


Historic Heritage Assessment

December 2017

Clough & Associates

Technical Report 9



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Executive Summary

The NZ Transport Agency is to develop a new section of SH3, north of New Plymouth, to bypass the existing steep, narrow and winding section of highway at Mt Messenger. The Project comprises a new section of two lane highway, some 6km in length, located to the east of the existing SH3 alignment. This report assesses the construction and operational archaeological effects of the Project.

Based on the assessment completed to date, there should be no constraints on the proposed construction of the Project on archaeological or historic heritage grounds, as no known archaeological or other historic heritage sites will be affected by the proposed construction of the Project.

In any area where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development. This is considered a low possibility for the construction of the Project, given the steep rugged terrain covering much of the route and the fact that the remainder of the route is within low-lying valley floors prone to flooding. However, given the large scale earthworks required for this project and taking the nature of Māori settlement patterns into account – a broad territory or rohe, usually coastal in orientation but with access to numerous inland resources (mara) – there is some potential to encounter settlement remains within the Project footprint, although these are unlikely to be significant.

The possibility of unrecorded archaeological sites can be provided for by putting procedures in place ensuring that the New Plymouth District Council and Heritage NZ are contacted should this occur. However, to avoid any delays should unidentified subsurface features be exposed by the proposed works, an application should be made for an archaeological Authority under Section 44(a) of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) to cover all works undertaken for the Project, as a precaution

1 Introduction

1.1 Purpose and scope of this report

This report forms part of a suite of technical reports prepared for the NZ Transport Agency's Mt Messenger Bypass project (the Project). Its purpose is to inform the Assessment of Effects on the Environment Report (AEE) and to support the resource consent applications and Notice of Requirement to alter the existing State Highway designation, which are required to enable the Project to proceed.

This report assesses the construction and operational archaeological effects of the Project Alignment as shown on the Project Drawings in Volume 2: Drawing Set.

The purpose of this report is to:

- a Identify and describe the existing environment (Section 7);
- b Describe the potential effects on archaeology arising from construction and operation of the Project (Section 7.7);
- c Recommend measures as appropriate to avoid, remedy or mitigate potential effects (including any proposed conditions / management plan required) (Section 7.7); and
- d Present an overall conclusion of the level of potential effects of the Project after recommended measures are implemented (Section 7.7).

1.2 Project description

The Project involves the construction and ongoing operation of a new section of State Highway 3 (SH3), generally between Uruti and Ahititi to the north of New Plymouth. This new section of SH3 will bypass the existing steep, narrow and winding section of highway at Mt Messenger. The Project comprises a new section of two lane highway, approximately 6 km in length, located to the east of the existing SH3 alignment.

The primary objectives of the Project are to enhance the safety, resilience and journey time reliability of travel on SH3 and contribute to enhanced local and regional economic growth and productivity for people and freight.

A full description of the Project including its design, construction and operation is provided in the Assessment of Effects on the Environment Report, contained in Volume 1: AEE, and is shown on the Drawings in Volume 2: Drawing Set.

1.3 Methodology

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), New Plymouth District Plan (District Plan) schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List were searched to determine whether any archaeological or other historic heritage sites had been recorded on or in the immediate vicinity of the proposed route. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early plans held at Land Information New Zealand (LINZ) were checked for information relating to past use of the property.

A visual inspection of the Project area was conducted on 7–8 August 2017, guided by a Ngati Tama representative (Conrad O’Carroll). The ground surface was examined for evidence of former occupation (in the form of depressions, terracing or other unusual formations within the landscape, or indications of 19th century European settlement remains). Exposed and disturbed soils were examined where encountered for evidence of earlier modification, and an understanding of the local stratigraphy. Due to the steep bush-covered terrain of the majority of the Project alignment, particular attention was paid to the spur and ridge lines and stream banks (topographical features where archaeological sites are often found to be located). Photographs were taken to record the topography and features of interest, the Project area and its immediate surrounds.¹

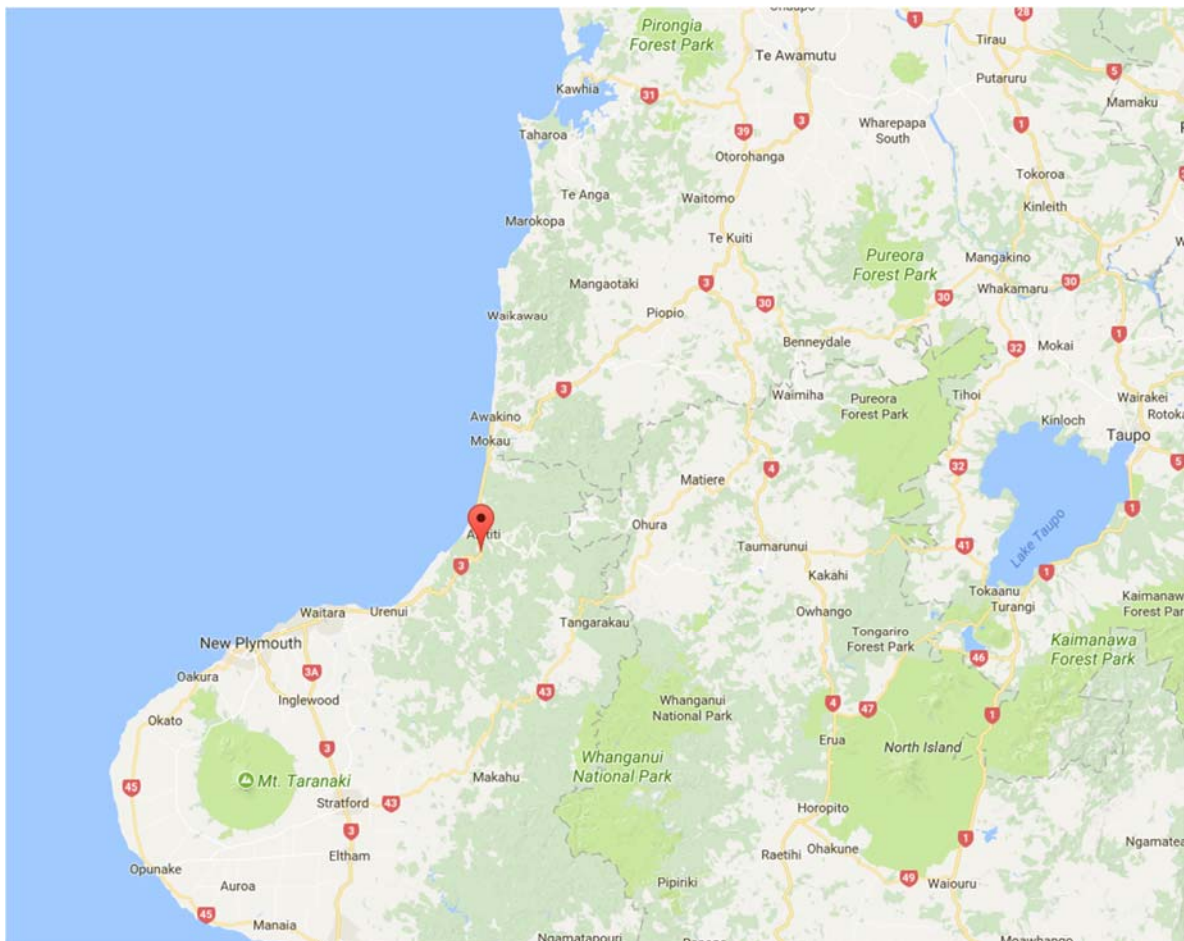


Figure 1.1 – The location of Mount Messenger (indicated with the marker) and SH3, Taranaki (source: Google Maps 2017)

¹Archaeological inspection in accordance with the current framework of best practice for archaeological and heritage management in New Zealand, as espoused in International ICOMOS charters, national legislation, government heritage policy and codes of ethics for archaeological practice in New Zealand.

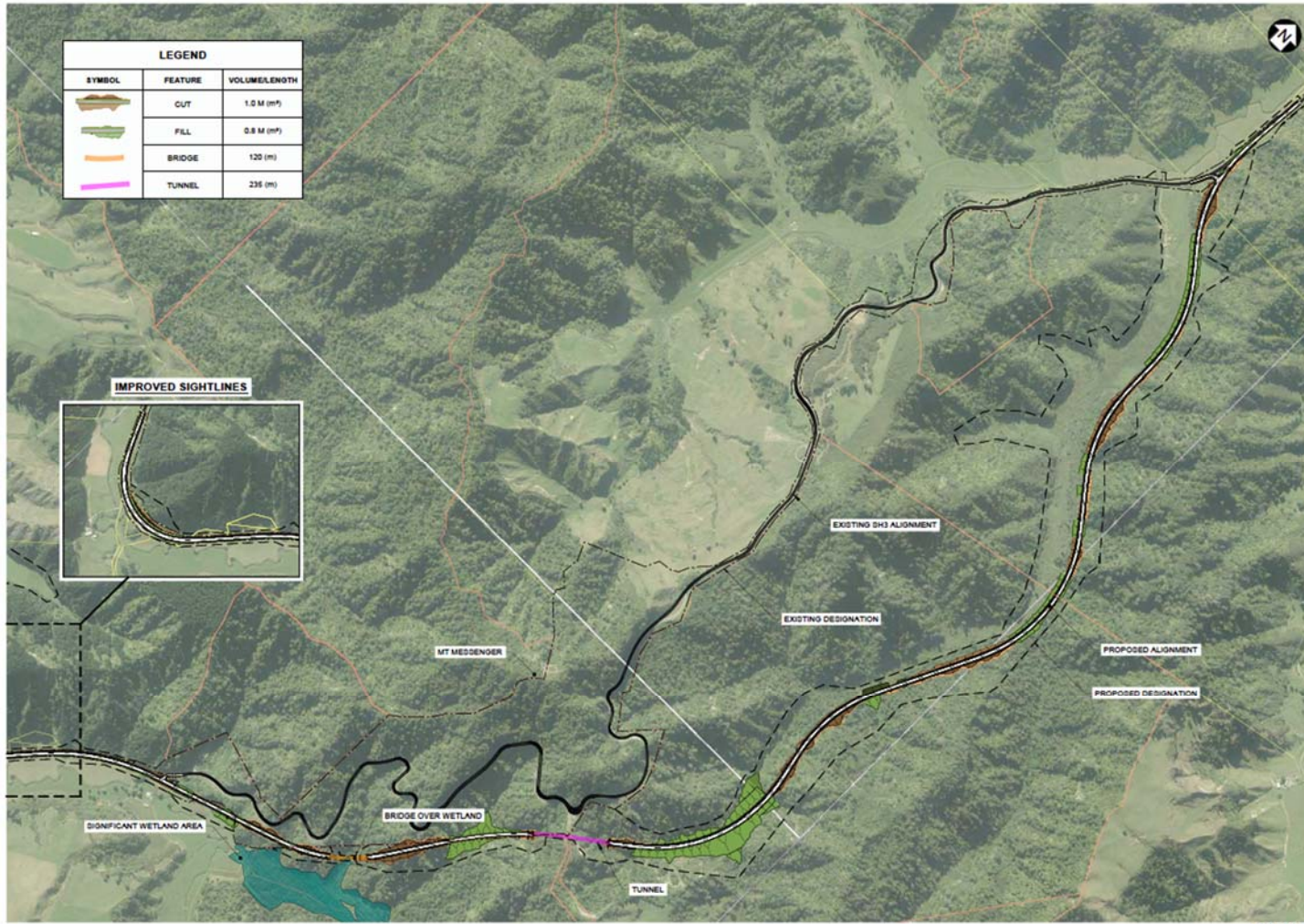


Figure 1.2 – Mount Messenger SH3 proposed designation and realignment (source: Mount Messenger Alliance)

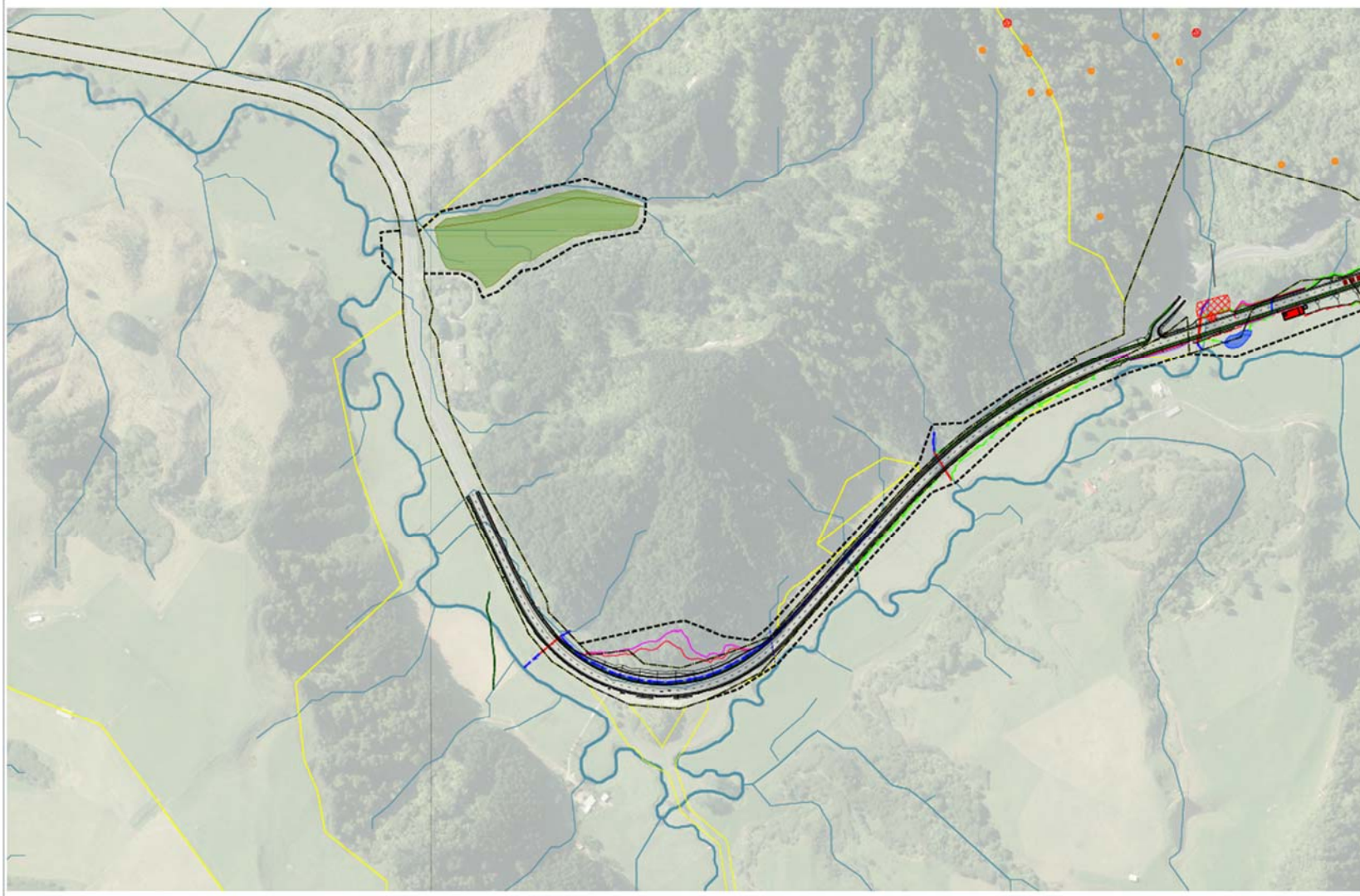


Figure 1.3 – Proposed Mt Messenger Bypass southern fill site (marked in green) (source: Mt Messenger Alliance)

2 Historical Background

A brief history of the northern Taranaki region and Mount Messenger is provided here to provide relevance and context to the Project area, but does not provide an in-depth historical background as that is beyond the scope of this report.

2.1 Māori Settlement ²

It is generally accepted that the first settlers in Taranaki and the ancestors of the Māori people arrived in Taranaki during the 13th and 14th centuries (Prickett 1990:5). The area offered a wealth of both marine and land resources. Early on these resources included the moa and other now extinct birds.

The coastal plains of Taranaki were particularly suitable for habitation and the majority of settlement was focused along the coast. The area had a mild enough climate to grow crops such as kumara and taro, had easy access to swamps, rivers and open country, as well as the shoreline and open sea for eels, lamprey, whitebait, shellfish and marine fish; the coastal bush providing birds and native plants. This was in contrast to the inland areas of Taranaki which were thickly forested and difficult to navigate. They provided forest resources, such as birds and berries as well as timber, but were generally not conducive to settlement and occupation (Prickett 1990:6–7).

From the 15th and 16th centuries Māori settlement did expand inland to some extent as populations increased and it became necessary to clear more and more land for horticulture (Prickett 1990:6). By the time of first European contact in the late 18th century the Māori population in Taranaki was around 10–12,000 people, divided among the several tribes of the region, most of whom were settled along a deforested coastal strip that extended 1–6km inland (Prickett 1990:7; Opus Oct 2016).

The contemporary Māori tribal structure of eight iwi in Taranaki was established in the 16th century (Lambert 2009). Mount Messenger is located in north Taranaki within the tribal territory of Ngati Tama, descendants of Whata, Rakaeiora, and Tamaariki of the Tokomaru waka (Deed of Settlement between the Crown and Ngati Tama: p.1). The Ngati Tama rohe extended inland from the Taranaki coast as far as the upper Whanganui; stretching from the Mokau River in the north down to Titoki in the south (Smith 1998:111; Houston 1965:47–48).

Māori trails through the Taranaki region were foot-tracks along the beaches and coastal flats, and into the inland forests using canoe navigable rivers and valleys. Few rivers in the region were navigable – only Tongaporutu, Waitara and Patea enabled canoe access into the interior (Lambert 2009). In north Taranaki the Tongaporutu River leads into the

² While based on reliable documentary sources, this information should not be viewed as complete or without other context. There are a large number of iwi historically associated within region and many other histories known to tangata whenua.

Mangaongaonga Steam valley east of Mount Messenger and links up with the Tihi–Manuka Māori track from the coast inland (Figure 2.1).



Figure 2.1 – Rail and roads in inland Taranakai 1890s–1930s (source: www.teara.govt.nz Taranaki Story –Transport and Communication)

During the early 19th century Northland and Waikato war parties armed with Pakeha guns went south into Taranaki to settle old scores and gain prestige. This marked the beginning of 20 years of devastating raids and many Taranaki people moved south to avoid the conflict and settled on the Kāpiti coast and at Te Whanganui-a-Tara (Wellington), where their descendants lived (Lambert 2009).

2.2 European Settlement

By the mid-1830s, when a few European traders arrived around the coasts, much of Taranaki had only a few inhabitants and Ngati Tama’s strength in north Taranaki was depleted.

The first European to live in Taranaki landed at Ngamotu (present-day New Plymouth) in the late 1820s, where a trading station was established. The majority of these men were transient whalers and traders, some of whom stayed and married local Māori women from Ngati Te Whiti (Lambert 2009). Organised European settlement within Taranaki began in 1841 with the arrival of the first of six Plymouth Company (a New Zealand Company offshoot) vessels that brought settlers from England to the newly surveyed town of New Plymouth (Lambert and Lambert 1983:22; Prickett 1990:10).

From the late 1840s pressure increased to accommodate settlers in the region, with many Māori opposing land sales. As displaced iwi returned to their tribal lands from the south, relations between Māori and Europeans further deteriorated and these relations were worsened by inter-tribal disagreements over land sales which alarmed settlers. British troops arrived in New Plymouth in 1855 and the Taranaki Militia was formed (Lambert and Lambert 1983:29–31). Tensions further increased when some Māori under Te Teira Manuka offered to sell the Pekapeka block at Waitara. An ultimatum from the government was ignored by Waitara Māori opposed to the sale. This led to the invasion of the block by the militia, and the first Taranaki war began on 17 March 1860 (Lambert 2009).

The First Taranaki War did little to resolve issues over land ownership and tensions between Māori and settlers continued. For the next 10 years both Māori and European society was fractured by wars that saw thousands of British troops garrisoned in the region. The New Zealand Settlements Act 1863 enabled the confiscation of land from Māori ‘rebels’, which was made available to Pākehā settlers. No serious effort was made to compensate ‘loyal’ or non-combatant Māori. By 1865, 2 million acres of land, from Pukearuhe in the north to the Waitōtara River, had been seized, at least on paper. As troops began to withdraw in 1867, a locally recruited armed constabulary was established (Lambert 2009).

The hilly and densely forested terrain of north Taranaki was extremely difficult to navigate, and this was a significant barrier for European settlers. The constant use of Māori tracks during the land wars had consolidated them into well-worn footpaths, providing some guidance; but efficient travel demanded wheeled transport and roads (Lambert 2009). For several decades, the only main road out of Taranaki north was along the coast via Pukearuhe and the White Cliffs, but this road was poorly maintained.

The name Mount Messenger is attributed to Ensign William Bazire Messenger, who fought for the Taranaki Militia during the First Taranaki War, although the reason for this is not clear. Bartle (2005) asserts that this occurred because Messenger was in charge of the survey party that put the track over the mountain.

Around 1890, the Government bought land north at Pukearuhe and opened it up for settlement and made a new road over Mount Messenger. Though a line had been tentatively marked out in 1883 by surveyor E.S. Brookes through the Mimi Valley, Mount Messenger Range and down the Tongaporutu Valley, nothing more than a bridle track existed. The road was driven over the Mount Messenger Range in 1896 (Bartle 2005). During the late 19th and early 20th centuries this road was referred to as the Main North Road and Mimi-Mokau Road. Mount Messenger was located between two settlements along the route – Ahititi to

the north, which was settled during the 1880s and serviced from Tongaporutu, and Uruti to the south where land was first taken up by the Jupp brothers in 1891 (Wright 1989:91).

The Main North Road (SH3), particularly the section over Mount Messenger, was muddy, narrow, winding, steep and difficult to negotiate and a concern for locals and travellers. Around the turn of the century the worst parts of the road were metalled with burnt papa, which was burnt in kilns along the road side. The poor state of the road continued and by the 1920s (Figure 2.2, Figure 2.3) vigorous efforts were being made to complete metalling of the Mount Messenger Road (Opus Oct 2016).

Despite the poor condition of the Main North Road, and particularly the section over Mount Messenger, the route was popular with tourists because of its views. In 1935 the Main Highways Board designated the route a State Highway (Wright 1989:71–73).

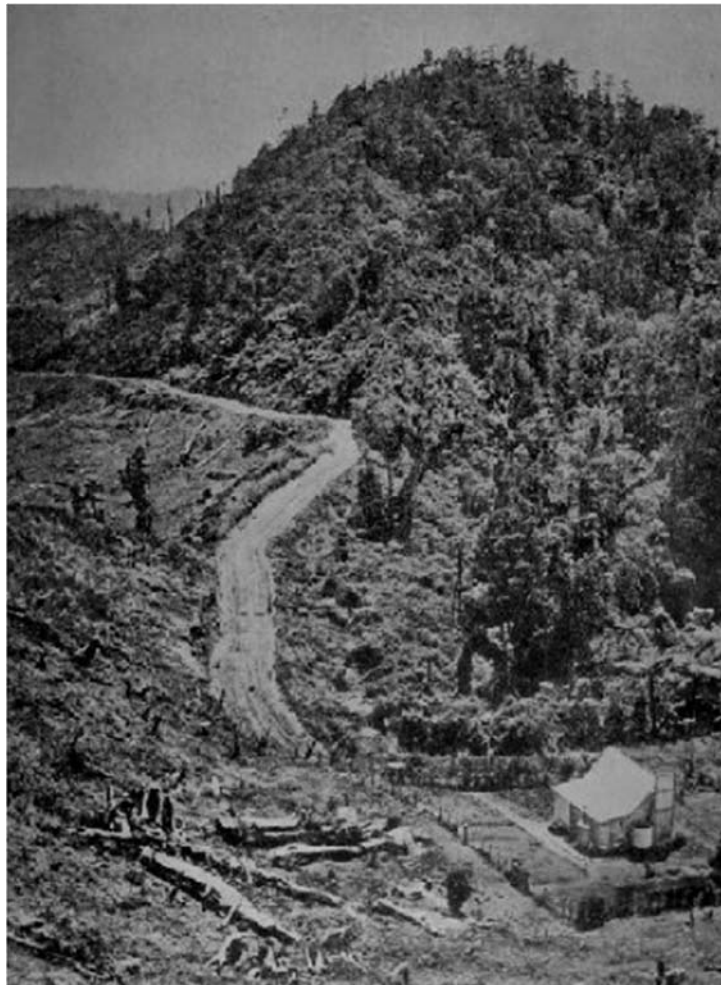


Figure 2.2 – The northern ascent of Mount Messenger c.1921 (source: Puke Ariki Ref PHO2007-244)



Figure 2.3 – The Mount Messenger Tunnel 1924 prior to it being increased in width and height (source: ketenewplymouth.co.nz)

3 Historical Survey

3.1 Information from Early Maps and Plans

Several historic survey plans were of value in relation to the Bypass of the Mount Messenger realignment as they provided information relating to subdivision of the land around the late 19th to early 20th century and relevant information relating to the environment at the time.

Plan SO 864 (1892) identifies the location of a pa (Maukuku) and related cultivations, and an 'old clearing' ('Nga oko oko') indicative of earlier Māori occupation and use of the land within the Mimi River valley (Figure 3.1). These sites are located on the eastern side of the Mimi Valley on two relatively flat spurs overlooking the river valley. The western side of the valley describes 'Undergrowth Thick' on the steep lower slopes of Mount Messenger which run down to the Mount Messenger Road.

Survey plan SO 982 (1897) shows a pack track heading east from the top of the Mount Messenger Road, in the vicinity of what today is a rest area (Figure 3.2). This is in the location of the main ridgeline between the Mimi Valley in the south and the Mangapepeki Valley (described in the following survey plans as the Mangapepeki) in the north. The 1898 the survey plan SO 1038 shows a road alignment along the start of this ridgeline in place of the pack track (Figure 3.3). This plan describes the headwaters of the Mimi Stream Valley as 'Rough Broken Country' in 'Forest Reserve' and 'Very Steep Slopes' from the saddle ridge down into the Mangapepeki Valley.

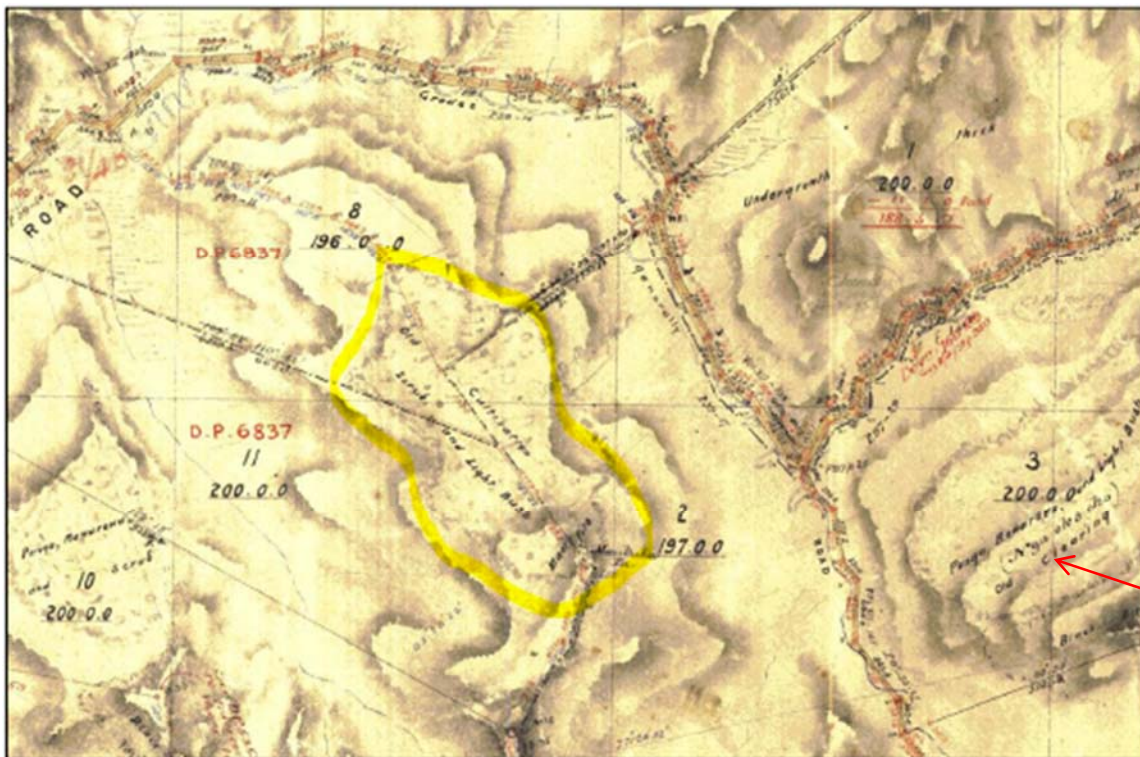


Figure 3.1 – Detail from survey plan SO 864 (1892) showing 'Maukuku Pa' 'Māori Pits' Cultivation' (highlighted in yellow) and 'Nga oko oko' 'Old Clearing' (arrowed)

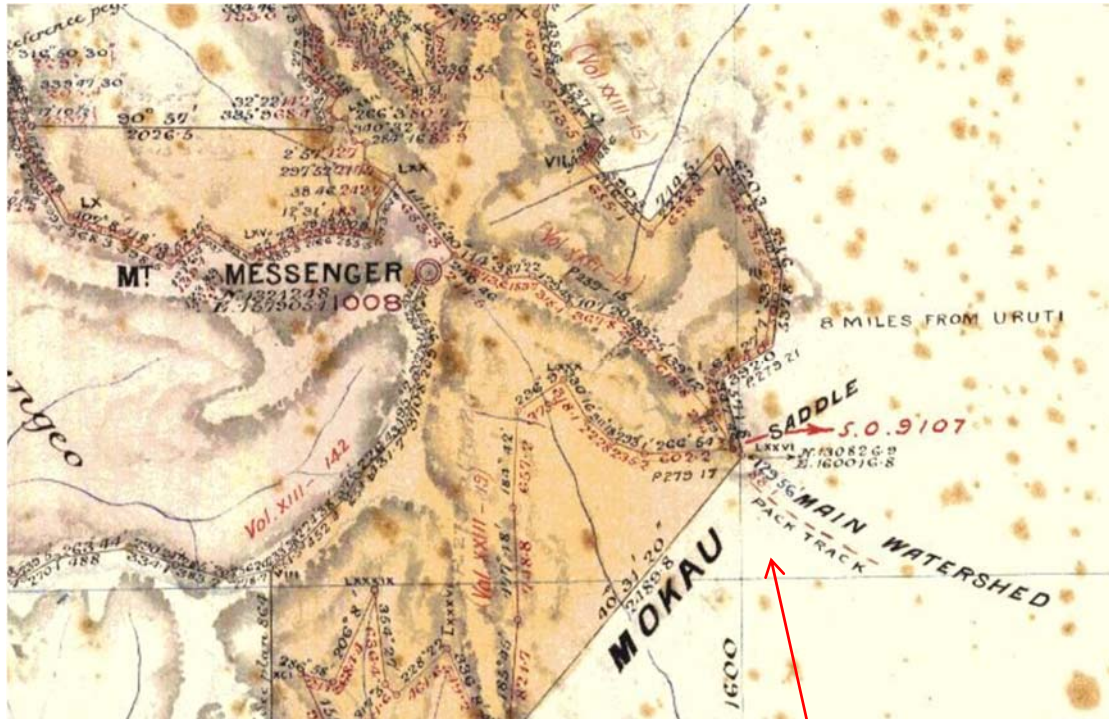


Figure 3.2 – Detail from SO 982 (1897) showing a ‘Pack Track’ heading southeast along the ridge at the top of the Mount Messenger Road (arrowed)

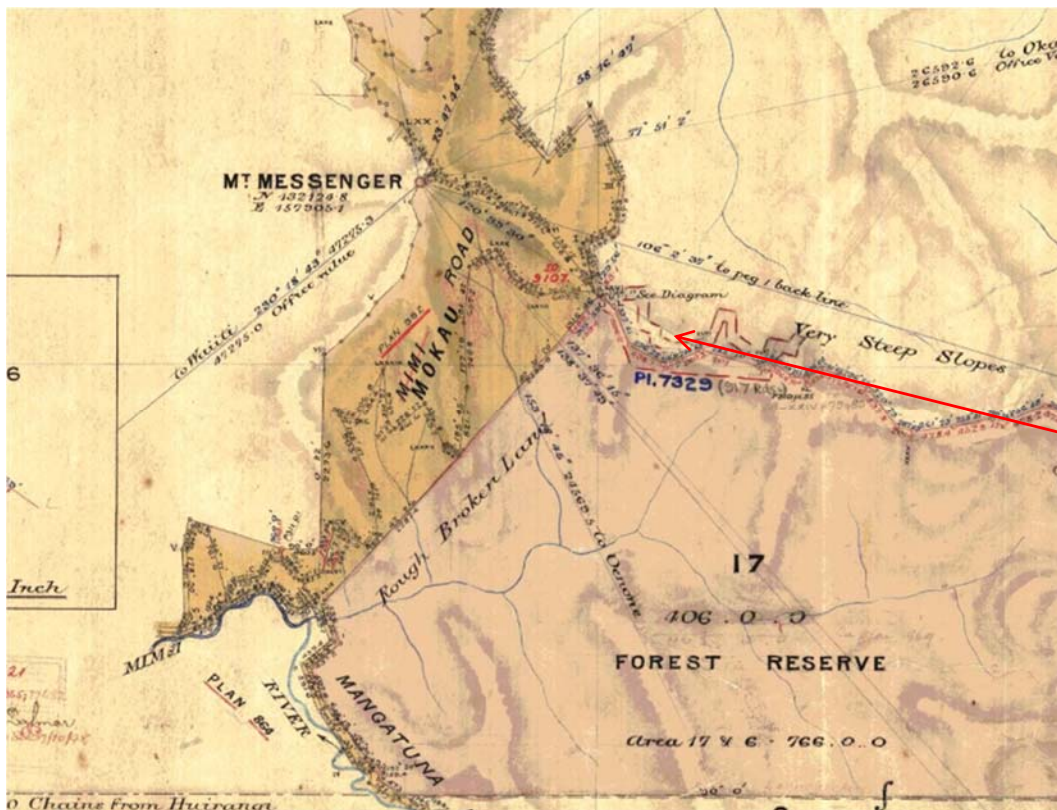


Figure 3.3 – Detail from SO 1038 (1898) showing a surveyed road alignment from the top of the Mount Messenger Road east along the ridgeline between the Mihi Valley and Mangapepeki Valley

In the early 20th century survey plan SO 1969 (1902) (Figure 3.4) shows the Mangapepeki (Mangapepeke) Stream valley with 'Small flats on stream' at its northern end, and a 'Very broken gully' with 'Steep Spurs' and 'Thick undergrowth' near its headwaters 'To be kept as Forest Res' (Reserve). A 'Good Terrace' describes the saddle ridge between the Mangapepeki Valley and the Mimi Valley.



Figure 3.4 – Detail from SO 1969 (1902) describing the Mangapepeki (Mangapepeke) Stream Valley (arrowed) with 'Small Stream Flats' and 'Very Broken' at the head of the valley. A 'Good Terrace' is described on the saddle ridge

4 Previous Investigations

The most striking archaeological evidence for the considerable Māori population within the Taranaki region is the large numbers of Pa (earthwork fortifications). The remains of approximately 500 Pa are recorded along the coastal strip and river valleys and in parts of Taranaki there are especially high concentrations of fortifications. Archaeological work indicates that pa were being built in Taranaki as early as the 15th century, which appears to match the period of early deforestation and population growth in the region (Prickett 1990:7).

The NZAA site record database (ArchSite), shows approximately 20 recorded archaeological sites within a 7km radius of Mount Messenger and the Project route, almost all of these are located on or close to the west coast (Figure 4.1). These sites consist of Pa, Middens, Pits and Terraces, Ovens, a Stock Tunnel, Māori Cultivations, a Track and Artefact Findspots.

A desk-top archaeological assessment (Opus Jul 2016) was carried out as part of earlier work on the Project and further desk-top archaeological assessments have been completed as part of the 2017 options assessment process (including Route E, which is now the proposed Project route). This work identified archaeological sites in the general vicinity of the Project alignment. No known archaeological or other historic heritage sites were identified within close proximity.

The southern end of the Project alignment is located within the Mimi River valley and in proximity to the recorded archaeological site Q18/74 Maukuku Pa (see appended site record form) and related cultivations on a relatively flat spur overlooking the Mimi River valley. As set out above an 'old clearing' ('Nga oko oko') was also identified from early survey plans (SO 864, Figure 2.3, and SO 25-13A) adjacent to Maukuku Pa, indicative of the type of location that favoured Māori settlement in these inland locations (Figure 4.2). Steep bush country was generally considered unsuitable for settlement but would have provided a source of raw materials (plants, fibres, birds etc) to the Māori community (Clough Jul 2017:2).

The northern end of the alignment is in Mangapepeke Valley. The wider Mangaongaonga Valley further to the east leads into the Tongaporutu Valley and at the lower reaches of that valley where the river meets the coast (about 7km north of the Project area) there are numerous sites relating to earlier Māori occupation. Tihi-Manuka Māori trail, south of Ahititi and Mount Messenger, leads into the Tongaporutu Valley. It was concluded in the MCA2 archaeological evaluation that combined with the nature of Māori settlement patterns – a broad territory or rohe, usually coastal in orientation but with access to numerous inland resources (mara) – there is some potential to encounter settlement remains in the wider Project route (Clough Jul 2917:5).

Several farms were noted in the Mangaongaonga Valley to the east of the Project alignment that date to c.1902 (survey plan SO 1038). These were considered suggestive of possible earlier remains relating to pre-1900 European settlement (Opus Jul 2016), but there are no indications of any buildings on these plans. From an archaeological perspective, the risks of

encountering archaeology relating to pre-1900 farming along the Project route in the Mangapepeke Valley did not appear to be significantly higher than in other wider areas (Clough Jul 2017:3-4).

The Mount Messenger road tunnel on SH3 is not a scheduled heritage site in the New Plymouth District Plan or on the New Zealand Heritage List. However, its historic heritage significance has been assessed as part of the SH3 Mount Messenger realignment project (Opus Oct 2016) and it is considered to have high contextual, historic and social value; moderate cultural and aesthetic value; and potential archaeological value. Many of these values are intrinsically connected with the significance of the road over Mount Messenger, forming part of SH3 (Opus Oct 2016).

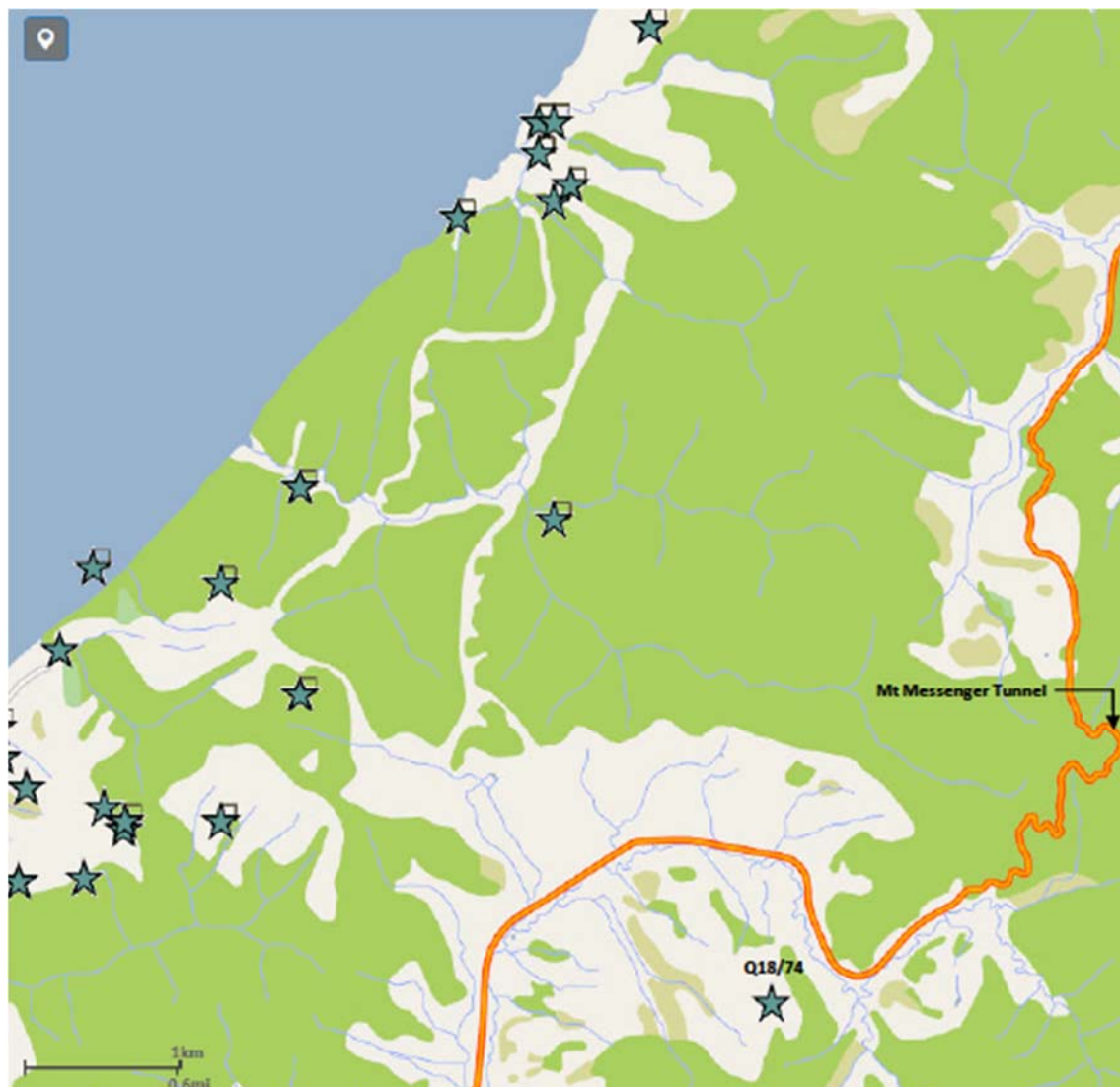


Figure 4.1 – The location of recorded archaeological sites within the wider vicinity of Mount Messenger and the existing SH3 (source: NZAA ArchSite)

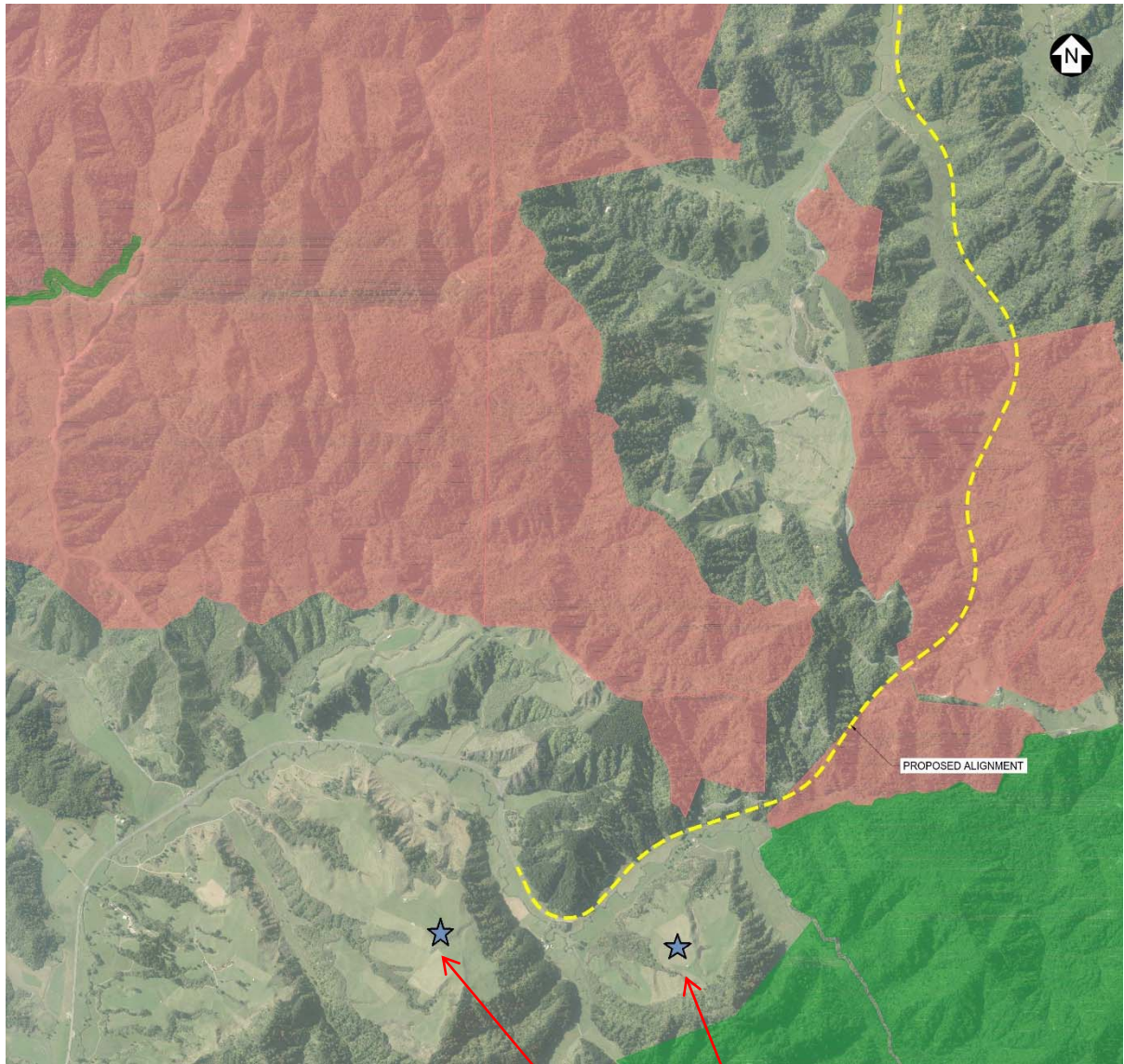


Figure 4.2 – The location of Maukuku Pa (Q18/74) and Nga oko oko clearing in relation to Route E (light blue), which is now the proposed Project route

5 Physical Environment

The Mount Messenger section of SH3 is located approximately 48km northeast of the city of New Plymouth, approximately 5km inland from the west coast between the settlements of Uruti to the south and Ahititi to the north (Figure 1.1).

The Project alignment for the Mt Messenger Bypass is shown on the drawings contained in Appendix B of the AEE. It is located to the east of the existing Mount Messenger SH3. At its southern end the alignment runs alongside SH3 on the very western side of the Mimi Valley and within private farmland. It then skirts along the edge of the foothills west of the Mimi Stream wetland, then up steep valley terrain to a tunnel under the saddle ridge of Mount Messenger immediately east of the SH3 rest area. The route then drops into the steep headwaters of the Mangapepeke Valley and essentially follows the valley floor to link back up with SH3 north of Mount Messenger.

The terrain outside the valley floors consists of mountainous peaks and ridges into deep stream gullies that are predominantly covered in thick native bush. The Mimi River valley at the southern end of the alignment comprises wide, open low-lying farmland, with steep bush-covered slopes on its western side and relatively flat spurs on its eastern side overlooking the Mimi River valley.

The majority of the route passes through a large block of Ngati Tama land (formerly Department of Conservation Crown land) with blocks of private farmland at the southern end (Mimi Valley) and northern end (Mangapepeke Valley) of the route.

6 Field Investigation

6.1 Results

Field survey of the Project route alignment was carried out on 7–8 August 2017. This survey did not include the area of private farmland at the northern end of the route alignment in the Mangapepeke Valley as the landowner had not provided permission for access. It also did not include the proposed southern fill site (see Figure 1.3) located in a low lying arm of the Mimi River Valley immediately beside SH3 and near the southern extent of the Project alignment.

Survey conditions within the Mangapepeke Valley and upper Mimi Valley were extremely difficult due to the steep bush covered terrain, making access and ground visibility hard.

The Mangapepeke Valley was accessed off SH3 down through steep bush-covered slopes and ridgelines. Towards its northern end the stream valley is steep sided with low-lying swampy flats around a small meandering stream that is clearly prone to flooding above the stream banks (Figure 6.1). The valley narrows and steepens as it progresses south to its headwaters. Sparse regenerating bush covers the valley floor, but with little undergrowth, as it is being heavily grazed by cattle accessing the area up the stream valley from neighbouring farmland (Figure 6.2).

The survey paid particular attention to the edges of the valley floor and to any spurs running down into the valley within the proposed construction footprint where archaeological sites might be located. However, the spurs were generally steep sided and very narrow, which would not have been conducive to occupation (Figure 6.3).

No archaeological or other historic heritage features were identified within the construction footprint visited within the Mangapepeke Valley. There is unlikely to have been any significant occupation of this area because of the frequent flooding and steep inaccessible valley sides, although the valley may have been used by Māori to access inland areas. Access out of the Mangapepeke Valley was gained by following one of the steep, narrow ridgelines up to a prominent high point (225m asl) between SH3 and Project alignment. This topographical feature appeared to be the most likely place where archaeological sites might be found above the valley, but again the terrain was too narrow for occupation and no archaeological features were identified (Figure 6.4).

The southern end of the Project alignment begins in the Mimi Valley and follows the existing SH3 before branching off onto the river flats immediately east of SH3 as it starts to climb uphill. The Mimi Valley comprises wide low-lying drained river flats in farmland. The route alignment follows the river valley floor, skirting the lower steep slopes of Mount Messenger on the western side of the valley and around the Mimi wetland (Figure 6.5 and Figure 6.7).

Again the survey paid particular attention to the edges of the valley floor and to any spurs running down into the valley within the proposed construction footprint of the Project alignment, where archaeological sites might be located. However, the spurs on the western side of the Mimi Valley below SH3 were generally steep sided, particularly as the valley narrowed in the north towards its headwaters. This is in contrast to the wider, flat spurs on

the eastern Mimi Valley where Q18/74 Makuku Pa and the Nga oko oko clearing are located. No archaeological or other historic heritage features were identified within the construction footprint of the Project route alignment within the Mimi River valley.

The Project alignment then climbs the steep gully slopes below Mount Messenger out of the Mimi Valley and up towards the saddle ridgeline between the Mimi Valley and the Mangapepeke Valley. The alignment passes under this ridgeline in a tunnel immediately east of SH3. A narrow driveway accessed off the Mount Messenger rest area leads to a private farm along this ridgeline, which has spectacular views into the Mangapepeke Valley (*Figure 6.7*). As described in the 1902 survey plan SO 1969 (*Figure 3.4*), there is a good wide terrace of land along this ridgeline.

No archaeological or other historic heritage features were identified within the construction footprint of the Project route in the upper Mimi Valley and saddle ridgeline above the Mangapepeke Valley.



Figure 6.1 – Mangapepeke Valley near the boundary of Ngati Tama and private land on the Project route



Figure 6.2 – Ngati Tama land within the Mangapepeke Valley, which has been grazed by cattle



Figure 6.3 – The steep bush covered slopes of the Mangapepeke Valley



Figure 6.4 – Typically narrow steep sided ridgelines and spurs running into the Mangapepeke Valley



Figure 6.5 – Looking southwest across farmland in the Mimi Valley towards SH3 and the proposed Project alignment which runs along the bottom of the bush-covered slopes



Figure 6.6 – Looking northwest across the drained farmland within the Mimi Valley towards the Mimi wetland. SH3 is visible as the cutting across the bush-covered slopes. The Project alignment skirts along the base of these slopes and the edge of the farmed valley flats



Figure 6.7 – Looking north from private land on the Mount Messenger saddle ridgeline down the Mangapepeke Valley

7 Discussion and Conclusions

7.1 Summary of Results

This historic heritage assessment considered the actual and potential effects of the Project on archaeological and other historic heritage values. Historic sources were researched and the results of previous archaeological investigations were reviewed, and a field survey was carried out.

No archaeological or other historic heritage features were identified within the footprint of the Project route, either through historical information, previous investigations, or the field survey. The steep inland bush country around Mount Messenger would generally have been unsuitable for Māori settlement, which was focused along the coastal plains, but would have provided a source of raw materials.

There is unlikely to have been any significant occupation of the Mangapepeke Valley because of its frequent flooding and steep inaccessible valley sides, although the valley may have been used by Māori to access inland areas. However, the wider Mangaongaonga Valley, to the east of Mangapepeke catchment and outside the Project footprint, leads into the Tongaporutu Valley, and at the lower reaches of the valley, where the river meets the coast, there are numerous sites relating to earlier Māori occupation. Tihi-Manuka Māori trail south of Ahititi and Mount Messenger leads into the Tongaporutu Valley and this is a more likely inland route.

The southern end of the Project alignment is located within the Mimi River valley, in proximity to the recorded archaeological site Q18/74, Maukuku Pa, and related cultivations on a relatively flat spur overlooking the Mimi River valley. An 'old clearing' ('Nga oko oko') was also identified from early survey plans (SO 864 and SO 25-13A) adjacent to Maukuku Pa, indicative of the type of location that favoured Māori settlement in these inland locations. This is in contrast, however, to the spurs on the western side of the Mimi River valley below SH3 and within the footprint of the Project route that are generally steep sided and very narrow, particularly in the north of the valley towards its headwaters.

Although no archaeological or other historic heritage features were identified from survey completed within the footprint of the Project route, there is some potential to encounter settlement remains, although these are unlikely to be significant. This conclusion takes into account the nature of Māori settlement patterns – a broad territory or rohe, usually coastal in orientation but with access to numerous inland resources (mara).

Possible remains relating to pre-1900 European settlement in the Mangaongaonga Valley to the east of the Project alignment were identified from early survey plans. The hilly and densely forested terrain of north Taranaki was extremely difficult to navigate, and this was a significant barrier for European settlers. No early European settlement sites were identified from historic research or survey within the Project alignment. However, as noted above this survey did not include the private land at the northern end of the Mangapepeke Valley where there is a low risk that archaeology relating to pre-1900 farming may be present, given its flat valley topography and access to the Tongaporutu Valley.

Also, survey did not include an area of private land for the proposed southern fill site in the Mimi River Valley. Examination of aerial photographs shows this area is low lying drained farm land in the bottom of a small arm of the river valley.

Survey should be completed over both these areas the private land once land access is possible and before construction commences.

7.2 Māori Cultural Values

This is an assessment of effects on archaeological and other historic heritage values and does not include an assessment of effects on Māori cultural values. Such assessments should only be made by the tangata whenua. Māori cultural concerns may encompass a wider range of values than those associated with archaeological sites.

The historical association of the general area with the tangata whenua is evident from the recorded sites, traditional histories and known Māori place names.

7.3 Survey Limitations

It should be noted that archaeological survey techniques based on visual inspection cannot necessarily identify all subsurface archaeological features, or detect wāhi tapu and other sites of traditional significance to Māori, especially where these have no physical remains.

Much of the Project route is located within extremely steep terrain covered in thick native bush, which made survey conditions and ground visibility to identify archaeological features very difficult.

Also, this survey did not include the areas of private farmland at the northern end of the Project alignment in the Mangapepeke valley or the proposed southern fill site located in a low lying arm of the Mimi River Valley. Survey should be completed over the private land once land access is possible and before construction commences.

7.4 Archaeological Value and Significance

The Project area has no known archaeological value or significance as no sites were identified within the alignment, either through desk-top research or field survey. The potential for unidentified subsurface remains is considered to be low, but cannot be ruled out, although any remains are unlikely to be significant.

7.5 Resource Management Act 1991 Requirements

Section 6 of the RMA recognises as matters of national importance: *‘the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga’ (S6(e)); and ‘the protection of historic heritage from inappropriate subdivision, use, and development’ (S6(f)).*

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when *‘managing the use, development and protection of natural and physical resources’*. There is a duty to avoid,

remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) as *‘those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological’*. Historic heritage includes: *‘(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Māori, including wahi tapu; (iv) surroundings associated with the natural and physical resources’*.

Regional and District plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the rules of the RMA. The New Plymouth District Plan 2005 is relevant to the proposed activity.

There are no scheduled historic heritage sites located on the Project alignment in the District Plan. This assessment has established that the proposed activity will not affect any known archaeological or other historic heritage remains, but there is some potential to affect unidentified subsurface archaeological remains that may be exposed during development. If resource consent is granted, consent conditions relating to archaeological monitoring or protection would not be required in view of the lack of known sites and low risk of encountering subsurface remains.

Consent conditions relating to the accidental discovery of archaeological remains could be included, requiring that:

- If any archaeological remains are exposed during development, work should cease in the immediate vicinity and the New Plymouth Council (District Council) and Heritage NZ should be informed.
- In the event of koiwi tangata (human remains) being uncovered, work should cease immediately in the vicinity of the remains and the tangata whenua, Heritage NZ, the NZ Police and District Council should be contacted so that appropriate arrangements can be made.

It is also recommended that an advice note regarding the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) is included, as an Authority under that Act will be required for any modification and investigation of archaeological remains.

The NZ Transport Agency has an Accidental Archaeological Discovery Specification (P45) which would ensure that works are halted and the appropriate action taken from statutory and cultural perspectives.

7.6 Heritage New Zealand Pouhere Taonga Act 2014 Requirements

In addition to any requirements under the RMA, the HNZPTA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ (Section 42).

An archaeological site is defined by the HNZPTA Section 6 as follows:

'archaeological site means, subject to section 42(3), –

(a) 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)' ³

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)).

Applications that relate to sites of Māori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapu and are subject to the recommendations of the Māori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

While no known archaeological sites will be affected by the proposed works, and an archaeological Authority is therefore not required, there is some potential to encounter settlement remains within the Project alignment.

To avoid any delays should unidentified subsurface features be exposed by the proposed works, an application should be made for an authority under Section 44(a) of the HNZPTA to cover all works undertaken for this project. This will be obtained before any earthworks are carried out. The conditions of the authority are likely to include archaeological supervision of preliminary earthworks, and procedures for recording any archaeological evidence before it is modified or destroyed. This approach would have the advantage of allowing any archaeology uncovered during the development of the property to be dealt with immediately, avoiding delays while an Authority is applied for and processed.

It should be noted that once an authority from Heritage NZ is in place, the NZ Transport Agency's Accidental Archaeological Discovery Specification (P45) would no longer apply, as the conditions of the authority would take precedence.

³ Under Section 42(3) an Authority is not required to permit work on a pre-1900 building unless the building is to be demolished. Under Section 43(1) a place post-dating 1900 (including the site of a wreck that occurred after 1900) that could provide '*significant evidence relating to the historical and cultural heritage of New Zealand*' can be declared by Heritage NZ to be an archaeological site.

7.7 Effects of the Proposal

There should be no constraints on the proposed construction of the Project on archaeological or historic heritage grounds, as no known archaeological or other historic heritage sites will be affected by the proposed construction of the Project.

In any area where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development. This is considered a low possibility for the construction of the Project, given the steep rugged terrain covering much of the route and the fact that the remainder of the route is within low-lying valley floors prone to flooding. However, given the large scale earthworks required for this project and taking the nature of Māori settlement patterns into account – a broad territory or rohe, usually coastal in orientation but with access to numerous inland resources (mara) – there is some potential to encounter settlement remains within the Project footprint, although these are unlikely to be significant.

Investigations should be completed over private land in the Mangapepeke Valley at the northern end of the Project alignment once land access is possible and over the proposed southern fill site in the Mimi River Valley before construction commences. Based on investigations completed over the wider project area, there is a low risk that archaeological or other historic heritage sites will be encountered on the private land in either of these areas.

Conditions of consent are proposed to address accidental discovery and also the discovery of koiwi tangata. The possibility of discovering archaeological features can be provided for by putting procedures in place ensuring that the New Plymouth District Council (District Council) and Heritage NZ are contacted should this occur, in accordance with the NZ Transport Agency's Accidental Archaeological Discovery Specification (P45). However, to avoid any delays should unidentified subsurface features be exposed by the proposed works an application should be made for an archaeological Authority under Section 44(a) of the HNZPTA to cover all works undertaken for this project. Once an authority is in place, P45 would no longer apply as the authority conditions would set out the procedures relating to archaeological discoveries.

Archaeological features and remains can take the form of burnt and fire cracked stones, charcoal, rubbish heaps including shell, bone and/or 19th century glass and crockery, ditches, banks, pits, old building foundations, artefacts of Māori and early European origin or human burials.

In the event of koiwi tangata (human remains) being uncovered, work should cease immediately in the vicinity of the remains and the tangata whenua, Heritage NZ, the NZ Police and District Council should be contacted so that appropriate arrangements can be made.

Since archaeological survey cannot always detect sites of traditional significance to Māori, such as wāhi tapu, the tangata whenua should be consulted regarding the possible existence of such sites in the vicinity of the Project route.



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Appendices




Appendix A: Site Record Forms

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: Q18/74</p> <p>SITE TYPE: Pa</p> <p>SITE NAME(s): Maukuku Pa</p> <p>DATE RECORDED:</p>
<p>SITE COORDINATES (NZTM) Easting: 1736557 Northing: 5692144 Source: On Screen</p>	
<p>IMPERIAL SITE NUMBER: N100/27 METRIC SITE NUMBER: Q18/74</p>	
	
<p>Finding aids to the location of the site Section 20 Blk XII Mimi SD, Southeast of the intersection between SH3.</p>	
<p>Brief description Pa recorded from nineteenth century survey plans.</p>	
<p>Recorded features</p>	
<p>Other sites associated with this site</p>	

SITE RECORD HISTORY	NZAA SITE NUMBER: Q18/74
<p>Site description Updated 13/06/2016 (other), submitted by emilycunliffe Grid reference (E1736557 / N5692144)</p> <p>Site is marked on survey plans DP 2946 and SO 864. On the survey plan SO 864 (dating to 1892) it states that there are 'Maori pits' at the site, and an 'old cultivation' area which extends to the north.</p> <p>Site was not visited, and it is unknown if any features remain intact or what the extent of the site is, however the coordinates have been updated to match the site location on the survey plans.</p> <p>Condition of the site Updated 13/06/2016 (other), submitted by emilycunliffe</p> <p>Land appears to be farmed. there may be surface and subsurface features present.</p> <p>Statement of condition</p> <p>Current land use: Updated: 27/07/2016 - Grazing</p> <p>Threats: Updated: 27/07/2016 - Farming practices, Road/ track formation or maintenance, Ploughing/ cultivation</p>	

A0PW-----AAAW

SITE REFERENCE FORM		SITE NUMBER N100/27
Map number N100	Map name OHURA	SITE TYPE PA
Grid reference 12010		
1. Aids to relocation of site		Σ212200 N610400
On the south side of the main road south of Mt Messenger. Site is clearly seen on the high ridge from the road at the bottom of Mt Messenger.		
2. State of site; possibility of damage or destruction		In grass and scrub. Marked on the survey map as an old pa.
3. Owner	Tenant	
Address	Address	
Attitude	Attitude	
4. Name of site		
Source of name		
5. Date recorded 23.12.68	Details of investigation; methods and equipment used	
Viewed from the road with field glasses. Confirmation from aerial photographs		
6. Aerial photograph numbers	Site shows: clearly/badly/not at all	
7. Reported by	Filekeeper	
A.G. Buist	<i>Buist</i>	
Hawra	21-4-69	
Date 23.12.68	Date	