordingly passed through the area.⁴⁸ After calling for tenders, the fencing and trough construction was completed by mid-November. Although J.W. Wrigley evidently supplied a design for the trough and pumping system, it does not appear to have been adopted for this project.⁴⁹

The site was generally L-shaped and ran parallel to a steep gully along the north side. The east end extended down into the gully to encompass the spring.⁵⁰ The field was cleared of bush and trees with a fenced rectangular perimeter to secure stock between the road and the gully. The trough was positioned slightly to the east of centre along the southern edge

⁴⁰ Rotorua Library, 'Happy 50th Birthday to the Rotorua Museum: Fifty Years in the Bath House', 8 Nov 2019, URL: <http://rotoruadistrictlibrary.blogspot.com/2019/11/happy-50th-birthday-to-rotorua-museum.html> [accessed 20 Dec 2022].

⁴¹ *Waikato Independent (WI)*, 2 Mar 1909, p. 5; *New Zealand Gazette*, 1909, pp.1456, 1885, 1895.

⁴² Pers. Comm, Cliff Kelly to Alexandra Foster, 9 & 13 June 2023, as part of Submission provided by Cliff Kelly.

⁴³ *New Zealand Gazette*, 1909, p. 2391-2

⁴⁴ *WA*, 7 Jun 1910, p. 2

⁴⁵ *WA*, 7 Mar 1911, p. 2.

⁴⁶ *WA*, 7 Mar 1911, p. 2.

⁴⁷ *WT*, 6 Sep 1911, p. 3.

⁴⁸ *WA*, 3 Oct 1911, p. 2.

⁴⁹ *WI*, 7 Nov 1911, p. 5.

⁵⁰ SO 14743, LINZ.

near the road. The concrete trough was a triangular structure with one side parallel to the road. The fence along the road edge was angled diagonally to meet each corner of the trough with a gate on either side making the trough accessible from two sides inside the field and the road without needed to go through the gate. Constructed of concrete bricks, the trough measured approximately 9m along each side and was connected to the spring by pipes. The water supply was then pumped from the spring to the trough with a Number 15 pump.

Use of Drovers' Trough and Accommodation Field

Within a short time of completion, the Trough and Accommodation Field were in frequent use for cattle and sheep mobs, forming part of a network of resting stops along the droving route.⁵¹ As well as being used by drovers, the trough was quickly put to other purposes including as a stopping location for passing motorcars by 1914.⁵² Kittow – who still farmed his adjoining property – regularly hosted drovers overnight in his farmhouse which reflected the community links that were established through droving.⁵³ The Matamata council continued to manage the place for many years and by the late 1930s had appointed a local farmer to maintain the site with compensation in the form of grazing rights in the Accommodation Field.⁵⁴ Also during the 1930s the Tapapa to Mamaku section of the road was reconstructed and resealed improving access to the site.⁵⁵

Although well used, the trough had recurring problems with its water supply during its first fifteen years. During and immediately after dry periods the water flow through the pump at the spring was insufficient for the pump size that had been installed resulting in periods when the trough would run dry, a particular problem for drovers with larger herds.⁵⁶ Repairs were regularly made to system and in 1915 the pump was replaced by a Blake Hydram pump specially imported from England.⁵⁷ This did not entirely resolve the issues however and so a decade later the water supply was reorganised to draw directly from the Waiohotu Stream at the bottom of the gully on the north side and further overhauled again two years later.⁵⁸ The fences around the Accommodation paddock were renewed in 1938 and in April 1939 local

⁵¹ *Te Puke Times*, 30 Jun 1914, p. 3; Submission provided by Cliff Kelly, 10 Jun 2023, copy in Appendix 4.

⁵² *WA*, 20 Jun 1914, p. 4.

⁵³ *Putaruru Press*, 26 Feb 1925, p. 2.

⁵⁴ *Matamata Record*, 19 Sep 1938, p. 2, 29 May 1939, p. 5.

⁵⁵ Elsie Monahan, *Hard Times and Hope: South Waikato 1920-1950*, Matamata, 2019, p. 69.

⁵⁶ *WA*, 9 Jul 1913, p. 2, 7 Oct 1913, p. 2; *Matamata Record (MR)*, 30 Dec 1918, p. 2.

⁵⁷ *WT*, 4 Mar 1915, p. 3.

⁵⁸ *WI*, 27 Jan 1927, p. 3; *WT*, 15 Oct 1927, p. 10.

farmers suggested replacing the triangular trough with larger rectangular troughs which would make water provision for large herds more practical.⁵⁹ Possibly due to the outbreak of the Second World War (1939-1945) later that same year, these plans were never developed further.

Decline of Droving

Droving as the main form of road transport of animals had first begun to decline in the late 1920s however a nationwide shift towards use of stock trucks accelerated from the 1950s as farmers increasingly built the farm infrastructure necessary for loading and unloading trucks.⁶⁰ Droving continued longer in the North Island than the South Island due to the higher proportion of cattle stock.⁶¹ In addition to changing farming habits, public attitudes towards droving became more negative during the later twentieth century as more people had access to cars and encountered delays due to droving mobs on roads more frequently leading to greater restrictions via council bylaws.⁶² By the last decades of the century droving had almost completely disappeared from New Zealand roads.

With the increase of stock trucks on the road, the discarding of stock effluent directly onto the road surface caused slippery patches to develop which were hazards for other motorists as well as causing adverse effects on the natural environment.⁶³ In the Waikato in 1992 a motorcyclist was killed after losing control of their bike driving through one of these patches and in response the Waikato Region began creating stock effluent disposal facilities to stop effluent being discharged directly onto the road.⁶⁴ The Tapapa Drovers' Trough and Accommodation Field had largely been maintained as originally built with direct access to the trough from the roadside, despite the decrease in use by drovers, until 1995 when the most substantial change to the site was undertaken. A rectangular section in the centre of the Accommodation Field was taken for a Stock Effluent Disposal with drains, anaerobic/aerobic oxidation pond system, and soakage trenches constructed as part of a pilot program.⁶⁵ The trough remained in situ to the immediate east of the disposal site boundary. The road

⁵⁹ *MR*, 19 Sep 1938, p. 2, 27 Apr 1939, p. 7; *Putaruru Press*, 22 Sep 1938, p. 6.

⁶⁰ Low, 2014, pp. 227-8, 233-4.

⁶¹ Low, 2014, p. 234.

⁶² Low, 2014, pp. 230-1.

⁶³ Isy Kennedy, '2010-2016 Regional Stock Truck Effluent Strategy for the Waikato Region', Environment Waikato, Oct 2010, p. 9.

⁶⁴ Jean-Paul Thull, 'Management of Stock Effluent Spillage from Trucks in New Zealand', Lincoln, Sep 1999, p.2

⁶⁵ Thull, 1999, pp. xiv, 18, 21.

alignment was also rebuilt to form a layby bay for trucks to stop in while using the facility. Access to the trough from the road was entirely disrupted with these changes. The new fence line ran along the roadside, no longer connected to the trough, and the road level was cut lower than the trough.

The trough has been maintained since 1995 with wooden bollards to protect the structure installed. The Accommodation Field has been in use as part of farm.

Associated List Entries

N/A

2.2. Physical Information

Current Description

The place includes a representative portion of the twentieth century Accommodation Field and the trough structure.

Context

Drovers' Trough and Accommodation Field (Former) is located on the north side of State Highway 5 between Tapapa and the Mamaku Ranges. The area is generally rural with farms to the west and south of the site while the Selwyn Scenic Reserve borders the north and east sides. The place lies parallel to two transport routes via the Waiohotu Stream in the gully to the north and State Highway 5 – a Māori ara and nineteenth century road connecting Cambridge and Rotorua. The westernmost part of the 1911 Accommodation Field site is separated from Drovers' Trough and Accommodation Field (Former) by a Stock Effluent Disposal site. That part of the original extent remains in pasture and contains a modern round water trough and a large shelter tree. The Stock Effluent Disposal site, and associated road layby, occupies the central portion of the original Accommodation Field. The site incorporates two settling ponds as well as a drain in the sealed layby road.

In the wider landscape there are two Marae associated with the Iwi/Rūnanga Raukawa. Tāpapa marae ('Hapū: Ngāti Tūkorehe, Ngāti Kapu Manawawhiti, Ngāti Te Rangitawhia, Ngāti Te Rangi') is located to the west of Drovers' Trough and Accommodation Field (Former) and Ruapeka marae ('Hapū: Ngāti Tūkorehe') is located Southwest.⁶⁶ Another parcel of scenic

⁶⁶ Tapapa, Māori Maps, URL: <https://maorimaps.com/marae/tapapa> [accessed 6 June 2023]; Ruapeka, Māori Maps, URL: <https://maorimaps.com/marae/ruapeka> [accessed 6 June 2023]

reserve known as Tūkorehe Reserve is situated between Ruapeka and Drivers' Trough and Accommodation Field (Former), bordering the state highway on both sides with dense native bush. This bush land was traditionally used by Tūkorehe for gathering kai and rongoā (medicinal plants). The reserve was formally established during the 1930s and initially known as Fitzgerald Glade after a local engineer who led planning efforts to rebuild and improve local roads. In the years immediately after its creation, a stone memorial in memory of eponymous ancestor Tūkorehe was installed in the reserved land, which was always known as Tūkorehe Reserve by whānau.⁶⁷ In 1973 Tūkorehe Scenic Reserve was formally adopted as the official name for the reserve. The reserve is of significance to Tūkorehe and Raukawa.

Site

The site is a large generally rectangular piece of land which forms the easternmost portion of the former Accommodation Field, and part of the northern gully above the Waiohotu stream with the spring from which water was initially drawn. The main part of the field is grassed while the gully has dense bush and is separated by a fence. The land is also fenced with a post and wire fence along its south and west sides with the trough in the southwest corner. The east side is unfenced and open to the wider scenic reserve. The site generally slopes down northwards.

Trough

The Drivers' Trough is an unusual triangular design. Constructed from concrete, the trough measures approximately 9m meters along each side and is oriented with one side parallel to the road. Built on a slight slope downwards towards the south, the height of the sides above ground level is not consistent with the southern side being tallest. The trough is still in use and connected to a piped water supply at the southeast corner. There are a series of timber bollards installed around the trough to protect the structure. Some portions of the capping along the south and east sides are missing.

Comparisons

The triangular design of the trough is an unusual design and no similar examples were located during this assessment. Stock troughs on farms and drivers' troughs appear to have generally been rectangular. Examples of surviving troughs include several horse troughs in urban contexts such as Khandallah Road Horse Trough, Wellington, and Horse Trough,

⁶⁷ Pers. Comm, Cliff Kelly to Alexandra Foster, 4 May 2023, as part of Submission provided by Cliff Kelly; Luke Kirkeby, 'Often overlooked historic Waikato memorial could get new home', *Stuff.co.nz*, 4 Feb 2021, URL: <https://www.stuff.co.nz/pou-tiaki/te-reo-maori/300221952/often-overlooked-historic-waikato-memorial-could-get-new-home>

Sturdee Street Market Place, Auckland, memorial troughs such as Water Trough, Hitchman's Corner, Fielding, and Robert Lee's Memorial Trough, Ladies Mile, Queenstown, as well as some concrete troughs.⁶⁸ Many troughs that were built for droving have demolished due to their proximity to roads which over the twentieth century have been widened.⁶⁹

Construction Professionals

Unknown

Construction Materials

Concrete

Timber and wire fence

Key Physical Dates

1911 Original Construction – Drivers' Trough and fencing of Accommodation Field

1995 Modification – realigned fencing along road frontage

Uses

Agriculture Stock Well/Tank

Agriculture Stock yards (Former)

2.3. Chattels

There are no chattels included in this List entry.

2.4. Sources

Sources Available and Accessed

Primary sources accessed include survey plans, contemporary news articles on PapersPast, and kōrero from Tūkorehe hapū. The place was viewed from the road on 4 October 2022.

⁶⁸ 'Khandallah Road Horse Trough', Wellington City Council, URL:

<https://www.wellingtoncityheritage.org.nz/buildings/objects/29-khandallah-road-horse-trough> [accessed 1 December 2022]; Auckland Unitary Plan Historic Heritage Schedule 14, ID 01917 [accessed 1 December 2022]; Queenstown Lakes District Plan, Chapter 26 Historic Heritage, URL: <https://www.qldc.govt.nz/media/11pdswwf/pdp-chapter-26-historic-heritage-apr-2021.pdf> [accessed 1 December 2022]; Manawatu District Plan, Appendix 1 Heritage Places, URL: https://www.mdc.govt.nz/_data/assets/pdf_file/0016/11266/Appendix-1-Gen-1-PC51-operative-PC65-legal-effect.pdf [accessed 1 December 2022].

⁶⁹ Alan Sharp, 'Old troughs tell tales', *Number 8 Wire Network: News for the rural greenness north-east of Hamilton*, URL: <https://www.number8network.co.nz/2013/05/27/old-troughs-tell-tales/> [accessed 1 December 2022].

Secondary sources included Waitangi Tribunal reports, local and national history texts, websites with relevant information.

Further Reading

Low, Ruth Entwistle, *On the Hoof: The untold story of drovers in New Zealand*, Auckland, 2014.

3. SIGNIFICANCE ASSESSMENT⁷⁰

3.1. Section 66 (1) Assessment

This place has been assessed for, and found to possess archaeological, historical, and technological significance or value. It is considered that this place qualifies as part of New Zealand's historic and cultural heritage.

Archaeological Significance or Value

Drovers' Trough and Accommodation Field (Former) has archaeological significance as an example of an early twentieth century trough which has the potential to provide information about water provision and pumping engineering in early twentieth century. As one of few documented troughs it has the potential to provide evidence about the use of this technology.

Historical Significance or Value

Drovers Trough and Accommodation Field (Former) has historical significance as an example of the infrastructure created in the early twentieth century to support droving, a practice which was essential to facilitating the intensification of small-scale farming in the protein industry which capitalised on the economic opportunities provided by refrigeration for export to overseas markets. The creation of the place reflects the ongoing improvements to stock routes in the late nineteenth and early twentieth centuries to facilitate this form of animal transport before truck transport became the primary transport mode in the middle of the century. It demonstrates the importance of droving to rural communities as evidenced by the local efforts to create, maintain and support use of the place over many decades.

⁷⁰ For the relevant sections of the Heritage New Zealand Pouhere Taonga Act 2014 see Appendix 5: Significance Assessment Information.

The location of Drovers' Trough and Accommodation Field (Former) further reflects the importance of the Waikato as a farming centre in the twentieth century. Being on the road connecting the Waikato to Rotorua and onto the East Coast demonstrates the high levels of stock transport between these regions which facilitated the growth of protein and dairy exports in the North Island.

Technological Significance or Value

Drovers' Trough and Accommodation Field (Former) has technological significance as a rare surviving example of a water pumping system connect to a trough to supply stock routes for traveling stock. This technology was common in the early twentieth century as maintaining consistently available water supplies along droving routes was essential for ensuring stock remained in good condition.

3.2. Section 66 (3) Assessment

This place was assessed against the Section 66(3) criteria and found to qualify under the following criteria a, b, c, f, and k. The assessment concludes that this place should be listed as a Category 2 historic place.

(a) The extent to which the place reflects important or representative aspects of New Zealand history

The place reflects the importance of the pastoral economy and recolonisation, via the protein export industry, to the development of the New Zealand economy in the early twentieth century and the importance of animal transport in this change. Droving was an essential factor to facilitate intensification of farming practice in New Zealand in the early twentieth century which was facilitated through the construction of facilities for drovers and stock along established droving routes.

The place particularly reflects the development of important stock routes between Gisborne and Waikato which were lobbied for by Māori and Pākehā to expand opportunities for local communities and take advantage of environmental advantages in different regions, and their ongoing importance in supplying stock for intensification of farming in the region.

(b) The association of the place with events, persons, or ideas of importance in New Zealand history

Drovers' Trough and Accommodation Field (Former) is associated with J.W. Wrigley who was one of the architects of the notable Rotorua Bath House – which also relied on water pumping for supplying water to the facilities. Wrigley was closely involved in the creation of the place through his work to promote the scheme, raise the necessary funds for its construction and contributions to the design process.

(c) The potential of the place to provide knowledge of New Zealand history

Drovers' Trough and Accommodation Field (Former) has the potential to provide knowledge about twentieth century inground piping technology which was utilised to pump water from the spring and later from the Waiohotu stream as the water supply for the trough.

(f) The potential of the place for public education

The place has the potential for public education as it is located in a highly visible location with a visual public access due to the proximity of the trough to the road. The relationship between Drovers' Trough and Accommodation Field (Former) and this main route has been largely preserved and demonstrates the importance of the provision of stock facilities around New Zealand particularly through the retention of the original trough.

(j) The importance of identifying rare types of historic places

Drovers' Trough and Accommodation Field (Former) is a surviving example of twentieth century infrastructure created support driving. The place contains a rare example of a trough created specifically for driving use, a formerly common type of structure built along stock routes which is further of an unusual triangular design.

(k) The extent to which the place forms part of a wider historical and cultural area

Drovers' Trough and Accommodation Field (Former) forms part of a wider historical and cultural area associated with travel and transport through its connections to State Highway 5, which is laid out over an earlier Māori ara, and to Waiohotu Stream, a waterway of significance to iwi. This area reflects the importance of transport networks for a range of activities, and how regions have been connected over time. The place forms part of a cultural landscape of significance to Tūkorehe including the waterways and Tūkorehe Scenic Reserve.

The place additionally forms part of a historical landscape associated with changing animal transport methods alongside the neighbouring stock effluent disposal site and other section of the former accommodation field.

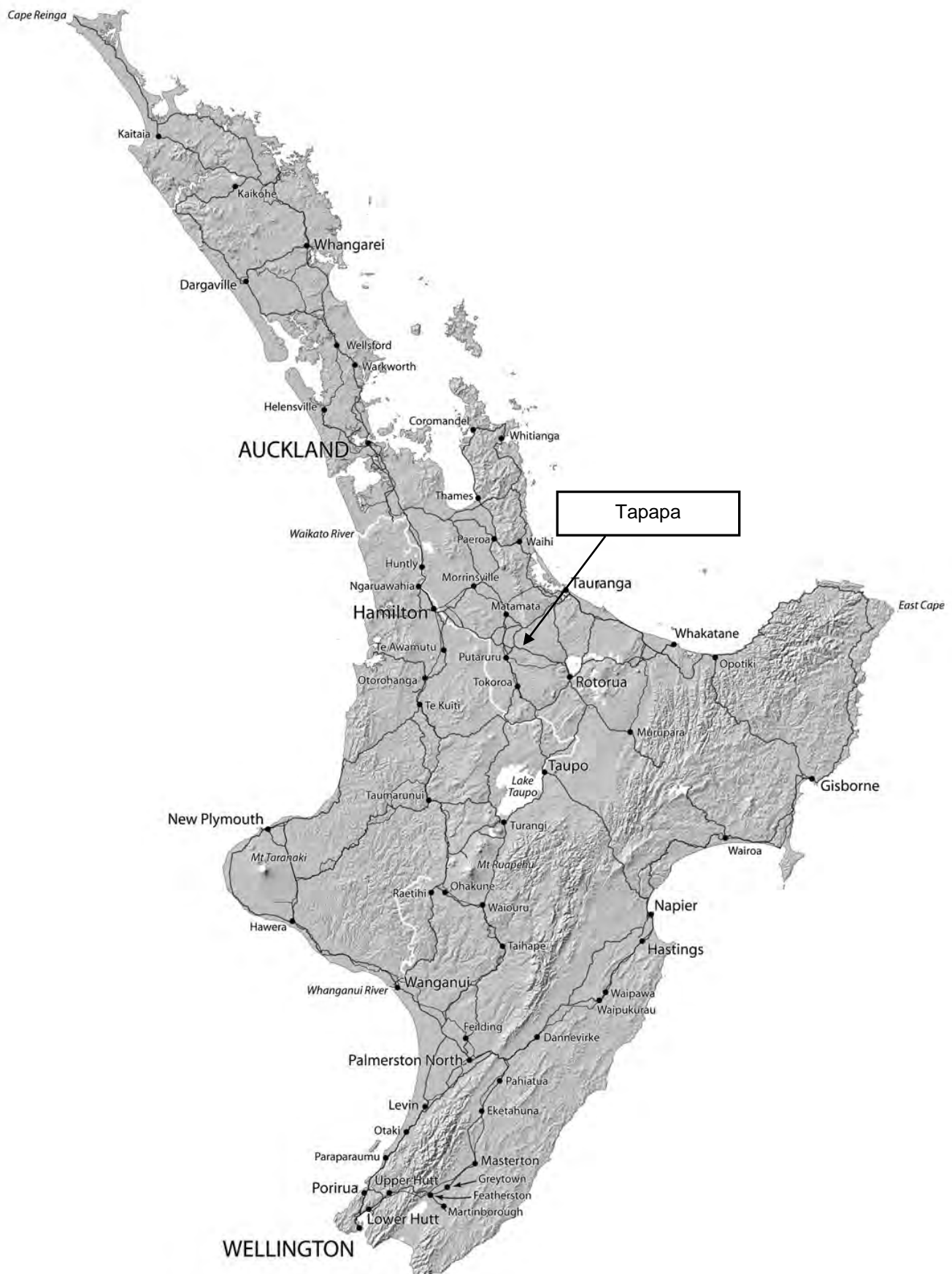
Summary of Significance or Values

Drovers' Trough and Accommodation Field (Former) is a rare surviving example of infrastructure associated with droving in the Waikato and wider country, which was an essential practice that facilitated the intensification of protein farming and the pastoral economy in the late nineteenth and twentieth century. The place reflects the importance of droving as part of rural life through its creation and ongoing use in the twentieth century and its proximity to the road means the place has the potential for public education due to its visibility. The place additionally forms part of a wider historical landscape associated with animal transport networks in its close proximity to a stock effluent disposal site.

4. APPENDICES

4.1. Appendix 1: Visual Identification Aids

Location Maps



Maps of Extent



Extent includes the land described as Pt Sec 77A Block I Patetere North East SD (New Zealand Gazette, 1909, p. 1895), South Auckland Land District and the structure known as Drivers' Trough and Accommodation Field thereon. (Google Earth with QuickMap overlay)

Current Identifier

Parcel Details				
Appellation:	Pt Section 77A Blk I Patetere North East SD		Parcel Area (ha):	3.6862
Land District:	South Auckland		Total Area:	
Statute:			Graphical Area (ha):	3.7384
Non Survey Information:	(SO 14743)		Parcel Intent:	
Associated Title Details				
Appellation	Title(s)	Estate Type	Owner(s)	
No Details Available				
Associated Street Address				
No Details Available				
Valuation Reference Information				
Valuation Reference No.	Capital Value	Land Value	Capital Value Date	Street No
Rating Valuation information may be historic.				
Click here to print a general Comparable Sales Report for residential properties.				
Report Generated from Quickmap (http://www.quickmap.co.nz) on Friday, 20 January 2023.				
Information provided by this service is sourced from third parties. Custom Software can not and does not provide any warranties or assurances of any kind whatsoever in relation to any data or materials provided through this service. Any person wishing to rely on the information shown must independently verify such information.				

QuickMap detailed property description

Lands permanently reserved.

PLUNKET, Governor.

WHEREAS by the three-hundred-and-twenty-first section of "The Land Act, 1908," it is enacted that the Governor may from time to time, either by general or particular description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Crown lands which in his opinion are required for any of the purposes in the said section mentioned:

And whereas by the three-hundred-and-twenty-second section of the said Act it is provided that land temporarily reserved under the said three-hundred-and-twenty-first section may, at the expiration of one month but not later than six months after the publication in the *Gazette* of notice of such temporary reservation, be permanently reserved, and that notice of such permanent reservation shall be published in the *Gazette*:

And whereas the lands specified in the first column of the Schedule hereto were, by the Warrants the dates of which are specified in the third column of the said Schedule, and the notifications of which were published in the *Gazettes* specified in the fourth column, temporarily reserved under the authority of the said Act for the purposes specified in the second column of the said Schedule:

Now, therefore, I, William Lee, Baron Plunket, the Governor of the Dominion of New Zealand, in pursuance and exercise of the power and authority vested in me by the said Act, do hereby permanently reserve the lands so temporarily reserved as aforesaid, and enumerated in the first column of the Schedule hereto, for the purposes specified in the second column of the said Schedule, being the same purposes for which the said lands were so temporarily reserved as aforesaid.

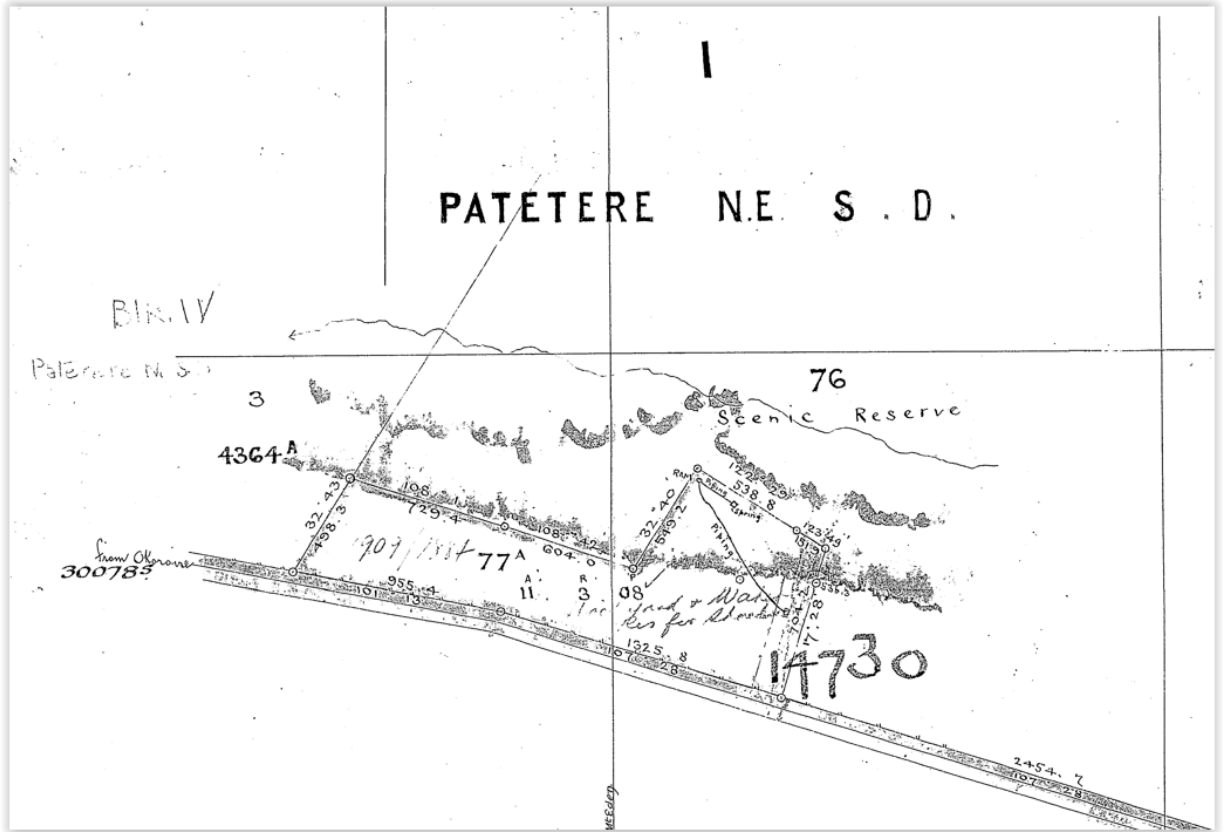
SCHEDULE.

First Column. DESCRIPTION OF RESERVES.					Second Column. Purpose for which Land reserved.	Third Column. Date of Warrant.	Fourth Column. Gazette.
Land District.	Locality.	Section.	Block.	Area.			
Auckland ..	Tairua S.D.* ..	5	VIII	A. R. P. 4 0 0	Site for Native school	1909. 21 May	1909. No. 43, 27 May.
" ..	Kawhia North S.D.*	1	X	3 0 0	Public recreation-ground	"	" "
" ..	Patetere North-east S.D.* (Selwyn Settlement)	77A	I	11 3 8	Stockyard, and water reserve for stock	"	" "

New Zealand Gazette, 1909, p. 1895.

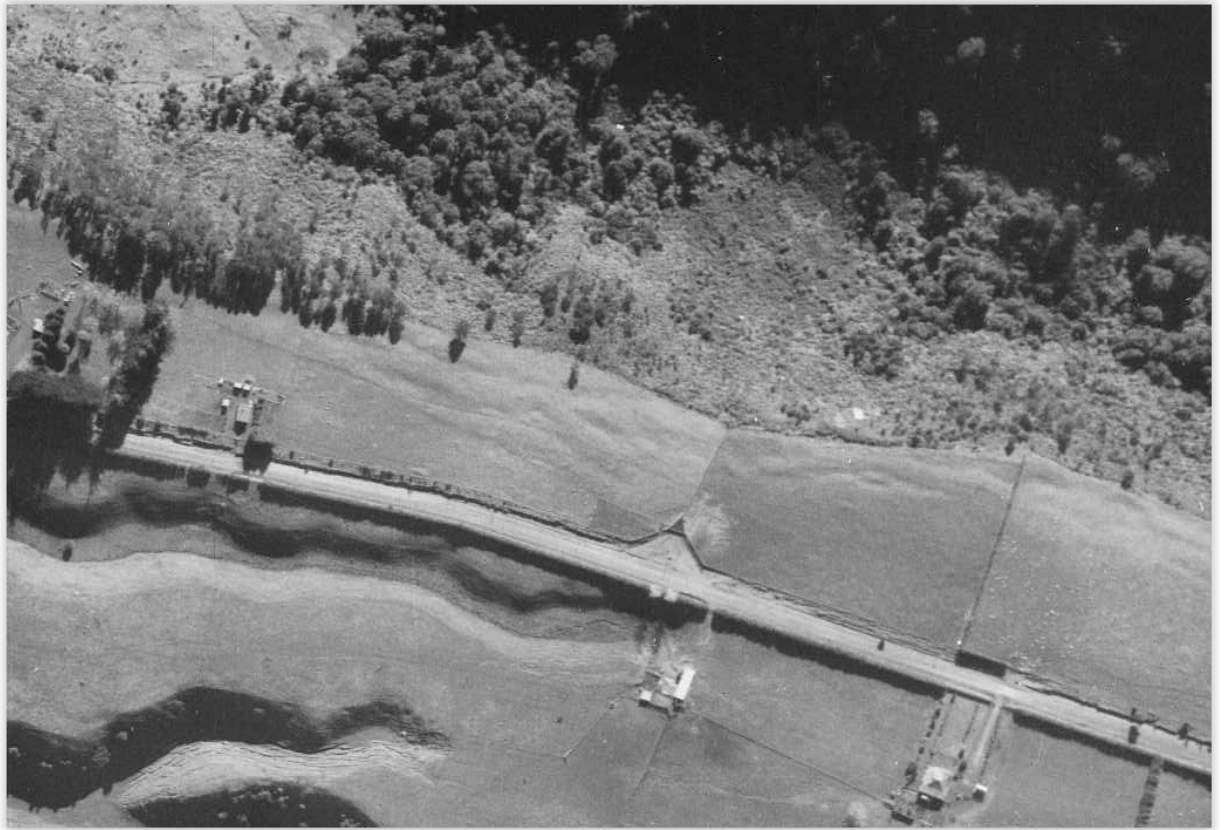
4.2. Appendix 2: Visual Aids to Historical Information

Historical Plans



SO 14743 (1908) showing layout of proposed Drivers' Trough and Accommodation Field including spring in north east and an alternate location for the trough on the near east boundary. Trough was built by south boundary parallel to road.

Historical Photographs



Historic aerial image (1943) showing position of Drovers' Trough and fencing arrangement.
Note denser bush in gully at north side of Accommodation Field.



Historic aerial image (1995) showing modification of site including removal of direct road access through construction of layby for Stock Effluent Disposal site (pale rectangles in centre). Drovers' Trough is visible to immediate right of layby.

4.3. Appendix 3: Visual Aids to Physical Information

Current Photographs of Place



View of Drovers' Trough and Accommodation Field (Former) looking west. Trough with timber bollards is visible in centre right of image, State Highway 5 is visible on far left.

(Alexandra Foster, HNZPT, 4 Oct 2022)



South side of Drovers' Trough. Water pipe is visible at right end of trough. *(Alexandra Foster, HNZPT, 4 Oct 2022)*



Accommodation Field looking north towards Waiohotu gully. (*Alexandra Foster, HNZPT, 2 March 2023*)

4.4. Appendix 4: Kōrero provided by Tūkorehe hapū

Please note: the following kōrero has been provided for the Drivers' Trough and Accommodation Field (Former) List report and may not be used for any other purpose unless approved by Tūkorehe hapū.

Drivers Trough 2023 Kōrero a Waha – Steven O'Brien to Cliff Kelly, 30 April 2023

Putu O'Brien was of Tūkorehe Hapū and Tūpuna of the kai kōrero (Interviewee). In the 1960s Putu was a Drover and drove cattle from Gisborne to Horotiu.

S. O'Brien: "Putu used to stop at Okoroire near the current camping ground, if you go across the Waihou bridge, the first paddock on the left is where he used to stop to rest". "While Droving Putu used to make fifteen-mile stops". "I don't think its fifteen miles from drover's trough to Okoroire but that was one of his other stops just the other side of the Waihou bridge on the left there is a bit of a paddock there". "Putu used to have 9 dogs and drove by himself". "I was only a kid then, but I remember he had two dogs in the front and about six at the back with him; a couple of horses, about 250 Black Baldy and he used to have about a dozen sheep to feed the dogs on the way through from Gisborne right to Horotiu". "That is a long way". "So he'd be on the road for say 2 or 3 months easy". "15 miles a day was the distance he'd travel". "Sometimes it might have been a little bit closer to the next stop, like the next grazing paddocks". "They had paddocks all the way through to Horotiu for droving". "That's Horotiu meat works". "That's a long way from Gisborne".

CK: "Did you know the track he used from Gisborne"?

S. O'Brien: "I know that when they got to Rotorua, they came this side of the lake". "They came right around on the lefthand side of the Lake instead of going through the town". "Then they got to Oturoa road". . . "[i]t's on the other side of Ngongotaha, Hamarana way, this side of Hamarana". "And there is a road that comes all the way out to the Mamaku turnoff". . . "As soon as you get to Mamaku turn off its on the left". "Oturoa Road yeah, he used to come through there". And they had another stop there too, but that was all Māori block either side of the road at the time". . . "[t]hat was still quite a way from the Drivers Trough". "Yeah, that would have been fifteen mile easy". "Every time I go past that hut (Shepards Hut) I look at it". "The doors come off it". "It's still standing". "It's got a big square open fire chimney and one room". "That's a historical site". "As soon as you get past Highland Hills and you come across the first paddock on the right, you'll see it, you can't miss it". "That was his other stop".

4.5. Appendix 5: Significance Assessment Information

Part 4 of the Heritage New Zealand Pouhere Taonga Act 2014

Chattels or object or class of chattels or objects (Section 65(6))

Under Section 65(6) of the Heritage New Zealand Pouhere Taonga Act 2014, an entry on the New Zealand Heritage List/Rārangī Kōrero relating to a historic place may include any chattel or object or class of chattels or objects –

- a) Situated in or on that place; and
- b) Considered by Heritage New Zealand Pouhere Taonga to contribute to the significance of that place; and
- c) Proposed by Heritage New Zealand Pouhere Taonga for inclusion on the New Zealand Heritage List/Rārangī Kōrero.

Significance or value (Section 66(1))

Under Section 66(1) of the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand Pouhere Taonga may enter any historic place or historic area on the New Zealand Heritage List/Rārangī Kōrero if the place possesses aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

Category of historic place (Section 66(3))

Under Section 66(3) of the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand Pouhere Taonga may assign Category 1 status or Category 2 status to any historic place, having regard to any of the following criteria:

- a) The extent to which the place reflects important or representative aspects of New Zealand history
- b) The association of the place with events, persons, or ideas of importance in New Zealand history
- c) The potential of the place to provide knowledge of New Zealand history
- d) The importance of the place to tangata whenua
- e) The community association with, or public esteem for, the place
- f) The potential of the place for public education
- g) The technical accomplishment, value, or design of the place
- h) The symbolic or commemorative value of the place

- i) The importance of identifying historic places known to date from an early period of New Zealand settlement
- j) The importance of identifying rare types of historic places
- k) The extent to which the place forms part of a wider historical and cultural area

Additional criteria may be prescribed in regulations made under this Act for the purpose of assigning Category 1 or Category 2 status to a historic place, provided they are not inconsistent with the criteria set out in subsection (3)

Additional criteria may be prescribed in regulations made under this Act for entering historic places or historic areas of interest to Māori, wāhi tūpuna, wāhi tapu, or wāhi tapu areas on the New Zealand Heritage List/Rārangi Kōrero, provided they are not inconsistent with the criteria set out in subsection (3) or (5) or in regulations made under subsection (4).

NOTE: Category 1 historic places are 'places of special or outstanding historical or cultural heritage significance or value.' Category 2 historic places are 'places of historical or cultural heritage significance or value.'