

APPENDIX 6 – ARCHAEOLOGICAL ASSESSMENT



An Assessment of the Archaeological Risks Associated with Potential Route Options for the State Highway, Between North of Otaki and South of Levin



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EXECUTIVE SUMMARY

OPTION	RATING
Option TO1	--
Option TO1A	--
Option TO2	--
Option TO2A	--
Option TO3	--
Option TO3A	--
Option TO4	-
Option TO4A	--
Option TO5	-
Option TO5A	--

- The Horowhenua coast has been occupied for more than 700 years with permanent or semi-permanent settlements predominantly concentrated along the coastal margins until completion of the inland Wellington-Manawatu railway line in 1886.
- The Heritage New Zealand Pouhere Taonga Act 2014 defines the year 1900 as the upper boundary for the application of blanket protection to archaeological sites, leaving a short window of opportunity/risk for qualifying sites of European occupation to be afforded this protection.
- Archaeological sites relating to Māori occupation may be found anywhere within the landscape, sites relating to later European settlement are likely to be clustered towards the railway and early roads.
- The risk of modification, damage or destruction to archaeological sites is greatest in the vicinity north of Otaki and around Ohau village, though there is a high likelihood of encountering sites anywhere along the options.
- While there is a high likelihood of encountering archaeological sites for each of the options, the Option A-variants hold the highest archaeological risk.
- Although there are significant archaeological risks associated with each of the options there do not appear to be any risks that are incapable of being resolved through mitigation.
- Further research is required to determine the location, extent and nature of archaeological risks.

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GLOSSARY

Table 1: List of archaeological terms that may be referenced in text.

C14	Dating method using the deterioration of Carbon 14 isotopes in living organisms
Firescoop	Fireplace used for various reasons (cooking, warming, etc.)
Hāngī	Subterranean cooking oven using heated stones
<i>Hapū</i>	Māori sub-tribe, part of a larger tribal federation (<i>iwi</i>)
<i>Iwi</i>	Māori tribe, composed of smaller <i>hapū</i> sub-units
Kai moana	Seafood exploited by Māori, including fish, shell fish and crustaceans
Kāinga	Māori undefended open settlement
Kaumātua	Male elder(s) of a <i>hapū</i>
Kuia	Female elder(s) of a <i>hapū</i>
Midden	Refuse from a settlement, mainly shell fish
Noa	Ordinary or profane. The opposite of tapu
Pā	A site fortified with earthworks and palisade defences. Modern meaning differs from the archaeological use of the word.
Pit	Rectangular excavated pit used to store crops by Māori
Posthole	Archaeological remains of a post used for various reasons
Rohe	Settlement area of a Māori <i>hapū</i>
Rua	A subterranean pit used to store crops by Māori
Terrace	A platform cut into the hill slop used for habitation or cultivation
Tapu	To be sacred, prohibited, restricted or set apart. The opposite of noa
Urupā	Burial ground
Wāhi tapu	Sites of spiritual significance to Māori
Whare	Traditionally built Māori sleeping house

INTRODUCTION

MWH New Zealand Ltd, on behalf of the New Zealand Transport Agency, instructed inSite Archaeology Ltd to conduct a preliminary archaeological survey and assessment in support of the statutory decision-making process that is required under the Resource Management Act 1991 in order to demonstrate that alternatives have been considered for the upgrade and connection of State High 1 (SH1) and State Highway 57 (SH57) between Otaki and Levin. Five alternative options have been provided for this analysis, with each option having a shared variant at the southern exit from Otaki, giving a total of ten options. Each option begins north of Otaki, approximately 500m to the south of the existing Taylors Road-SH1 intersection, and terminates to the south of Levin along existing SH1 and SH57 alignments (Figure 1). This project falls within the Otaki to north of Levin Road of National Significance project (Agency, 2013).

Related to the present work is a previous report, An Assessment of the Archaeological Risks Associated with Proposed Upgrades to the Connection of SH1 and SH57: Manakau to Levin, prepared during the exploration of alternative route options for an upgraded connection of SH1 and SH57 between Manakau and Levin (Parker, 2013). Of the ten total options presented in this report, six (TO1, TO1A, TO2, TO2A, TO4 and TO4A) share substantial portions with Option 5A presented in the earlier assessment. Two options, TO3 and TO3A, share a small portion with Option 5A to the north of the Ohau River. The remaining two options, TO5 and TO5A, share a substantial portion with the previously explored Option 7A. Given the project's time constraints this report does not look to substantially explore the archaeological risks along the full extent of the new options. Rather, it will focus on examining the potential risks associated with those portions of the new extended options that lie to the north and west, or south and east, of the existing North Island Main Trunk Railway (NIMTR). Unless otherwise noted, for detailed discussion of the archaeological risks associated with the portions of the options not included in the aforementioned the reader is directed to the earlier report that is currently available online¹. However, the conclusions and indicative scoring presented in this report is based on an evaluation of the options in their entirety.

The assessment presented here was undertaken to identify any recorded and unrecorded archaeological remains in the vicinity of the options and to assess the likelihood that any selected option may result in modification, damage or destruction to archaeological sites². The results of this research are presented below.

This survey and report do not specifically include the location of any wahi tapu and/or sites of cultural or spiritual significance to the local Maori community.

1 Report available at, <http://www.nzta.govt.nz/projects/otaki-to-north-of-levin/docs/sh1-sh57-archaeology-report.pdf>

2 Under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) an archaeological site is any place, including buildings and shipwrecks, associated with human activity that occurred before 1900 and that is able to be studied by archaeological methods. Sites for which a declaration is made under section 43(1) of the act are also protected.

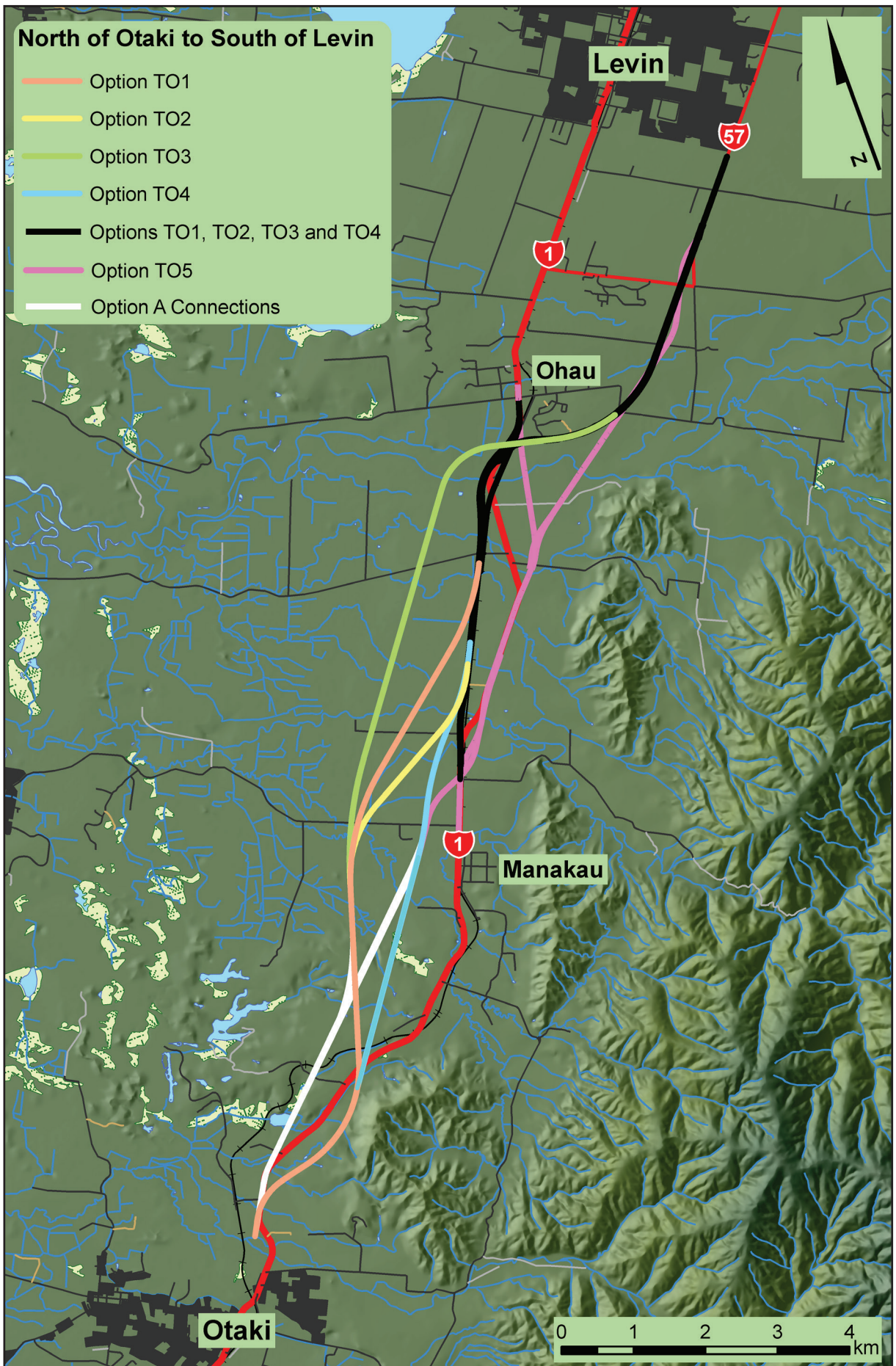


Figure 1: An overview of the central Horowhenua landscape, with existing highways and options under study shown.

General Description of Options

The options under investigation seek to improve the existing SH1 alignment to meet medium to long-term future needs. State Highway 1 currently traverses inland Horowhenua-Kapiti on a northeast alignment over alluvial gravels – deposited by the Otaki, Waikawa, Ohau and Manawatu rivers – or stable dune deposits along the western margins of the foothills of the Tararua Ranges (Figure 1). All five primary options would shift the southern margins of the existing SH1 east towards Pukehou hill, before crossing to the west of the existing highway and North Island Main Trunk Railway (NIMTR) north of the SH1-Forest Lakes Road intersection³. North of the NIMTR crossing three of the five options (TO1, TO2 and TO3) continue on a north-northeast alignment to the west of Manakau village and a recent residential subdivision along Waikawa Beach Road, before Options TO1 and TO2 align to the west of the existing NIMTR. From their positions parallel to the NIMTR Options TO1 and TO2 follow the previously explored Option 5A. In contrast, Option TO3 maintains its north-northeast alignment some distance to the west of the NIMTR before re-joining Option 5A on the north bank of the Ohau River.

Options TO4 and TO5 cross the NIMTR to the north of Otaki approximately 100m to the west of Options TO1, TO2 and TO3, and follow a northeast alignment that passes through the new subdivision along Waikawa Beach Road. From here Option TO4 merges with the previous Option 5A to run parallel to the NIMTR until crossing the Ohau River, while Option TO5 continues on a northeast alignment that crosses the existing SH1 approximately 800m to the north of Manakau village and merges with the previous Option 7A.

The A-variants of the five new options provide an alternative alignment at the southern end, shifting the highway west of the existing SH1. From approximately 300m south of Lawlors Road the A-variants proceed on a northeast alignment till intersecting with, and following the options already described.

METHODOLOGY

In exploring the likelihood for the options to result in the modification, damage or destruction of archaeological sites, it is important to consider the potential for both known and unknown sites to be affected by the works. If there is sufficient knowledge about the character and distribution of the ‘known’ archaeological record then it may be possible to infer somewhat reliable predictions about the character and distribution of the unknown archaeological record. With this in mind a preliminary review of publicly available sources of information relating to the archaeological record within the study area was undertaken.

The New Zealand Archaeological Association (NZAA) maintains a record of archaeological sites in New Zealand through the Archaeological Site Recording Scheme. While the Association records cover a substantial number of sites the scheme is not a perfect record in that not all known

³ All option descriptions will be presented as proceeding from south to north.

sites are registered with the association. Therefore the absence of sites in the association’s records cannot be used as a guide to the absence of known archaeological sites, to say nothing of the unknown. A review of the records held by the NZAA found there were six recorded archaeological sites within 2km of the options and zero sites within 1km. Of the six recorded sites within a 2km radius, three of these sites are located to the south of Taylors Road and are outside the area of interest for this project. Furthermore, the remaining three sites are remote from any of the options, so these sites were excluded from the following analysis. However, a location map and the site records are provided in Appendix 1.

In addition to the three recorded archaeological sites, there are eight Historic Place Category 2 listed buildings/monuments within the 2km study area north of Taylors Road (Table 2). Five of these listed Historic Places are located within the bounds of Manakau village, with the remaining three located at Kuku, Ohau and Otaki. These sites are not expected to be affected by any of the options and they will not be discussed below. It should be noted that St Stephen’s Church at Kuku (see Parker 2013) is not a registered Historic Place, though given its history, consideration should be given to this building which is highly likely to be affected by Option TO5.

In the absence of extensive archaeological site records, the best source of information is the landscape itself, where in-the-field observation of subtle variations in surface topography or diffuse scatters of material culture may suggest the presence of further features below the surface. However, the practicalities of land access and time constraints prevent the use of this approach here. As a result this research has taken on a desktop analysis / literature review approach to the evaluation of the options. Additionally, due to the absence of any comprehensive academic attempts to examine the archaeology of this area, particularly with regards to Māori occupation, the study area for this assessment was expanded beyond the immediate vicinity of the routes options to encompass the entire landscape within 2km of the centrelines of the options (Figure 2). Expanding the study area provides greater scope to identify the patterns of site distribution in the wider landscape that might otherwise not be identified with a more restricted analysis. However, as mentioned above, portions of each option were previously studied for an earlier assessment and the archaeological details for these segments will not be repeated here (Figure

Table 2: List of Category 2 registered Historic Places within the study area. See Appendix 2 for map of locations.

REGISTER NO.	NAME	ADDRESS
4049	Church of St John the Baptist	7 Muhunoa East Rd, Ohau
4051	Methodist Church	1104 State Highway 1, Manakau
4063	Post Office	33 Honi Taipua St, Manakau
4064	Manakau School	Mokena Kohere St, Manakau
4065	Manakau War Memorial	Manakau
4070	St Andrew’s Church	23 Mokena Kohere St, Manakau
4075	Wellington Dairy Farmers Co-operative Association Factory	652 State Highway 1, Kuku
4087	House [relocated]	69 Taylors Rd, Otaki

2). While the conclusions and overall evaluations of the extended options presented below are framed with regards to their entire length, detail of the archaeological risks associated with the previously studied area are included in the earlier report (Parker 2013).

There are five primary sources of information that have been utilised in this report, supplemented by occasional reference to other sources. First among these is testimony from Māori Land Court hearings, dating to the late 19th and early 20th Century, which provides valuable insight into the settlement patterns and everyday lives of Māori in the region. While the strength of these records is their detail and comprehensive coverage of the region, testimony pertaining to the study area runs to many hundreds, if not thousands, of pages that cannot be adequately covered in a report of this scope. Instead this report has focused on testimony relating to land located in the Pukehou Block to the north of Otaki. While this only covers a small portion of the land crossed by the options it is a sample that provides a guide to the nature of the overall risk along their entire length. The prior study of the SH1 to SH57 connection upgrade had sampled Court records relating to land in vicinity of the Ohau River and village.

The second primary source is a range of 19th century survey plans relating to the claims, division and allocation of land by the Maori Land Court. Three large roll plans of the Manawatu-Kukutauaki land claims from 1872 (SO11013, SO11038, SO11039) cover the entire extent of the options. However, while they do incorporate some place names and topographic details the level and detail of information included in these plans is less than that found in the individual block plans. Following the Courts judgement in respect of the Manawatu-Kukutauaki claim survey plans were prepared for the individual blocks as they were claimed and allocated to various iwi or hapū. Ten individual or multiple block plans have been examined for this report, ranging in date from 1870 to 1889 (Table 3).

First-hand accounts and observations of travel through the study region, predominantly published in the latter half of the 19th century in local newspapers, are also valuable sources of information. The most useful of these often anonymous accounts describe journeys on the Wellington-Manawatu railway at the time of its construction in the 1880s. These articles are of particular use in evaluating upgrade options that run parallel to the existing NIMTR. Although these articles are often somewhat vague in terms of details, they provide a reliable account

Table 3: List of Maori Land plans examined.

PLAN REFERENCE	DESCRIPTION	DATE
ML148	Native Land Purchases: Otaki	1870
ML191	Manawatu Kukutauaki Block 4	1879
ML193	Waikawa Native Reserve	1877
ML193A	Waikawa Native Reserve	1877
ML251	Pukehou 4E: Purehurehu	1877
ML252	Pukehou 4D: Ngatotara	1877
ML253	Pukehou 4F: Pukerarauhe	1877
ML367	Pukehou Block No.4 and Parauku Blocks No.1 & 2	1878
ML369	Ohau No.3	1879
ML914	Ohau No.3	1889

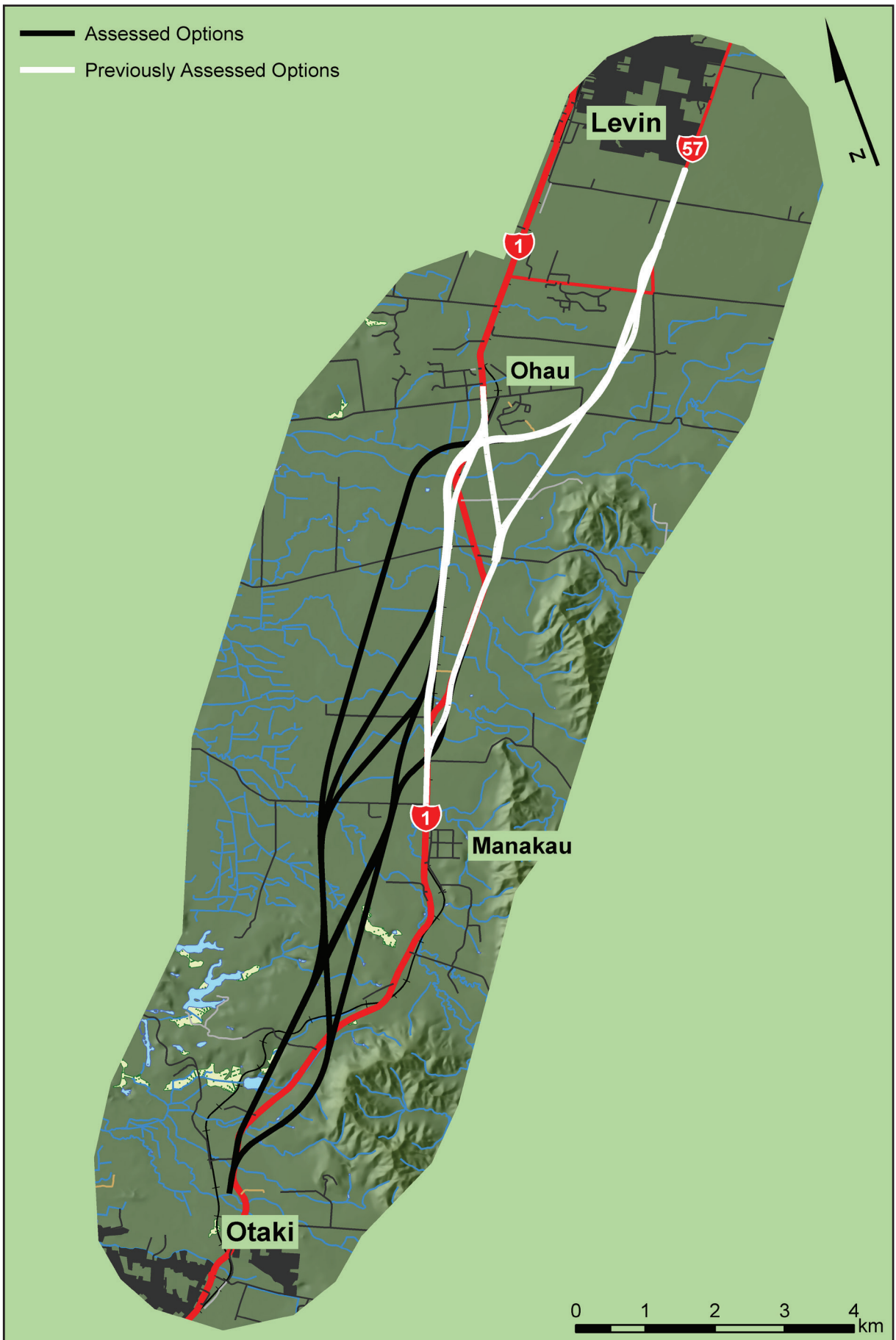


Figure 2: Extent of assessment and plan of options discussed in this report. Previously assessed options are detailed in Parker 2013. Conclusions and scoring presented here cover the entire length of the options (i.e., assessed and previously assessed options).

of Māori and European occupation in the vicinity of the railway during the late 19th century. These sources were covered in the previous report and will not be addressed here.

The remaining two sources date from the latter part of the first half of the 20th Century and suffer for their relative temporal isolation from the period concerned, though they go some way to make up for this by the breadth of their coverage. The first of these is Leslie Adkin's 1948 study of Māori place names in the Horowhenua, which extends from Otaki in the south to Foxton and Tokomaru in the north. Adkin's research is particularly valuable because it is based on information passed on by individuals with first-hand knowledge of these places – or individuals descended within a generation or two from those who had first-hand knowledge – and it records the name and location of places in the landscape that have meaning for Māori, often with reference to particular activities that were undertaken and the people who were directly connected to them. However, although many of the places that Adkin records fit the definition of an archaeological site, his research is not archaeologically focused. Adkin is generally more concerned with recording historical narratives than the minutiae of the material traces of those narratives. In this regard Adkin's research is somewhat biased towards higher order sites that were the focus of large scale group activities.

The final source used in this research is an historical orthographic aerial photo coverage dating to 1942, supplied by New Zealand Aerial Mapping. This was initially sourced for the previous report and is constrained to the northern half of the current options, from Manakau to Levin. Analysis of this photographic coverage looked to identify the remains of surface features related to early Māori, or 19th century European, occupation in the landscape, with all visible standing structures, particularly housing, analysed for attributes that may indicate a 19th century origin.

From the analysis of the above primary sources, and a number of secondary supporting documents, a draft assessment of land parcel archaeological potential was produced for the study region (Figure 3). The assessment is presented as a draft because of the circumstances that require its production from a highly selective analysis of available data. Here archaeological potential is defined as being an estimate of the probability of there being archaeological sites – of any nature – on any given land parcel within the study area⁴. This potential may not be uniformly distributed over any given land parcel, it may be concentrated in one particular area, but for ease of reference and the sake of conservatism the highest potential value is applied to the entire land parcel. Low values indicate a reduced likelihood of there being archaeological sites on a selected land parcel, and high values indicate an increased probability. For the most part archaeological potential reflects the historic reality of landscape occupational intensity increasing towards the west and the trend for sites – irrespective of distance from the coast – to be located within a general proximity to water sources. High potential land parcels indicate known centres of Māori settlement and cultivation, or late 19th Century settlements of Māori and European character. The plan of archaeological potential is provided to give an idea of the broad trends in archaeological site distribution.

The category of archaeological potential defines the archaeological record in a very generalised and broad fashion. It does not reflect the probability that known or potential archaeological

4 The base data for this layer is drawn from the LINZ cadastral database and is tabulated in Appendix 3.

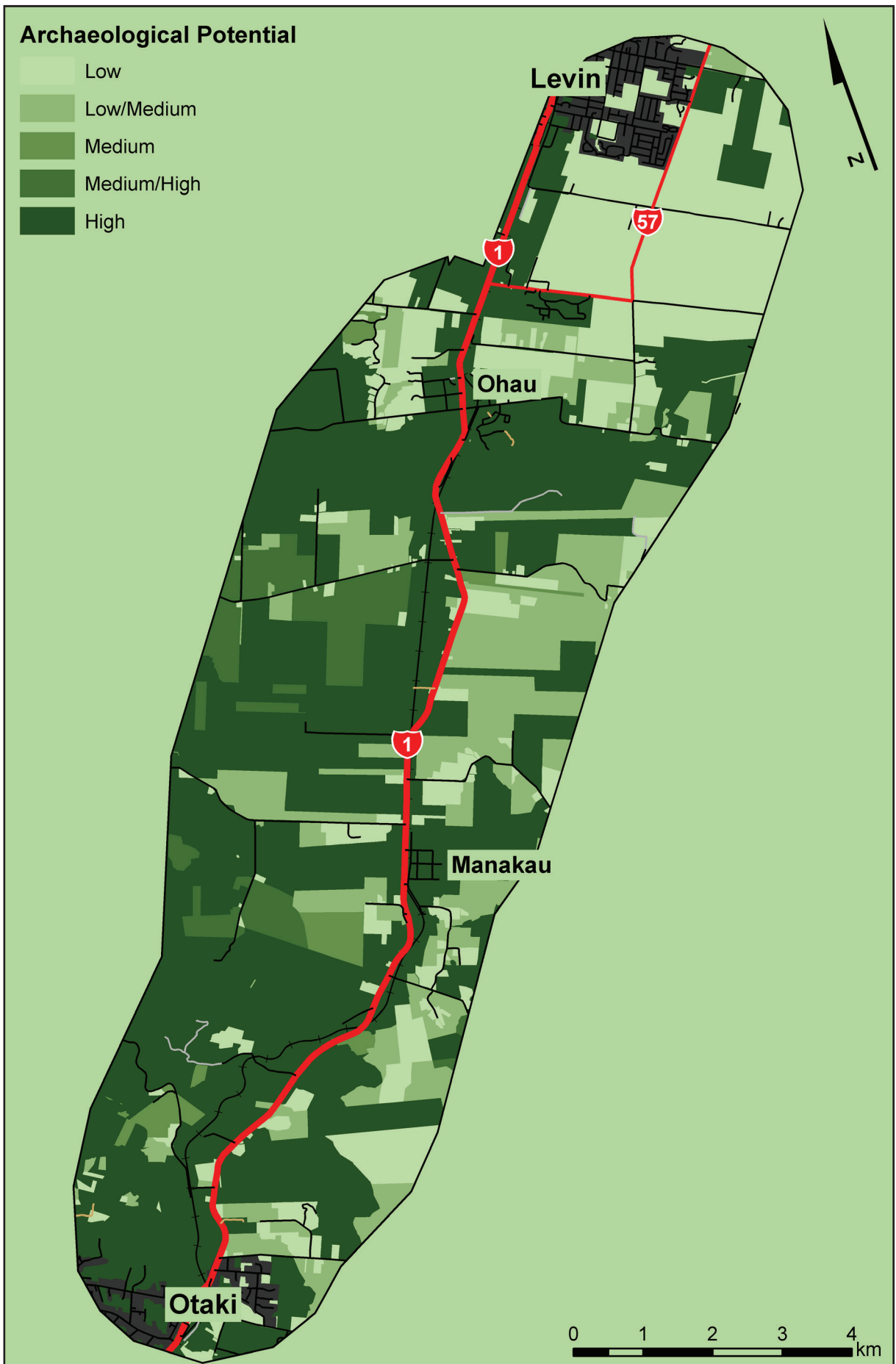


Figure 3: Results of draft analysis of archaeological potential, where potential is an estimate of the probability of archaeological sites being present on a selected land parcel.

sites will be damaged or destroyed by construction of any of the options. For example, an option may cross a land parcel of high archaeological potential but be of low risk due to the archaeology being located away from the eventual alignment, or of an ephemeral nature that is unlikely have to survived deposition. Conversely, an option may pass over multiple parcels of lower potential, but have an elevated risk of encountering archaeological sites if there are known to be sites in the area and their general location is unclear. The risk that any one option may result in damage or destruction to archaeological sites, the archaeological risk, is directly discussed in the pages below, following the general historical background that is presented next.

HISTORICAL BACKGROUND

The bountiful natural resources of the Horowhenua coast have attracted many occupants, from the first Māori who arrived almost one thousand years ago, through to the 19th century settlers of largely British extraction. In general the history of settlement in this region, both Māori and European, can be divided into two broad phases. The first covers all settlement that predates the completion of the Wellington-Manawatu railway in 1886, and the second covers the period of settlement that post-dates its establishment. Following the completion of the railway, located approximately 7km inland from the coast, the surrounding bush was rapidly cleared by the incoming settlers in order to fulfil their obligations to the government that the land be ‘improved’ (Dreaver, 1984:167). With improvement to goods transport provided by the railway and new land for settlement created through felling of the bush, the focus of settlement gravitated inland. However, prior to this the dense virgin bush ensured that most settlement was concentrated along the coastal margins amongst the more open and accessible dune belt.

Radiocarbon (C14) determinations from coastal sites to the north and south show that Māori have occupied this part of the New Zealand for more than 700 years⁵. Māori were drawn by the diverse environmental range within a relatively compressed landscape between the coast and the Tararua Ranges that held an equally diverse mix of faunal and floral resources (Bevan sen., 1907:10-11; O’Donnell, 1929:5). Archaeological finds and Māori oral histories indicate multiple migrations into the region – either by conquest or assimilation – in the period before colonisation by the British Crown (Adkin, 1948:108-29). The most recent of these Māori migrations dates to the 1820s when the Ngāti Toa, led by their renowned chief Te Rauparaha, succeeded by conquest to land that was previously occupied by the Muaupoko.

The first Europeans to settle on the Horowhenua coast were predominantly whalers or traders who arrived in the early decades of the 19th century (Bevan sen., 1907:18). These settlers lived in or nearby the Māori settlements among the coastal dune belt and with whom they traded for raw materials that could be on sold in the Wakefield settlements or exported to the booming markets in Sydney (Bevan sen., 1907:24; Dreaver, 1984:34). In contrast to other parts of the country, for example, Taranaki (see Adamson, 2012), the relationship between settler and Māori

5 See reference dates WK1757 and NZ0682 from the NZ Radiocarbon Database, at www.radiocarbon dating.com

was relatively harmonious – barring occasional minor incidences (Bevan sen., 1907). With the establishment of the Wellington-Manawatu railway the settlers moved inland to be nearer the primary trade route, along with an influx of new settlers attracted by the vast tracts of land made available by the government along the railway. These new inland settlements are the present day townships of Levin, Ohau and Manakau.

Due to the majority of the land cover in the area being dense virgin bush prior to the 1880s (Figure 4), it is expected that most archaeological sites from this period – of either Māori or European origin – are likely to have a dispersed distribution and be of a limited size that is constrained by the area of the forest clearings in which they were probably located. In contrast, sites relating to or post-dating the completion of the Wellington-Manawatu railway are likely to be concentrated in general proximity to the line and may also cover a much greater area, as was allowed by the clearing of the bush. However, the archaeological risks associated with this period of settlement are somewhat reduced by the fact that it is only the archaeology of the first 14 years of settlement after the establishment of the railway that are afforded statutory protection.

Figure 4 is a composite of several 19th century plans that provides a general guide to the position of the bush line and location of the largest Maori occupied clearings. The western edge of the bush line and the large Wera-o-whango clearing at Ohau is derived from an 1872 roll plan of the Manawatu Kukutauaki claim (SO11039), and the smaller occupied clearings and swamp lands added from later individual block plans produced between 1877 and 1889 (Table 2). However, while Figure 4 provides a good snapshot of the historic bush line from the latter decades of the 19th century it should be remembered that this was a dynamic landscape, with the western bush line and boundaries of clearings continuously evolving through the opposing processes of clearance and regeneration. In particular, it is highly likely that the location of former clearings relating to some of the earliest phases of occupation along this coast have been lost through the regeneration of the bush⁶. The archaeological risks associated with those clearings that are known and are likely to be impacted by one or more of the options will be discussed in more detail in the sections that follow.

ARCHAEOLOGICAL RISK ASSESSMENTS

In the preceding pages archaeological potential was defined as an estimate of the probability of archaeological sites being found on a given land parcel, irrespective of the probability that these sites may be modified or destroyed by an option. The following discussion introduces the complementary concept of archaeological risk, which is an estimate of the likelihood that an option will result in the modification, damage, or destruction of archaeological sites. Low values of archaeological risk indicate a low probability of encountering archaeological sites, and high values indicate a greater probability. While this definition refers to the potential

⁶ In some Maori Land Court records witnesses have been able to identify the clearings of earlier occupants through vegetation differences in the species composition of virgin and regenerated bush.

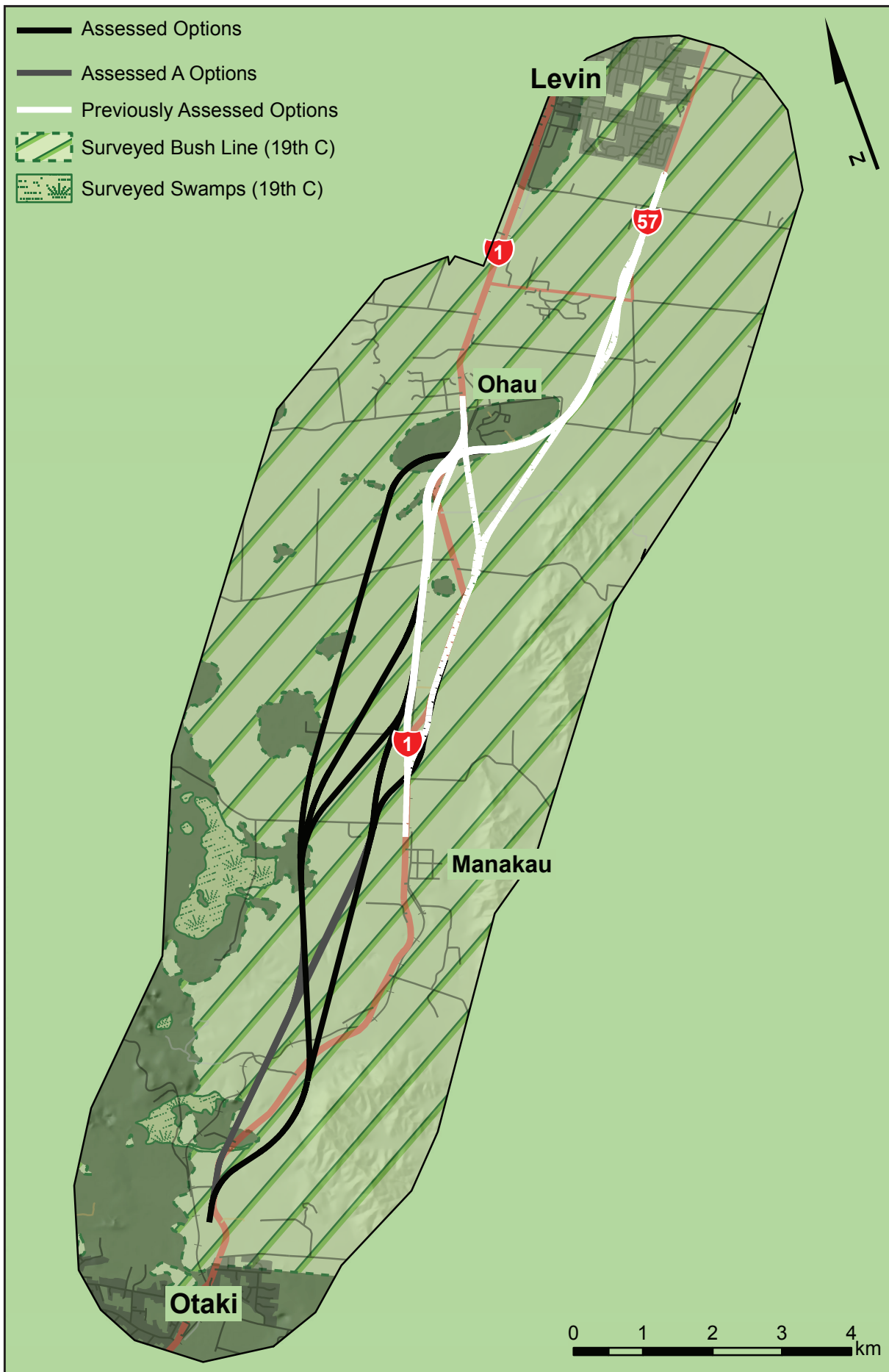


Figure 4: Plan of 1872 bush line (SO11039) and pre-1900 clearings identified from a number Maori Land block plans (Table 2).

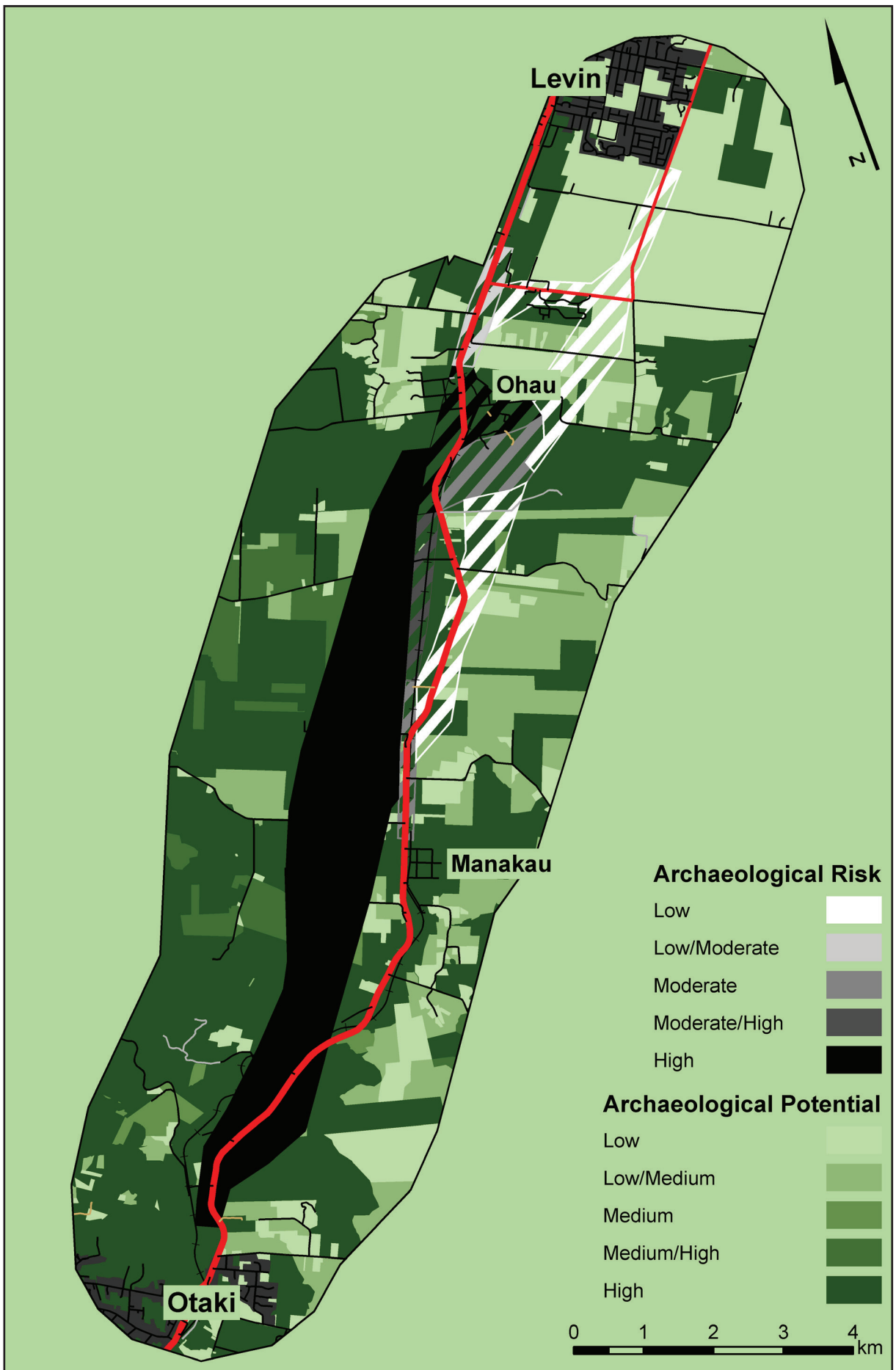


Figure 5: Plan showing the archaeological risk assessment zones defined from analysis of the distribution of archaeological sites. Previously studied zones with hatched fill.

impact of the earthworks associated with the options on an individual basis, for the purposes of this report it makes more sense to deal with this risk, at least initially, on a collective basis.

Where the previous assessment identified seven different zones of variable archaeological risk (Parker 2013:18), the present report places the new sections of the options in a single high risk zone (Figure 5). Although there are some differences in the risk profiles of each of the options there are enough known archaeological risks, and substantial unknown but suggested risks, to warrant each new option being regarded as high risk. However, as previously mentioned, given the volume of information available a full treatment of the archaeological risks along the new options is not possible in the given time frame. Instead the following pages provide an overview of the known and potential risks located in the general vicinity and within the bounds of four substantial clearings that are crossed by one or more of the options. Given the extensive history of Maori occupation along this coast it is unlikely that these four clearings surveyed in the late 19th century represent the sum total of all such historic clearings in this area, but a brief discussion of their character will provide a guide to the general risks that may reasonably be expected to be encountered anywhere along the new options.

Paruauku Clearing: High Risk

OPTION	DISTANCE TO CLEARING (APPROXIMATE)
Option TO1	100m
Option TO1A	Inside
Option TO2	100m
Option TO2A	Inside
Option TO3	100m
Option TO3A	Inside
Option TO4	100m
Option TO4A	Inside
Option TO5	100m
Option TO5A	Inside

Also written as Parauku in some Maori Land Court testimony, the former Paruauku clearing was located approximately 1.5km north of the present Otaki town boundary (500m north of Taylors Road) directly to the west of Pukehou hill (Figure 6). Court records indicate that both the clearing itself, and the land surrounding it, was intensively occupied by Maori in the 19th century. Witnesses in both the Manawatu Kukutauaki No. 4 (Otaki MB2) and Pukehou 4G (Otaki MB5, 9) claims state that this land was originally occupied by the Muaupoko and later, following the conquest of Te Rauparaha, temporarily occupied by Ngāti Tama and eventually permanently settled by the hapū of Ngāti Rauakawa.

Little is mentioned about the original Muaupoko occupation in the Court records other than that they had a bird snaring place in the vicinity of the clearing, named Pikiwahine, also referred to as Pukewahine in some cases. In addition to birding camps there are likely to be other camps in the bush related to the conflict between Muaupoko and the allies of Te Rauparaha, with

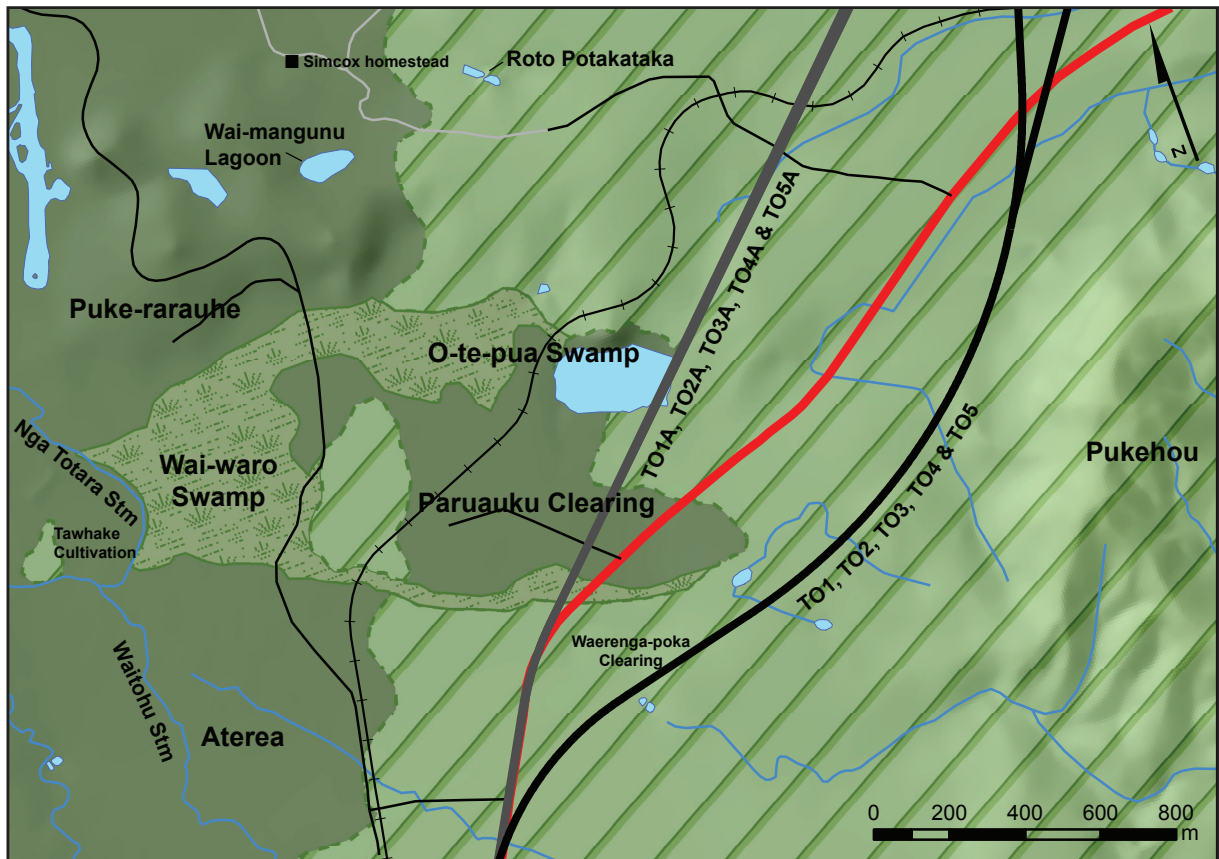


Figure 6: Plan of Paruauku clearing and other named locations within a close vicinity of SH1 and Taylors Road. The clearing, swamp and bush line are drawn from survey plans SO11039 and ML367.

Adkin (1948: 315) recording a story of the ambush of a group of Muaupoko on Pukehou hill by a party led by Te Rangihaeata during this period. Chance discoveries of human remains relating to these or similar events are a possibility along the entire length of the options in this vicinity. Speaking before the Court in 1873, Rikihana te Tarure of Ngāti Koroki describes an occasion when walking from the base of Pukehou to Otaki village where “the bones of a dead Muaupoko fell from a tree on [to] the road” (Otaki MB2:122-3). These were later interred at an Ngāti Kauwhata urupā at Waitohu. From this account it is unclear if the disturbed bones were a one-off encounter in this area or belonged to a larger bone repository style urupā, however the description does put them within the general vicinity of the eastern (non-A) options, which are all to the east of Paruauku clearing.

With regards to the occupation of Paruauku and Pukehou by the hapū of Ngāti Raukawa the court records are more detailed. In addition to descriptions of houses and cultivation grounds within the Paruauku clearing, the same are also mentioned in the vicinity of the O-te-pua swamp (spelled Otipua in the Court minutes), Pukehou and Puke-rarauhe. Eel weirs are recorded as being present at Roto Potakataka and O-te-pua, and birding was still an important activity. Although the reviewed records have not specifically mentioned it, it is highly likely that the Muaupoko were also occupying the landscape in a similar fashion prior to their expulsion, though not necessarily in the same places.

The court records reviewed thus far have generally focused on establishing claims to land on the basis of historic occupation, with much of the testimony focused on the “who, what and

where” of events that occurred in the early to mid-19th century. However, as archaeological sites encompass the period to 1900, it is highly likely that there are other archaeological sites located in this general area, either related to the expansion of existing clearings or the creation of new clearings. Further reading of Maori Land Court minutes and other records will help to clarify this risk.

Based on this brief survey of available sources the A-variant options appear to have the greatest archaeological risk owing to their running directly through the Paruauku clearing and their likely close proximity to O-te-pua cultivation grounds. Although the non-A options appear to avoid the Paruauku clearing as it was in 1878 they too must be considered high risk owing to the fact that they cross a land parcel that was specifically marked as a ‘Native Reserve’ in ML367⁷ (Figure 7). That the entire landscape was used and occupied by Maori, not just the clearings, is best illustrated by Karanama Whakaheke, a Ngāti Kapu, when he stated to the Court that, “we have an eel weir at Otipua [sic] and other places extending to the back [i.e. east] of Pukehou” (Otaki MB2:160).

7 Within the area marked ‘Native Reserve’ there are three land parcels crossed by the non-A options. These parcels are not registered as Māori Reserves with the Māori Land Court and it is unclear if the surveyed reserve was ever officially established. All three parcels are freehold and in private ownership.

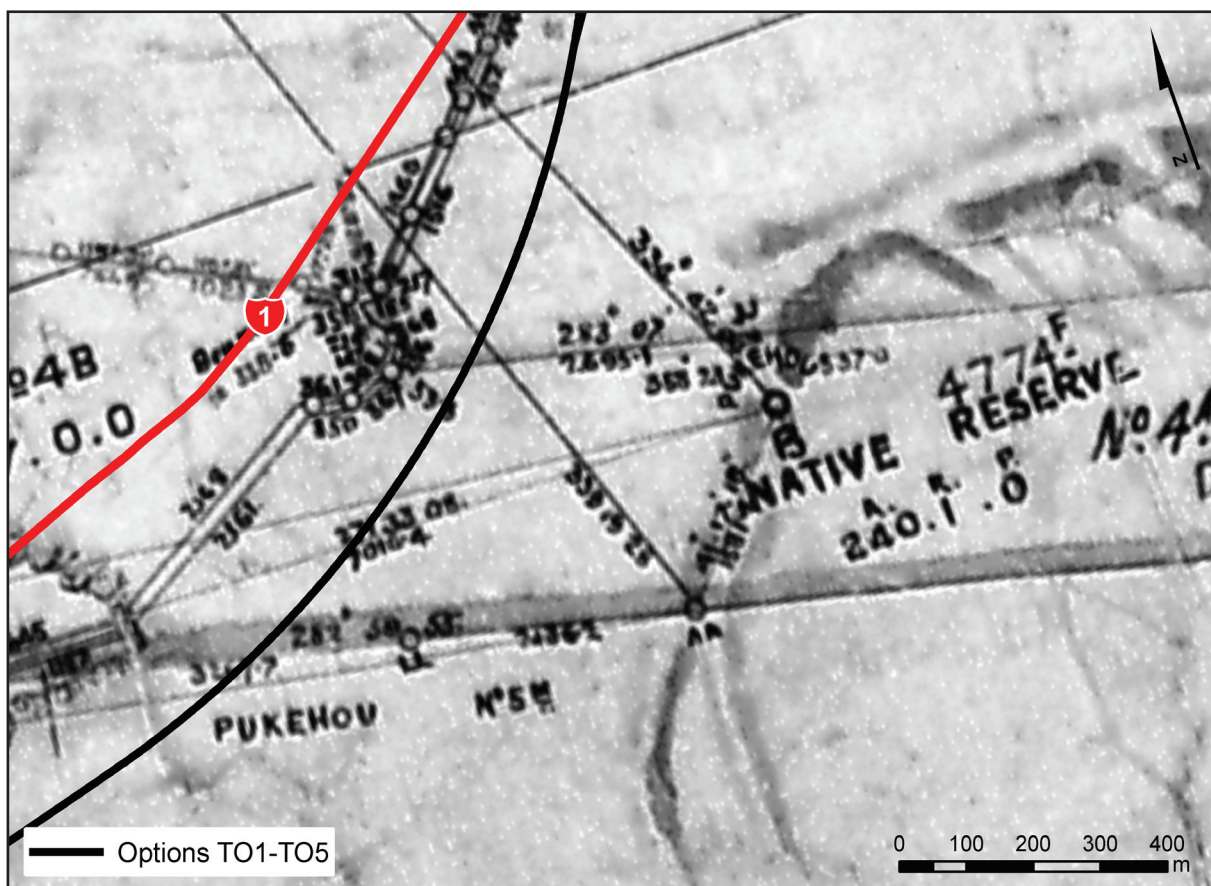


Figure 7: Detail of Maori Land plan 367, showing all options (TO1 to TO5) crossing the Pukehou No.4A No.1 block, marked ‘Native Reserve’. These three land parcels are now freehold in private ownership.

Ketemaringi Clearing: High Risk

OPTION	DISTANCE TO CLEARING (APPROXIMATE)
Option TO1	Inside
Option TO1A	NA
Option TO2	Inside
Option TO2A	NA
Option TO3	Inside
Option TO3A	NA
Option TO4	600m
Option TO4A	500m
Option TO5	600m
Option TO5A	500m

In 1877, as surveyed in a plan of the Waikawa Native Reserve (ML193, ML193A), Ketemaringi clearing was located 1.2km to the west of the present Manakau village, and covered an area of approximately 45 hectares (Figure 8). Located nearby to the south west of Ketemaringi were the extensive Takapu-o-kāinga-rara cultivation grounds, though on the alignments of the options, this site will not be affected.

In the 19th century the clearing was occupied by the Ngāti Wehiwehi, with Adkin (1948:185) locating the Ketemaringi pā in the north west corner adjacent to the Autaha swamp (most likely the location marked 'HUTS' to the west of 'WATENE'S PAD' in Figure 8). The early plans of Ketemaringi show a number of details about the clearing, including the location of huts, individual allotments ('WATENE'S PAD'), walking tracks (dotted lines), rail and wire fences, and a flagpole. Adkin also states that in his later years an early European settler to the region, Thomas Bevan sen., had a homestead within the Ketemaringi clearing. Adkin's plans place the homestead in the northern half of the clearing somewhere in the vicinity of 'WATENE'S PAD' (Adkin 1948: Map 4).

The huts located at the south of the clearing in Figure 8 most likely identify another Ngāti Wehiwehi settlement, the Te Raeroa kāinga. In the 1940s evidence of this settlement was still visible on the ground surface, with Adkin (1948:330) noting depressions relating to subterranean storage pits and several patches of shell midden disturbed by ploughing. At this point in the time the Te Raeroa kāinga appears to be the point of highest archaeological risk in this area, with Options TO1, TO2 and TO3 all likely to result in damage or destruction of this site. These three options also pass in close proximity to the location marked as 'WATENE'S PAD' and may also intersect the location of the Bevan sen. homestead. In addition to the sites marked on the ML193, ML193A plans, it is highly likely that there are other archaeological features located in the unmarked space within the clearing, particularly where the Manakau stream runs through the northern boundary of the clearing.

While Options TO4, TO4A, TO5 and TO5A do not pass through the Ketemaringi clearing there remains a significant risk of encountering archaeological sites in this area. Following the construction of the Wellington-Manawatu Railway in the late 19th century, now the NIMTR,

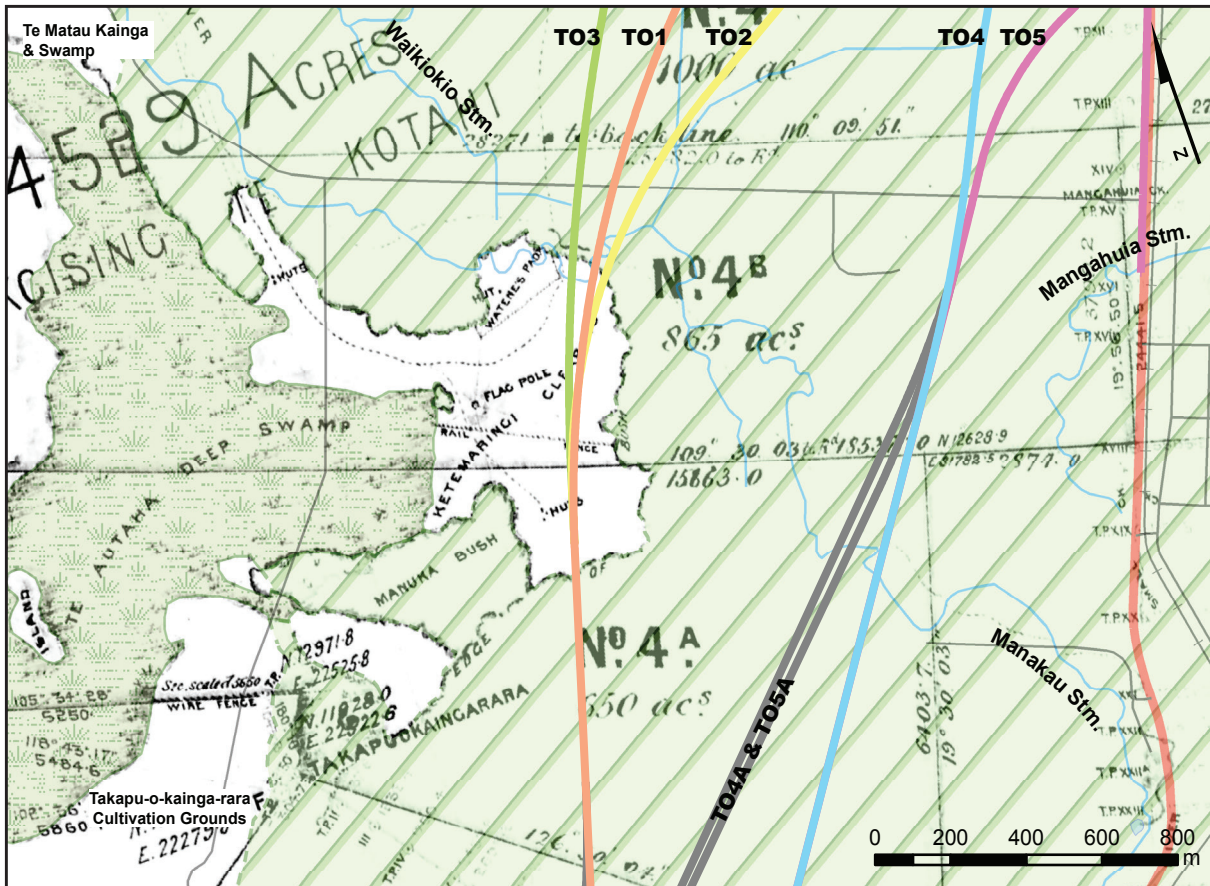


Figure 8: Detail of Maori Land plan 193, showing Options TO1, TO2 and TO3 passing through the Ketemaringi clearing.

archaeological sites can be expected to be encountered in this area relating to the continued clearance of the bush and growing interaction between the established Maori settlements at Ketemaringi and the new village at Manakau in addition to small isolated sites related to biding activities.

At the present time no records relating to Muaupoko occupation in this area have been identified, though they are expected to have had a substantial presence in this area.

Whakahoro and Tikorangi Clearings: High Risk

OPTION	DISTANCE TO CLEARING (APPROXIMATE)
Option TO1	400m
Option TO1A	NA
Option TO2	800m
Option TO2A	NA
Option TO3	Inside
Option TO3A	NA
Option TO4	>1000m
Option TO4A	NA
Option TO5	>1000m

OPTION	DISTANCE TO CLEARING (APPROXIMATE)
Option TO5A	NA

The Whakahoro clearing was located approximately one kilometre north of Ketemaringi clearing, with its eastern boundary encroaching on the western extent of the present road that shares the same name (Figure 9). As drawn on the Maori Land plan ML193, in 1878 the Whakahoro clearing (spelt Wakahoro on the plan and in some records) covered an area of approximately 65 hectares. The aforementioned plan shows a small number of huts and cultivation ground located at the south east corner of the clearing, and more huts to the north east with a track passing through the clearing on the eastern half. These huts and cultivations will be related to occupation by Ngāti Wehiwehi.

Adkin (1948:420-22) says very little about the Ngāti Wehiwehi occupation of this clearing, preferring to focus on a Muaupoko tree fort refuge located within the clearing. Thomas Bevan provides a detailed description of this fort, which he saw in 1852 and described as:

“[A] tree fort in the tops of three immense kahikatea (white pine) trees, situate [sic] on the northern side of the clearing. Beams were laid from fork to fork of the trees, and upon these were laid a platform, on which the houses were erected. A fence encircled the whole stage, and stores of food, water, etc., were always kept on this elevated pā. Heaps of stones were also piled up on the platform, which were hurled down on the enemies when they approached the trees. On the advance of a war-party, the Muaupokos retreated to their fort, and pulled up their ladders after them, and as the platform was fully fifty feet from the ground, the besieged could well defy their enemies so long as their supplies of food and water held out, as the rifle was an unknown weapon in those days.” (Bevan sen., 1907: 41)

While it is unlikely that any material evidence of the tree fort structure has survived in archaeological record, the presence of the fort suggests a substantial Muaupoko presence in the area, probably centred on ground based settlements in the Whakahoro clearing and others nearby.

Approximately 500m to the north east of Whakahoro clearing is the Tikorangi clearing and the Takapu-o-pahoka cultivation ground. This smaller clearing is depicted in both the 1879 ML369 and 1889 ML914 plans of the Ohau No.3 block. In the earlier plan the 6½ hectare clearing is labelled ‘RANSFIELD’S CLEARING’ and is traversed by a track that continues on to cross the Kuku Stream and, eventually, the Ohau River. In the later plan the naming label is no longer present, but in the intervening ten years the clearing had doubled in size to 12 hectares. At the present time little is known about this clearing, though Adkin (1948: 354) indicates there were a number of “rough dwellings or shelters” amongst the cultivations.

Of the five primary options, TO3 is the only one to pass within the bounds of the Whakahoro and Tikorangi clearings, though for the Whakahoro clearing any impact is likely to be minor.

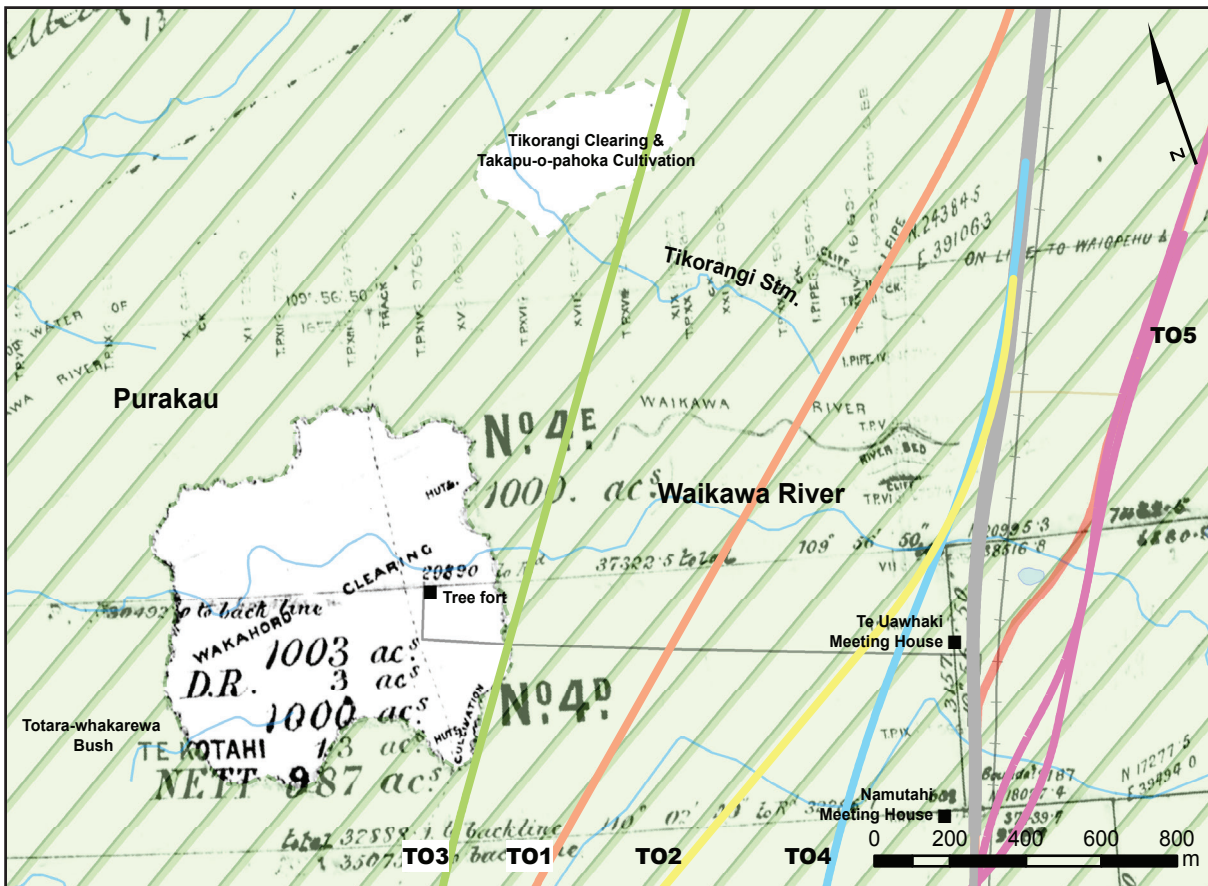


Figure 9: Detail of Maori Land plan 193, showing Option TO3 intersecting the Whakahoro and Tikorangi clearings.

However, as above, archaeological sites can be expected to be encountered outside of the known clearings in this area relating to the continued clearance of the bush and the growth of the new settlements along the Railway. Options TO2 and TO4 pass within 200m of the location of the former Te Uawhaki meeting house (see Parker 2013), though are not expected to encounter any related features at this distance. Adkin (1948) also refers to another member of the Bevan family having a homestead near the railway to the east of the Tikorangi clearing, with Option TO1 passing within 100m of the main house of the most likely candidate building. The shared alignment for Options TO2 and TO4, adjacent to the NIMTR, pass within 50m of this same building (Figure 10).

Summary of New Options

Due to the desktop nature of the research and the limited timeframe the analysis presented above should only be regarded as a draft assessment. However, in spite of these limitations there are a number of useful conclusions to be drawn from the information.

While the area was for the most part densely forested until the latter half of the 19th century, almost a millennia of Māori settlement in the region and the nature of their land use patterns require the entire landscape to be regarded as occupied by Māori, forested or otherwise. Although only three new high risk areas have been identified above, and not all options will affect these areas, the assignment of high archaeological potential reflects that most options



Figure 10: Detail of historic aerial photo from 1942, showing possible Bevan homestead located in close proximity to Options TO1, TO2 and TO4.

would substantially shift SH1 west towards historically significant coastal occupation zones. Any impacts on the known clearings and their attached settlements are likely to require mitigation. Furthermore, there is a general lack of knowledge about both the 19th century and pre-19th century occupation of this area that contributes to a potentially significant unknown risk. This risk is predominantly related to Māori occupation. Further clarification of the 19th century risks could be provided by a more detailed study of Māori Land Court records and consultation with local iwi groups, but there is an absence of similar written records pertaining to the pre-19th century occupation in this area. Consultation with descendants of the original Muaupoko inhabitants may be able to provide some more information, but substantial unknown pre-19th century archaeological risks are likely to remain for all options.

Outside of the major bush clearings most archaeological sites are likely to be small transitory ‘camps’ related to birding activities or the movement of goods and people along inland trails. Although the baseline archaeological potential may be elevated by proximity to water, known trails and other sites, the archaeological risk of encountering such sites at any given location within the landscape remains low due to their restricted size and dispersed distribution patterns.

While all ten options have been graded a high risk due to uncertainty about the detailed nature of the archaeological record in this area, two general observations can be made in regards to differential risks. Firstly, the Option A-variants substantially increase the archaeological risk for any of the five primary options. While a detailed reading of Māori Land Court records has not been possible in the timeframe, it is clear that the Paruaaku clearing and its surrounds was a

place of significant occupation and cultivation through which the A-variant options would pass. There is also a substantial risk associated with the non-A variants in this area, which cross land formerly identified as a ‘Native Reserve’, but this is an as yet unquantified risk. The A-variants are considered to be a higher risk because they are a more known quantity. Secondly, Options TO4 and TO5 are considered to be of a lower risk as they would result in a more limited relocation of SH1 to the west, and in the case of TO5 would shift a portion of the highway further to the east. While there are still significant known and unknown risks associated with these two options, they also avoid a number of significant known risks in contrast to the remaining options.

CONCLUSIONS

This report has presented a broad narrative of the history of occupation in the Horowhenua-Kapiti region and provided a selective first screening of historical sources in order to identify the known, and potential unknown, archaeological risks associated with route options under consideration in the general area between north of Otaki and south of Levin. The landscape in which the route options are being evaluated has a long and complex history that cannot be comprehensively covered in a report of this scope, hence this report has focused on identifying the underlying patterns of site distribution and a brief discussion of three zones of high archaeological risk that may be affected by one or more of the options. In doing so this report has only looked at those parts of the options not previously reviewed between Manakau and Levin (Parker 2013). In contrast to the earlier study, all of the options were grouped into a single high risk zone. However, the following discussion now evaluates the archaeological risk for each option as a whole across the entire length of each.

It is not possible to advance any of the options without risk of damage or destruction to archaeological sites. All of the options will have significant negative impacts in this regard, but allowance has been made for those options which will potentially have fewer negative impacts. Hence the following ratings represent a simple quantitative estimate of the number of archaeological sites that may be impacted by any one route and provides a guide to the extent of future research that may be required. The options are graded on a scale from ++ to --, where:

SCORE	DESCRIPTION
++	Route option is, on average, very good in terms of archaeology
+	Route option is, on average, good in terms of archaeology
0	Route option is neutral, or neither good or problematic, on average, in terms of archaeology
-	Route option includes, on average, minor or intermediate issues or concerns in terms of archaeology
--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology

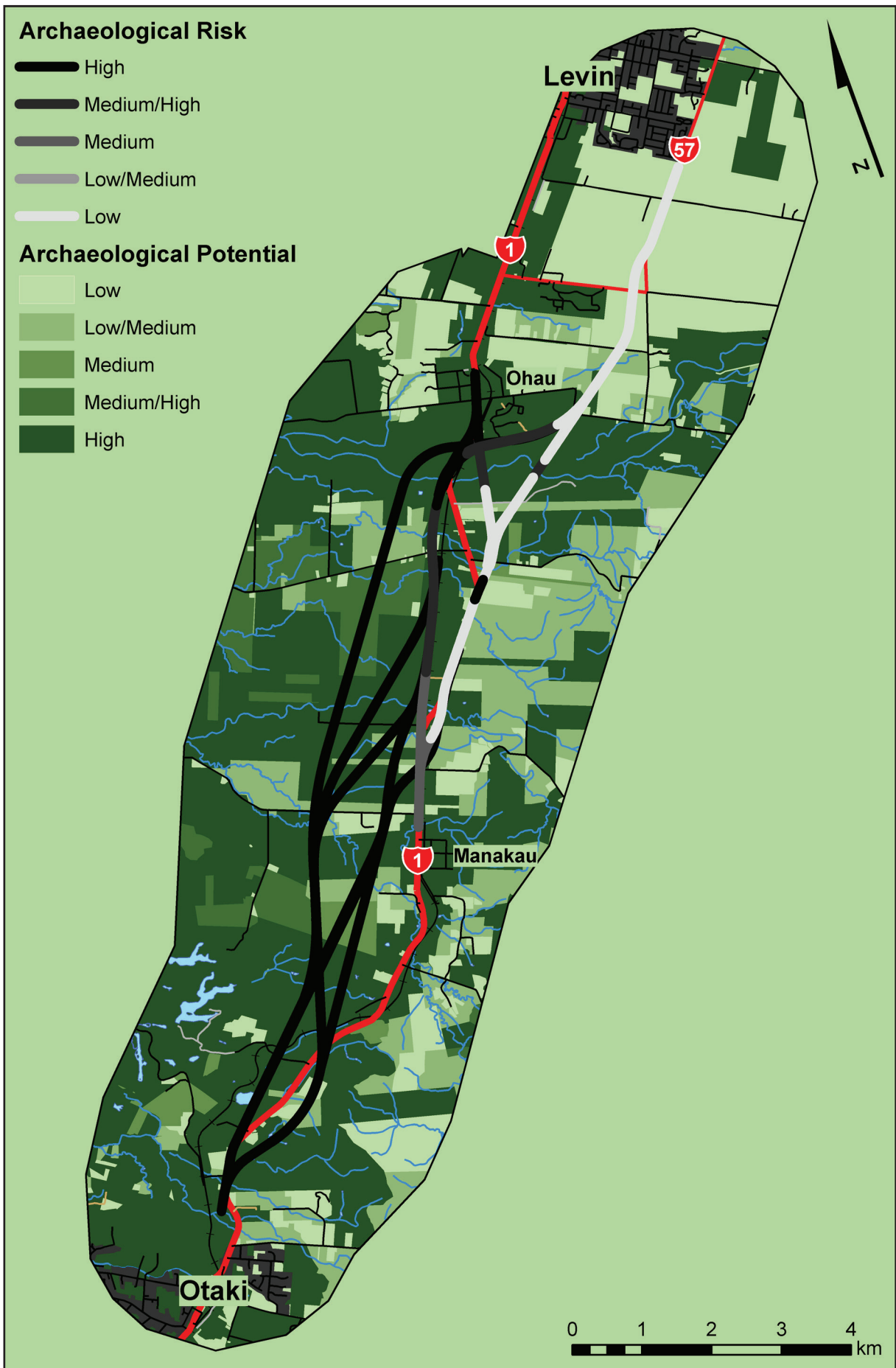


Figure 11: Plan showing all options and their zone based risk assessments.

North of Otaki to South of Levin Options: General Risk Assessment

As Figure 11 indicates, Options TO1, TO2, TO3, TO4 and their A-variants have a substantially higher predicted overall risk than Options TO5 and TO5A. As discussed above, all ten options are of a high risk up to the location where their alignments run parallel to the NIMTR or cross to the east of the existing SH1 to the north of Manakau village. Those options that run parallel to the NIMTR before crossing east to connect with SH57 between the Ohau River and Ohau village, also have a medium to high risk of resulting in damage or destruction to known and unknown archaeological sites here (equivalent of Option 5A in Parker 2013).

As in the previous study, Option TO5 (equivalent of Option 7A in Parker 2013) receives the best rating. However, the extension of the alignment south through the high risk Manawatu Kukutauaki No.4 and Pukehou blocks sees the overall best alignment rating shift from a ++ to a -. As noted in 2013, the evaluation for this alignment is the least secure of all the risk assessments as it is based on an assumption of the underlying pattern in the distribution of archaeological sites of predominantly Māori occupation in the absence of information to the contrary.

Option TO4 also receives a higher rating of - on the basis that the early alignment of this option to proceed adjacent to the NIMTR avoids several known significant sites and reduces the risk of encountering other significant unknown sites that are more likely to be located further west in the historic coastal occupation zone. Figure 10 indicates there are also risks associated with the alignment adjacent to the NIMTR, shared in part with TO1 and TO2, and to the north of the Ohau River (also shared with TO3). However, in terms of both the potential quantity of sites and mitigation costs alignments adjacent to the NIMTR are considered superior to those located further to the west.

The remaining three options, TO1, TO2, TO3, and their A-variants, and the A-variants TO4A and TO5A, receive the lowest possible rating of --. These ratings largely result from the new portions of the options that have been reviewed in this report. Each of these options is likely to have significant impacts on at least one or more known archaeological sites in the three zones of archaeological significance identified above. These impacts are likely to result in damage or destruction to these and a substantial number of other unknown sites and would require significant mitigation.

Following the discussion of Option 5A in Parker 2013, Options TO1, TO2, TO3 and TO4 will result in potentially significant damage or destruction to the former site of Te Wera-a-Whango clearing. Recent acquisition of the 1872 plan of the Manawatu Kukutauaki land claims (SO11039) confirms that these four options will pass through the southern margins of the clearing. However, as previously discussed, the specific details of occupation and activity at Te Wera-a-Whango are poorly understood and require further research.

Assigning ratings to each of the options on the basis of their archaeological risk is a difficult task in a landscape that is not particularly well explored or understood in terms of its archaeology. The perceived benefits of Options TO4 and TO5 over the remaining options have a questionable foundation that is largely based on an absence of evidence, and this rating could be perceived

as rewarding uncertainty in preference to working with the known. However, it should be acknowledged that the ratings assigned to all options are based on relatively minor perceived differences in relation to an incomplete evaluating record and may not be an accurate reflection of the archaeological reality. Only further research will clarify this position.

Table 4: Scoring of options *in toto* by archaeological risk.

OPTION	SCORE	DESCRIPTION
Option TO1	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO1A	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO2	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO2A	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO3	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO3A	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO4	-	Route option includes, on average, minor or intermediate issues or concerns in terms of archaeology
Option TO4A	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology
Option TO5	-	Route option includes, on average, minor or intermediate issues or concerns in terms of archaeology
Option TO5A	--	Route option includes, on average, major or intermediate issues or concerns in terms of archaeology

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Minutes of the Native/Maori Land Court

- HOANI MEIHANA v HENARE HEREKAU - *Manawatu Kukutauaki* (1872) Otaki MB 1A
- JAMES RANSFIELD v HEMA TE AO – *Pukehou or Manawatu Kukutauaki No. 1* (1873) Otaki MB 2
- ERI TAHITANGATA v ENOKA TE WANO – *Pukehou No. 4 (Subdivision claim)* (1881) Otaki MB 5
- PIRIPI TE RA v ENOKA TE WANO – *Pukehou No. 4G (Subdivision claim)* (1889) Otaki MB 9

APPENDIX 1:

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORMS

Please note that site record numbers that have been referenced in text will in some instances differ from the site record numbers present on the official site record forms appended below. The New Zealand Archaeological Association Site Recording Scheme uses a compound site referencing system that merges an official New Zealand Government map sheet reference and a numerical identifier to create a unique site reference (eg. S25/19 = NZMS260 map series, map S25, site 19). Changes to the official map sheet reference scheme in the 1970s required corresponding changes to the form of archaeological site references, resulting in some older sites receiving new identifiers in keeping with the new map reference scheme. However, in these updated instances the original site record numbers remain on the official site record sheet. Where this is the case for records below a heading has been placed at the top of the page giving the new, updated site number that was referenced in text.

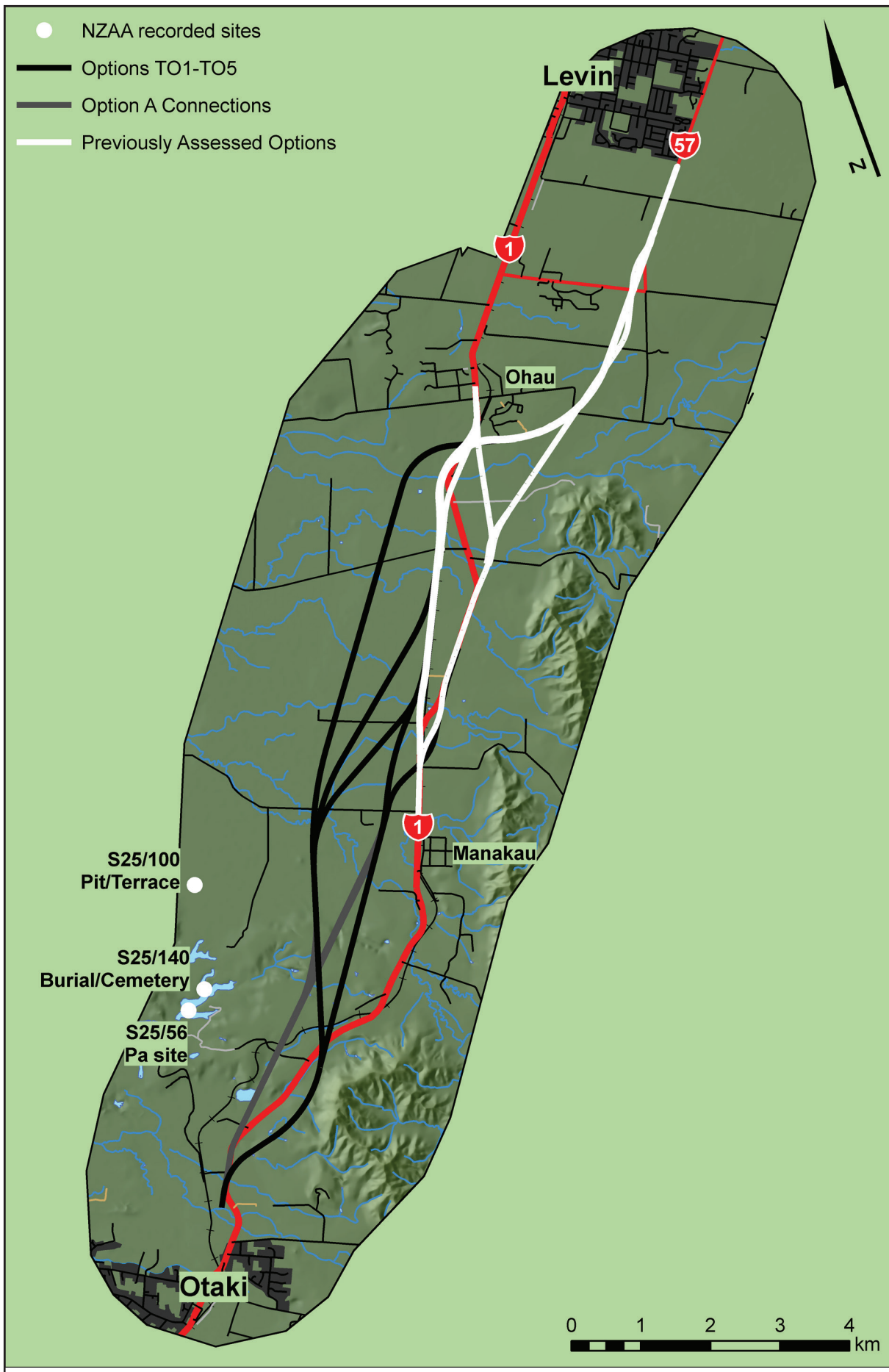


Figure 12: Plan showing the location of the three NZAA recorded archaeological sites north of Taylors Road.

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM NZMS260 map number S25 NZMS260 map name Levin NZMS260 map edition 2002	NZAA METRIC SITE NUMBER: S25/100 DATE VISITED: 25 Oct 07 SITE TYPE: Terrace SITE NAME: MAORI OTHER
--	--

Grid Reference Easting 26 939 91 Northing 60 528 43

Obtained with Garmin Extrex GPS

Aids to relocation of site (attach a sketch map)

Paetata Farm, Takapu Rd, Off Waikawa Beach Rd, Horowhenua
 At western end of long low dune ridge, dune running perpendicular to beach approx 4km to west. In grassed grazed paddock. Shelter belt to north, farm race beside to south.

State of site and possible future damage

Average. Eroded by stock and wind.

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

Long irregular terrace feature, just below crest of long narrow dune. Approx 6m wide x 4m deep, eroded

Site is T4 on accompanying aerial plan

Owner Darryl Ryan Address Paetata Farm Takapu Rd, Waikawa Beach	Tenant/Manager Address
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Nature of information (hearsay, brief or extended visit, etc.)	brief visit
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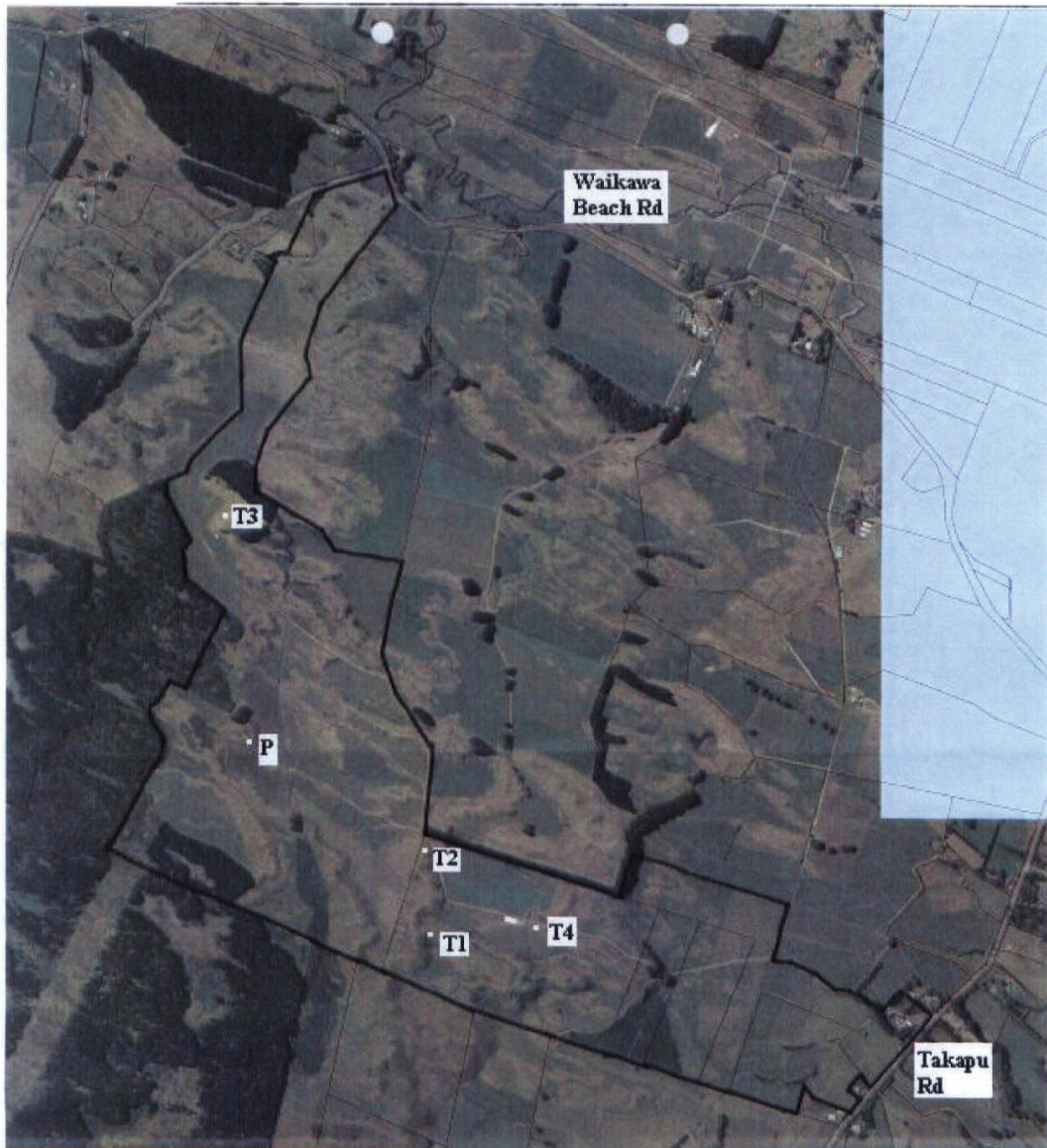
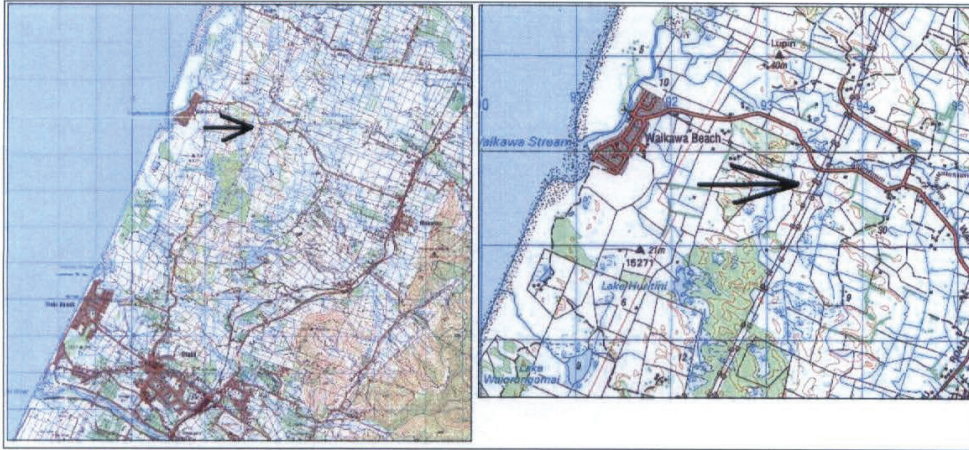
Photographs (reference numbers and where they are held)
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Aerial photographs (reference numbers and clarity of site)

Reported by Mary O'Keeffe Address 56 View Rd Wellington	Filekeeper E. Brooks Date 29/10/07
---	---

<u>WA</u> Type of site <u>AE</u> Land classification	<u>AL</u> Condition/threat <u>PG</u> Local body
---	--





NZAA Site Number S25/140

Status Pending



Site inspected by

Dodd, Andy on 26/01/2015

NZTM Coordinates

E 1783592 N 5489671

Source of spatial data

On Screen

Finder Aid

The site is located on a prominent headland on the eastern side of Lake Waitawa, north of the Forest Lakes Camp.

Site Type

Burial/ cemetery

Features

Artefact - adze, Burial

Description

Updated 17/03/2015 (Field visit), submitted by andydodd , visited 26/01/2015 by Dodd, Andy
Grid reference (E1783592 / N5489671)

This site was the location of a koiwi find in May 2006. The bones were found eroding from the bank by kayakers, and later re-interred by representatives of Ngati Raukawa close to where they had been discovered.

Adkin refers to the promontory as Piritaha (1948:302), and also notes it was the location where a large adze with an ornamented poll was found (1948:53).

For further information see:

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<https://nzaa.eagleis.co.nz/NZAA/Site/?id=S25/140>

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APPENDIX 2:

PLAN OF HERITAGE NEW ZEALAND
REGISTERED HISTORIC PLACES

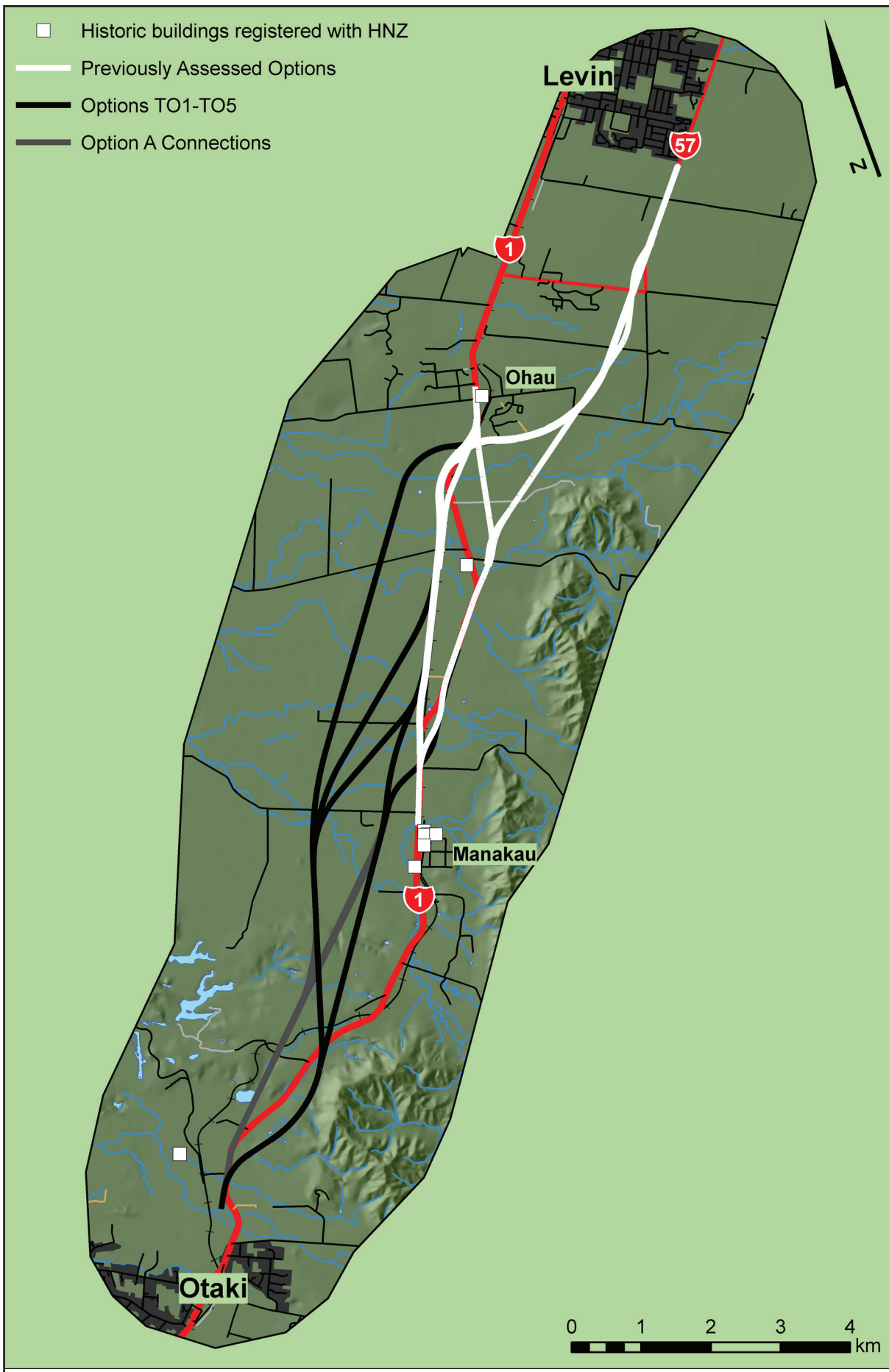


Figure 13: Plan showing the location of the HNZ registered Historic Places within the study region north of Taylors Road. All registered places are Category 2.

APPENDIX 3:

TABLE OF LAND PARCEL ARCHAEOLOGICAL POTENTIAL

Selected fields from the Land Information New Zealand parcel data, archaeological potential rating and Heritage New Zealand register Historic Place information for all land parcels within the study area previously defined and illustrated in Figure 3 have been provided as an Excel file for inclusion with this report. The land parcel data was downloaded from the LINZ data service and is current to the 18th April 2015.