



**Peka Peka to North Ōtaki
Expressway Project:
Assessment of Effects -
Archaeology**



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Executive Summary

The proposed Peka Peka to North Ōtaki Expressway Project will cover a length of 13km, from Te Kowhai Road in the south to just north of Ōtaki township. Along the route there are six recorded archaeological sites either within the direct Project footprint, or within close proximity to the footprint. There are two areas within the Project footprint that have been identified as being of potential archaeological risk. These are areas where there is no physical evidence of archaeological features or deposits, however examination of site distribution, environment, a review of historic records and consultation with iwi have identified that there is potential for subsurface archaeological evidence to be revealed during the course of earthworks.

Three of the recorded archaeological sites that have been identified as affected by the Project are recorded as shell midden and oven sites (archaeological sites R25/5, R25/7 and R25/14). The New Zealand Archaeological Association database indicates these sites just outside the Expressway designation, however examination of historic survey plans suggests all three sites are associated with an historic pa, Te Horo. It is anticipated that further evidence of this settlement will be located during earthworks associated with the Project.

There are two standing buildings within the Project area, that will be affected by work – the Ōtaki Railway Station (S25/122) and an 1870s cottage Clifden, at Bridge Lodge (S25/125). The Ōtaki Railway Station building was constructed after 1900, and does not therefore meet the legal definition of an archaeological site. Recommendations for the recording and management of this building are outlined in the Built Heritage report. Clifden cottage is perhaps one of the oldest buildings remaining in the Ōtaki district, however the building has been considerably modified. Recommendations are made for archaeological recording and investigation of this structure prior to any modification or relocation in accordance with accepted best practice.

One further late 19th century site was recorded as part of the Project and has been identified as being affected by the Expressway, archaeological site S25/124. This includes the house and grounds of a property at 230 Main Road Ōtaki. Part of the grounds of the property will be affected by the realignment of the railway at this location.

Overall the potential adverse effect of the Project on the archaeological resource is considered to be low to medium. Earthworks associated with the Project will result in destroying physical evidence as well as the context of the archaeological sites. The level of effect on the archaeological resource within the Project area is based on the current condition of identified sites, land modification in areas where there are expected to be unrecorded archaeological sites and the extent to which it is anticipated that further sites will be identified in the course of works.

It is considered that adverse effects of the Project can be mitigated by the potential to recover and record information prior to any earthworks and construction associated with the Expressway. Positive outcomes associated with any archaeological investigations of the area are the potential to present the story of this part of the Kāpiti Coast in a variety of public as well as scientific forums. This includes the development of interpretation panels,

press releases during any archaeological work that may be carried out, and the development of school education kits and pamphlets.

Any earthworks associated with the Project will require an Authority to Modify from the NZ Historic Places Trust, and, if granted, works will need to comply with any conditions that are imposed.

1 Introduction

1.1 Qualifications and Experience

This report has been prepared by Cathryn Barr, Principal Archaeologist, Opus International Consultants. I have 25 years' experience in the field of archaeology and historic resource management. I am currently employed as Principal Archaeologist and Team Leader – Heritage, for Opus International Consultants, based in Napier. I have held this position since April 2004. Prior to this I was employed as a Technical Support Officer (Historic) with the Department of Conservation in Northland and in the Kaitiāia Area Office. In the past I have worked as a Regional Archaeologist for the NZ Historic Places Trust (Waikato/ Bay of Plenty / Gisborne), and as an independent archaeological consultant.

I hold a Master of Arts (Honours) degree in Anthropology, specialising in archaeology, from the University of Auckland and a Master of Cultural Heritage (High Distinction) from Deakin University, Australia.

1.2 Purpose and Scope of Report

The purpose of this report is to identify and assess any issues and effects of the Project on the archaeological resource and outline potential mitigation for this. This report builds on research and an earlier report completed as part of scoping exercises for options (Barr 2010) and has been written to support consenting applications as part of the Project.

1.3 Assumptions and Exclusions in this Assessment

This report links with two associated reports completed for the Project: Assessment of Built Historic Heritage Effects prepared by Ian Bowman, and a Cultural Impact Assessment prepared by Nga Hapu o Ōtāki. While this report draws on information provided in these other reports, the current report does not make statements on the significance or values of heritage buildings, nor on the significance or values of cultural sites identified by tangata whenua within the Project Area.

2 The Project

2.1 Main Alignment

The Wellington Northern Corridor RoNS runs from Wellington Airport to Levin. The Peka Peka to North Ōtāki project is one of eight sections of the Wellington Northern Corridor RoNS. The location of the Project in the overall scheme of this corridor is illustrated in Figure 1 below.

The NZTA proposes to designate land and obtain the resource consents to construct, operate and maintain the Peka Peka to Ōtāki section of the Kāpiti Expressway. The Project extends from Te Kowhai Road in the south to Taylors Road just north of Ōtāki, an approximate distance of 13km.

The Expressway will provide two lanes of traffic in each direction. Connections to local roads, new local roads and access points over the expressway to maintain safe connectivity

between the western and eastern sides of the Expressway are also proposed as part of the Project. There is an additional crossing of the Ōtaki River proposed as part of the Project, along with crossings of other watercourses throughout the project length.

On completion, it is proposed that the Expressway becomes State Highway 1 (SH1) and that the existing SH1 between Peka Peka and Ōtaki become a local road, allowing for the separation of local traffic. The power to declare roads to be State Highways or revoke status resides with the Chief Executive of the Ministry of Transport, not with the NZTA.

2.2 North Island Main Trunk Line

KiwiRail proposes to designate land in the Kāpiti Coast District Plan for the construction, operation and maintenance of a re-aligned section of the North Island Main Trunk (NIMT) through Ōtaki.

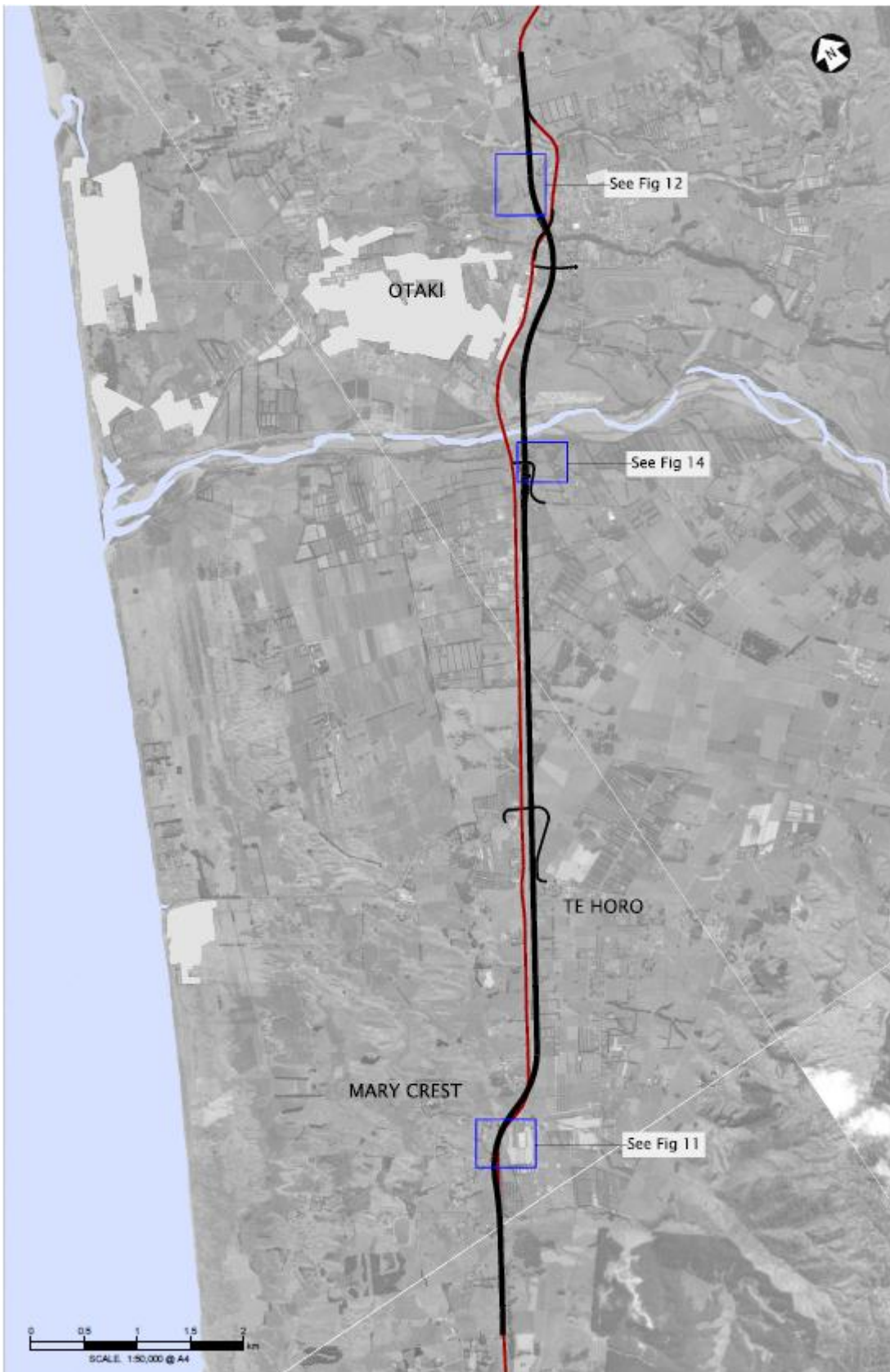


Figure 1: Location of Peka Peka to North Ōtaki Expressway. Areas of archaeological interest discussed in text identified by reference boxes.

3 Statutory and Non-statutory Framework

3.1 Statutory Obligations

In conjunction with district plans there are several pieces of national legislation that assist with the identification, protection and management of heritage sites. These must be considered in regard to the development or changes in land use that may affect archaeological sites and landscapes within an area.

3.1.1 The Historic Places Act 1993

Under Section 10 of the Historic Places Act 1993 (HPA), all archaeological sites, whether recorded or not, are protected and it is illegal to destroy, damage or modify an archaeological site without an Authority to do so from the New Zealand Historic Places Trust (NZHPT).

An archaeological site is defined in the HPA 1993 as any place in New Zealand that:

Either

- (a) *i) was associated with human activity before 1900; or
ii) is the site of the wreck of any vessel where the wreck occurred before 1900; and*
- (b) *is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.*

In considering any application for an Authority, under Section 14 of the HPA the Trust may grant fully, or in part, or decline any application, subject to such conditions as it see fit. These conditions may include a requirement for an archaeological investigation in the case that the site is likely to provide significant information as to the historical and cultural heritage of New Zealand.

3.1.2 The Resource Management Act 1991

Part II of the Resource Management Act 1991 (RMA) outlines the Purposes and Principles of the RMA. In outlining the purpose of the RMA, Section 5 states:

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, “sustainable management” means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Section 6 of the RMA outlines that *“in achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance.”* In 2003 amendments to the RMA elevated historic heritage to a Matter of National Importance under Section 6 (f), which identifies the need for *“the protection of historic heritage from inappropriate subdivision, use, and development.”*

A definition of Historic Heritage was also added with the amendments to the RMA. This defines Historic Heritage as:

- a) *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; and*
- b) *Includes –*
- (i) historic sites, structures, places, and areas; and*
 - (ii) archaeological sites; and*
 - (iii) sites of significance to Maori, including waahi tapu; and*
 - (iv) surroundings associated with the natural and physical resources.*

As such, when considering applications under the RMA, the consenting authority must have regard to historic heritage as a Matter of National Importance. To assist in this assessment criteria in guidelines produced by the Historic Places Trust (see Section 3.2 below) and in Regional Policy Statements can be used.

3.1.3 Land Transport Management Act 2003

The NZTA are required under the Land Transport Management Act (LTMA) to exhibit a sense of social and environmental responsibility, which includes:

“... avoiding, to the extent reasonable in the circumstances, adverse effects on the environment; and ensuring ...that persons or organisations preparing regional land transport programmes ... give land transport options and alternatives an early and full consideration ... and provide early and full opportunities to the persons and organisations who are required to be consulted in order to contribute to the development of regional land transport programmes; and [establishing and maintaining processes to provide opportunities for Māori to contribute to decision making] ...”

3.1.4 Kāpiti Coast District Council District Plan

The operative Kāpiti Coast District Plan contains specific policies and objectives for the identification and protection of heritage, and these are discussed in detail in the AEE (Vol. 2 Part B Statutory Context). It is important to note however that Council have identified a responsibility to safeguard the district’s historic and cultural heritage for present and future

generations and will consider any application or proposal against the policies and objectives set out in Section C8 of the District Plan.

In November 2012 the District Council notified the proposed plan. While the historic heritage rules in the proposed plan have taken immediate legal effect, no new items have been added to Schedule 10.1 which relates to historic heritage.

3.1.5 Greater Wellington Regional Council – Regional Policy Statement

The Greater Wellington Regional Council Regional Policy Statement contains several objectives and policies specific to historic heritage, and these must be considered in relation to any consent application.

A guide provided by the Regional Council¹ contains a set of criteria for assessing historic heritage values and the significance of places. The guide separates criteria under a group of values, similar to those outlined by the Historic Places Trust.

- (a) Historic Values: themes, events, people, social;
- (b) Physical values: archaeological, architectural, technological, integrity, age, group or townscape;
- (c) Social values: sentiment; recognition;
- (d) Tangata whenua values;
- (e) Surrounding: context and understanding of place, character, history and development;
- (f) Rarity: unique or rare within the district or region;
- (g) Representativeness: the place is a good example of its type or era.

These criteria in many ways overlap with those outlined in Historic Places Trust Guidelines (see section 3.2), and used by the NZHPT to assess heritage values of sites being considered for national registration (Section 23 of the HPA). These criteria are discussed further below in relation to statements of heritage values (Section 7).

3.2 Non – Statutory Guidelines

3.2.1 New Zealand Historic Places Trust

The NZHPT has developed a series of guidelines to assist the preparation of archaeological assessments, and provide a baseline for statements on accepted best practice. Guideline two in the series, *Guidelines for Archaeological Assessments*, identifies a number of matters that should be taken into account when assessing archaeological values. These include:

- The condition of the site;
- Whether the site is rare, unusual or unique;
- The contextual value of the site;
- The information potential;

¹ *A Guide to Historic Heritage Identification* Greater Wellington Regional Council 2010

- Amenity values; and
- Cultural associations.

Statements on the archaeological resource within the Project Area and the associated values using these criteria are provided below in Section 7 of this report.

3.2.2 ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value

ICOMOS, the International Council of Monuments and Sites, is an international non-governmental organisation of heritage professionals engaged in the conservation of places of cultural heritage value and dedicated to the conservation of the world's historic monuments and sites. The ICOMOS NZ Charter provides a set of guidelines on cultural heritage conservation, produced by ICOMOS New Zealand. The Charter constitutes a recognised benchmark for conservation standards and best practice.

As defined by the Charter, a place of cultural heritage value includes sites that:

- (i) have lasting values and can be appreciated in their own right;
- (ii) inform us about the past and the cultures of those who came before us;
- (iii) provide tangible evidence of the continuity between past, present, and future;
- (iv) underpin and reinforce community identity and relationships to ancestors and the land; and
- (v) provide a measure against which the achievements of the present can be compared.

4 Methodology

For this assessment a combination of desk top and field walkover was employed. Initial work involved conducting a review of previously written reports, historic documents and records. Involvement in consultation with Nga Hapu o Ōtaki and the NZ Historic Places Trust also assisted in identifying the location of known sites of significance and archaeological potential. Key resources consulted included:

- New Zealand Archaeological Association (NZAA) Site database (ArchSite)
- Published historic accounts of Ōtaki and the Kāpiti Coast district
- Unpublished histories and reports
- Historic survey plans
- NZHPT and District Plan Registers.

Following on from background research several walkovers of the length of the Project Area were carried out. The initial walkover was carried out by the project archaeologist over four days in January 2011. On several other occasions the author accompanied representatives of Nga Hapu o Ōtaki, Raukawa, project stakeholders (NZ Historic Places Trust, KCDC, GWRC) to various points along the route of the Project. As a result, the entire route has been walked by the project archaeologist at some point as part of this assessment, with particular focus on

areas considered to be of archaeological interest or potential. A number of areas (Mary Crest, Waitohu Stream, Ōtaki Railway Station) have been visited on several occasions.

5 Existing Environment

5.1 Physical Environment

Bruce McFadgen (1997; 2010) has stressed the importance of understanding the landscape and environment in order to understand the nature of prehistoric occupation in the area. Natural processes would have had an impact on settlement patterns and the deposition of archaeological sites, and as a result, an understanding of this natural environment will assist in predicting, interpreting and understanding the archaeological resource.

The Kāpiti Coast is located on the southwest coast of the North Island and is the southern extent of a system of coastal dunes that extend from Paekakariki in the south to Taranaki in the north. The landscape of the Kāpiti Coast is characterised by a flat and narrow coastal shelf dominated by sand dunes and wetlands. There are several major rivers along the coast that have influenced the formation of this landscape through transportation of fluvial deposits, including the Waikanae, Ōtaki and Manawatu. To the east of the coastal strip are the foothills of the Tararua Ranges, which dominate the coastal plain. Along the Te Horo - Ōtaki section of the Kāpiti Coast the distance from the coast to the hills is on average 4km.

The dunes along the Kāpiti Coast have formed during successive dune building phases. These dune sands are derived from materials moved by wave action along the coast and fluvial deposits from rivers. Dune building occurs on the seaward side and the accumulation of material causes the dunes advance seaward. As a result, generally speaking, the oldest band of sand dunes can be found further inland and younger sand dunes are closer to the coast. Windblown sand is carried from these younger dunes and re-deposited further inland causing a build-up of sediment overlying the older sand dunes. This overlapping means that there is a stratigraphic boundary between sand dunes and they do not form neatly one in front of the other. It also means that the original ground soil of the older sand dune becomes covered by the newer dune creating a buried soil surface. This is of particular interest to archaeologists as prehistoric sites have been established on these buried surfaces and it is necessary to understand dune deposition and stratigraphy in order to understand which events occurred earlier and to aide in correlating and dating archaeological remains (McFadgen 1997: 11).

The oldest sand dunes on the Kāpiti Coast are the Foxton dunes which formed between approximately 6500 years BP² and 2000 years BP (McFadgen 1997: 8). There were three phases of dune building that occurred along the coast after the Foxton deposit, these were the Motuiti, Old Waitarere and Younger Waitarere phases. The first two of these phases, the Motuiti and Old Waitarere, are of the greatest interest to archaeologists as these dunes had stabilised at the time of Maori settlement and had archaeological deposits on their surfaces before they were covered by the later dunes (McFadgen 2010: 93). The Motuiti Dune Building Phase occurred around 900 years BP, the Older Waitarere Dune Building Phase around 400 years BP, and the Younger Waitarere Dune Building Phase around 150 years BP (McFadgen 1997: 8). In the Manawatu district, to the north of the Project Area, it has been

² BP in archaeology refers to years Before Present, with present set at 1950AD.

identified that the Motuiti dunes overlie archaeological deposits. The same has not been observed in Kāpiti however (O’Keeffe 2012: 9).

The formation of sand dunes has had a major impact on the landscape of the Kāpiti Coast. Sand dunes have influenced the formation of wetlands, lagoons, and lakes by trapping water inland and blocking off water outlets with sand accumulations (McFadgen 1997: 11). The establishment of trees on the surface of sand dunes causes them to stabilise. Once they are stabilised other vegetation will take root and new habitats are formed. The types of wildlife that settle in the area are dependent upon the habitat. The wetlands formed in the older sand dunes after the aggradation of newer sand dunes towards the coast. This altered the type of vegetation that could grow in the wet environment and influenced the types of species that began to settle in this new habitat. By the time of Maori arrival forests would have been well established on the older sand dunes (McFadgen 2010: 94).

The topography of the sand dunes had an influence on where people decided to settle (McFadgen 1997:12). Earlier sites were generally closer to the sea and later sites were based along waterways further inland (McFadgen 2010: 93, 94). Wetlands provided more plentiful food resources as freshwater species and fowl preferred this environment. Waterways also provided access ways for Maori in canoes. The most attractive feature of the wetlands and lakes was that they provided good places to establish pa sites (McFadgen 1997: 13; O’Keeffe 2012: 12). However, the wetlands were a volatile environment and underwent significant changes during Maori occupation. Water levels rose forcing Maori to move as their settlements were reclaimed by water and sand (McFadgen 2010: 94). McFadgen believes that some of the changes in the ground water table could be explained by seismic and associated tsunami events (McFadgen 2010: 95). Such an event would have caused subsidence and uplift altering the high tide level, draining swamps, and having a major impact on Maori occupation (McFadgen 2010: 95).

5.2 Historic Background

The Kāpiti Coast has a long and rich cultural and historic heritage. Within the district there are a number of recorded archaeological sites, historic sites and buildings, and areas of significance to iwi and the European community. It is not the purpose of this report to provide a detailed history of the human occupation of the Kāpiti Coast and Ōtaki district. It is noted that the traditional history has been provided as part of this Project by Nga Hapu o Ōtaki for Ngati Raukawa as part of the Cultural Impact Assessment, and it is recommended that this document is consulted for this information. Limited details are provided below in order to place the archaeological sites discussed in context.

Based on archaeological evidence, the Kāpiti district appears to have been inhabited since the mid to late 13th century AD, not long after the initial colonisation of New Zealand (Davidson 1988). Despite this, archaeological evidence for the early settlement of the Kāpiti Coast is relatively sparse compared with evidence from other regions in New Zealand and to date only a small number of archaeological sites in the region have been systematically excavated.

The 1800s saw a change in the Maori population of the area as several groups from the north moved in to the district, seeking new land and access to the lucrative trade in the growing town of Wellington. During this period Muaupoko, who had been living in the district for many years, lost their influence over the district following the arrival of Ngati Toa led by Te

Rauparaha from Kawhia, with his allies from Te Ati Awa and Ngati Raukawa in the 1820s. Many years of unrest followed, with a number of significant battles fought in the district. It is also noted that one of the key battles in the district, Haowhenua, was fought in 1834 between Ngati Awa and Ngati Raukawa. This is of relevance to this report as the battle took place on the land along the coast, to the south of the Ōtaki River.

Peace following the battle of Haowhenua did not last long, and land grievances reached a head in 1839 with the Kuititanga battle, fought at the Waikanae estuary between Te Ati Awa and their northern neighbours, Ngati Raukawa, over disputed land. This is identified as the last tribal battle fought in the Waikanae district (Carkeek 1966:55).

The 1830s saw the spread of missionary teachings through the district. The first Europeans to settle in the region were the missionaries of the Church Missionary Society. Williams and Hadfield held one of the first Christian services at Katihiku, a large settlement on the southern side of the Ōtaki River, in 1839 (Simcox, 1952:25). The missionaries also introduced the growing and processing of flax and wheat to the Maori of the district, and a number of mills were constructed in the area to support this. Of relevance to this project are two flour mills in Ōtaki, one on the Haruatai Stream (after which Mill Road takes its name) and one on the Waitohu Stream, immediately north of the town. This latter mill was associated with the Catholic Mission at Pukekaraka (Simcox 1952:66).

Pukekaraka, located on the northwest edge of Ōtaki township, is the location of the Catholic Mission, established by Marist fathers in 1844 (NZHPT 2002). The complex comprises a number of historic structures including St Mary's Church, the presbytery, meeting houses, the way of the cross, and shrines. An associated urupa/burial ground is located on a hill nearby.

St Mary's church was built in 1858-1859, and is considered to be New Zealand's oldest surviving Catholic Church still in use. Initially a raupo chapel was used for services, but following a fire timber was bought to the site and a new church was constructed. The Maori settlement around the mission was noted for its success with European-style agriculture, and supplied the Wellington market with produce.

The original transport route from Ōtaki to Wellington was through this area primarily along the coast, with the route shifting inland around the Ōtaki River in order to avoid crossing at the mouth of the river and to avoid large areas of wetland to the north of the river. As transport links in the district improved, with both the overland coach and later the railway, the region opened up for further settlement. The coach service from Wellington to Whanganui started in 1858 (Adkin 1948:12). Part of the coach route is commemorated in the name and location of Old Coach Road, used in two locations to the west of Ōtaki. This route was taken in order to avoid both the mouth of the Ōtaki River and the large wetlands immediately north of the river mouth.

The privately operated Wellington-Manawatu rail line was opened through to Ōtaki by 1886, at which time the first railway station was built. The Wellington – Manawatu Railway Company was largely financed by the sale of £10 shares and partly by loans from London. As part of the contract the company held with the government of the day, the company was also granted land along the length of the line, which it subdivided and sold to obtain funds to construct the line. The Crown required the Wellington – Manawatu Railway to construct

a station every ten miles along the route, and it was around these stations that small settlements, roads and farms were developed (Grouden 2009). The original Ōtaki Railway station was opened in August 1886. This initial building, described as a Public Works 4th class station, was replaced in 1902 (ibid: 7). In 1908 the line and buildings were purchased by the NZ government, however in July 1910 the Ōtaki station was destroyed by a fire³. A new station, a Troup B type station, was operational by 1911 (Kerr, 2001: 27). This new station was built on the location of the previous station for proximity to the rail line, and remains at the site. This building is registered with the Historic Places Trust and the implications of the Project for the building are covered in other reports (Barr 2010; Bowman 2012).

The development of the Te Horo district, south of Ōtaki, was further affected by the establishment of work camps in the area during the 1930s. During this period unemployed men were paid to clear land of the greywacke boulders washed from the Tararua hills by the Ōtaki River. At the height of the scheme up to 80 single men were working in the area, housed in tents along Old Hautere Road. Evidence of the work camps remains in the area, visible in the vicinity of Old Hautere Road and Arcus Road in the form of stone cairns. One section of stone and the site of the depression workers camp is recorded on the Kāpiti Coast District Plan as Heritage Feature B42, located at 64 Old Hautere Road.

5.3 Previous archaeological work

Observation and recording of evidence of early Maori occupation along the Kāpiti Coast appears to have begun comparatively early, with Adkin (1948), Beckett (1957) Simcox (1952) and Carkeek (1966) all providing detailed accounts of the history and evidence of sites based on information gathered over long periods of time. The first systematic archaeological survey of the Kāpiti district however was not carried out until the late 1950s when Colin Smart and students from Wellington Teachers College conducted a survey of the area. The focus of this survey was the identification and sampling of midden sites along the coast strip, and it is as a result of this that many of the midden sites along the Waikanae coast were recorded.

Since the Wellington Teachers College survey the majority of archaeological work and site recording that has occurred in the Ōtaki / Waikanae district has been as a result of land development. Within the immediate vicinity of the Expressway limited archaeological work has been carried out, however there have been a number of archaeological investigations along the coastal area, particularly associated with subdivision developments at Peka Peka Beach (O’Keeffe 2003, 2006; Petersen 2007a; 2007b; 2008a; 2008b; 2009a; 2009b; 2009c). In addition to this a preliminary archaeological assessment of the Expressway was carried out in 2003 by Mary O’Keeffe. As part of her report, O’Keeffe noted that at that time the Expressway had the potential to impact on three recorded archaeological sites - the recorded pit site R25/14, the site of the original Ōtaki Railway Station (S25/122) and a newly recorded pit site north of Te Hapua Road. Co-ordinates are provided for a pit site identified to the south of Te Horo; however no formal record for the site appears to have been entered in the NZAA site database. This site is discussed further below.

Investigations of a number of sites in the Peka Peka area as part of land subdivisions and development has provided details on the age, nature and extent of sites. The majority of sites

³ Evening Post Issue 21 25 July 1910 page 2

examined have been shell midden sites, with limited evidence of structures associated with them. The sites close to the coastal edge have largely be interpreted as temporary camp sites, possibly associated with food gathering and processing (Petersen 2008), while those further inland contain evidence of longer term settlement with evidence of structures.

Of particular relevance to the Project is archaeological work carried out as part of the associated MacKay's to Peka Peka Expressway (M2PP) Project. This work is located to the immediate south of the Expressway and passes through a similar natural and archaeological environment comprising a mix of old wetland areas, low hills and historic sand dunes. As a result of work carried out for the M2PP Expressway it was identified that the project would have a "large and significant effect on the non-renewable archaeological resource on the Kāpiti Coast." (O'Keefe 2011:111). Within the general area of the M2PP it was identified that there were a total of 286 recorded archaeological sites, with the majority of these (65 % or 187) being midden sites⁴. As a result of the archaeological assessment O'Keefe identified 20 recorded archaeological sites within or very close to the M2PP Expressway Designation and a further 59 recorded sites that were located within the immediate vicinity of the designation. It was further identified that within the 18km route a number of areas were identified as being of potential high archaeological risk, meaning there was a likelihood of unrecorded archaeological deposit being located during earthworks. Comparisons of the results of this work and the Project are provided below.

5.3.1 Recorded Archaeological Sites

Compared with the coastal area around Waikanae, to the south of the Project Area, the Peka Peka to Ōtaki area does not appear to have as dense a distribution of recorded archaeological sites (see below Figure 2). Prior to work associated with the Project commencing there were a total of 37 recorded archaeological sites within the Kāpiti Coast area between Te Kowhai Road in the south of the Project Area, and the Waitohu Stream north of Ōtaki township. Of these sites, 26 were recorded as midden sites, or midden sites with associated ovens. There are two European sites within the group of recorded sites - the site of the Ferry Hotel (R25/11) at the mouth of the Ōtaki River, and the Ōtaki Railway Station (S25/122). The remaining nine sites are a mix of occupation sites (terraces and pits), a burial and two sites where parts of waka have been found in wetland areas. The majority of these recorded archaeological sites are located along the coastal dune strip.

⁴ A midden in an archaeological context is a refuse or rubbish heap. Generally these are associated with occupation areas (either temporary camps or longer term settlements) and consist of cooking refuse – shell, fish and bird bones. Middens may also contain cultural artefacts. The sites are significant archaeologically in that they can provide information on the diet, environment, date and economy of a site.

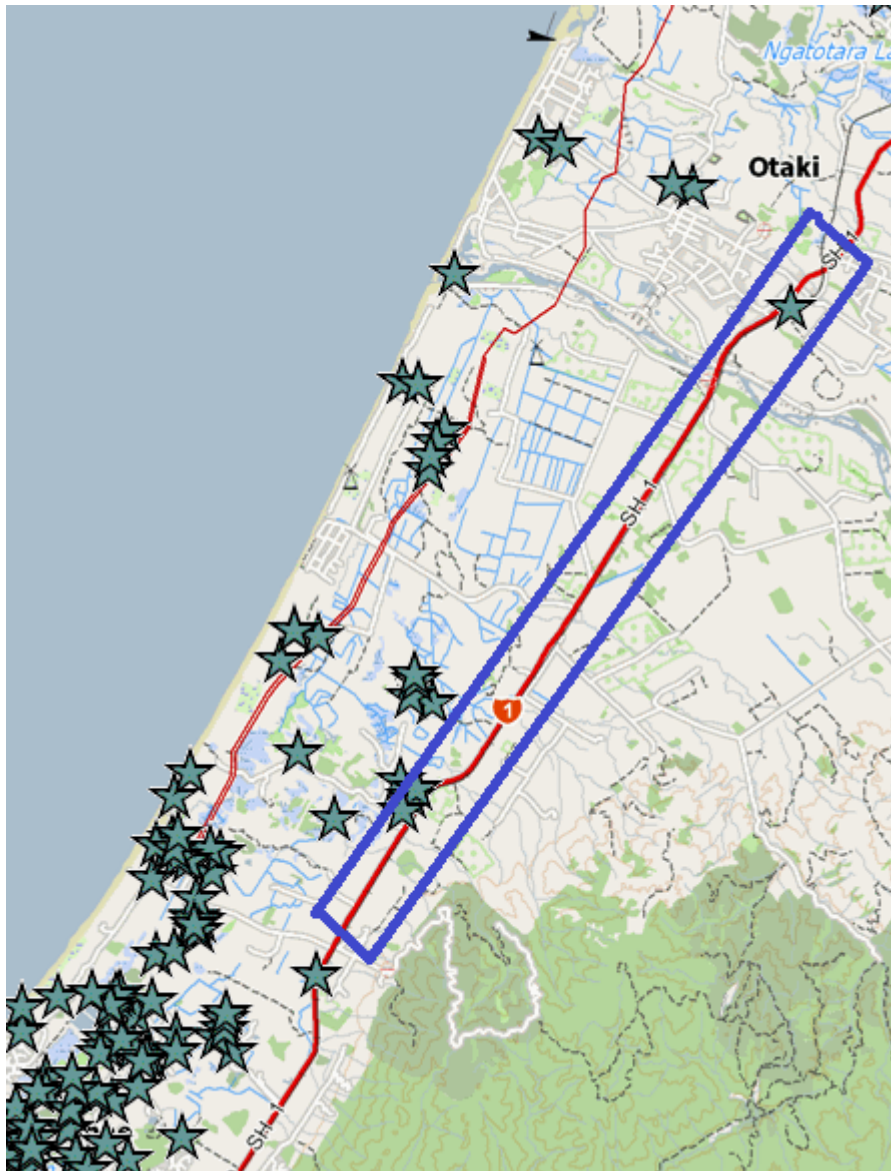


Figure 2 Map showing the location of recorded archaeological sites on the Kāpiti Coast between Waikanae and Ōtaki. Approximate location of the Project area indicated by blue rectangle (source: NZAA database Archsite captured 3 August 2012)

Within the immediate vicinity of the Project footprint there are a total of six recorded archaeological sites. Information on these is provided below. Of these previously recorded sites, six were identified as having the potential to be directly affected by the Project – sites R25/14, R25/7, R25/5, R25/6; R25/20 and S25/122. These sites are discussed in greater detail below.

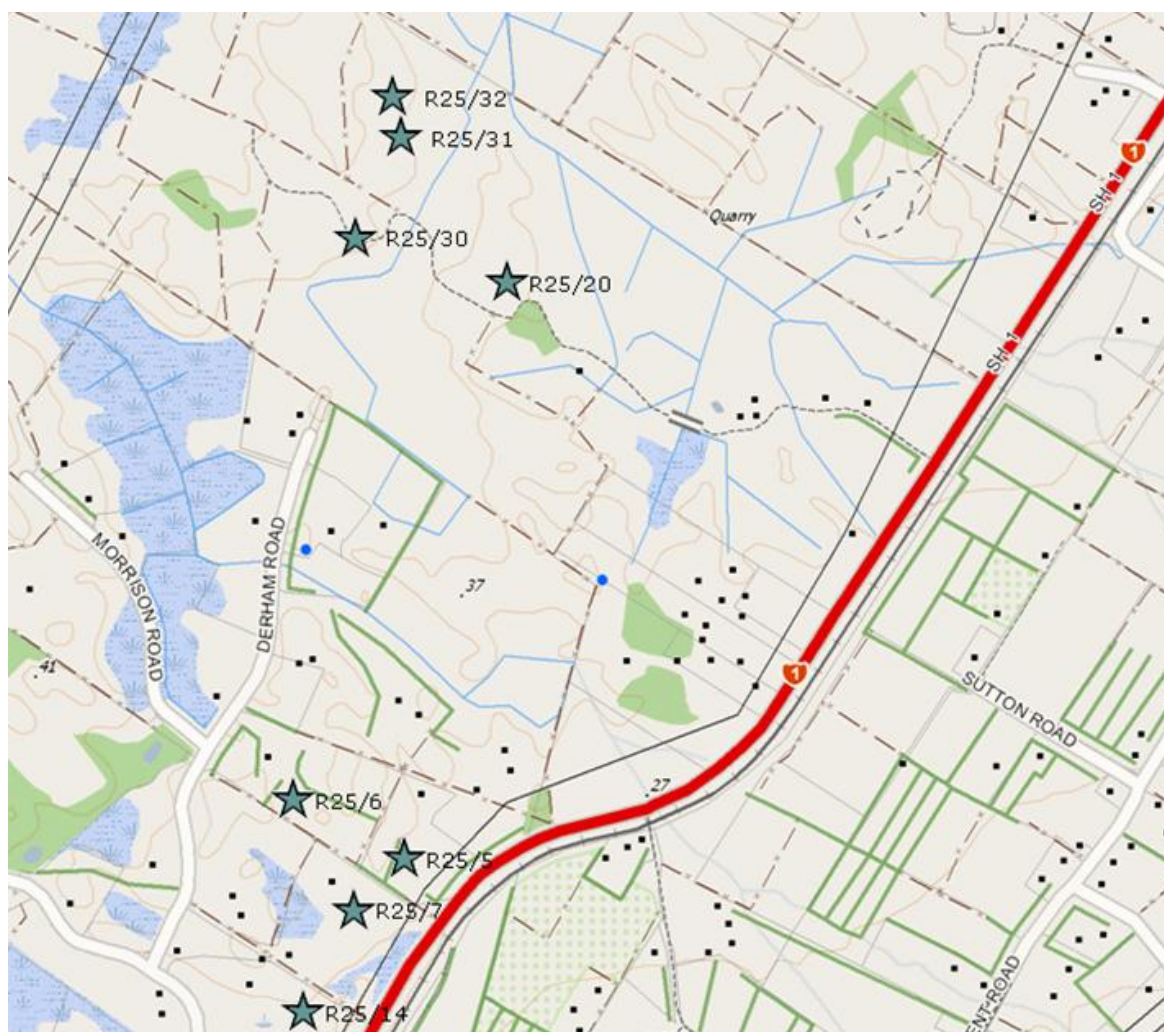


Figure 3 Map of Te Hapua Road / Derham Road area showing location of recorded archaeological sites. Note site S25/122 is not indicated as this is at the northern end of the Project, in Otaki township (source: NZAA database Archsite image captured June 2011)

R25/5: Midden and Oven site – this site was originally recorded in 1961 as part of the Wellington Teachers College survey. At the time it was noted that the midden deposit was undisturbed, and located within a grassy dune on top of a post glacial cliff. The site record makes a note of pits located on dunes in the area, however no further information is provided on these. As part of a national record upgrade project carried out by NZAA, an attempt was made to relocate the site in 2006. No evidence of the midden, or pits mentioned on the earlier site record was identified at this time. It is noted that examination of areas in the vicinity of the reported site where there had been some ground disturbance (rabbit burrows) were checked during the visit, however there was no evidence of archaeological features or deposits. The general location of this site, along with sites R25/7 and R25/14 corresponds roughly with the location indicated on survey plan ML 326 as Te Horo Pa (discussed below).

R25/6: Midden and oven site – this site was also recorded as part of the 1961 survey. Information on the site record from this time is limited, however it notes that shell midden was identified on the windward side of a low hill. The midden consisted of Ringed Venus Shell (*Dosinia anus*) and charcoal, and was noted as having been disturbed by animal tracking in the area. The site was relocated as part of the 2006 survey. It was reported at that time as being

adjacent to a horse arena, accessed from 40 Derham Road. The site is located approximately 360m to the west of the current State highway alignment and therefore well outside the Project area.

R25/7: This site was recorded as shell midden in 1961, located west of the main State highway. It is noted on the original site record that the midden had been disturbed, by both natural erosion processes and by the location of an old coach road.

Comparison of the 1948 aerial and a recent aerial photo suggests that the route of the old coach road remains, and has been upgraded to allow use as vehicle access from the State highway. The midden was not relocated in 2006 as part of the NZAA Upgrade Project, and it is noted on the site record that discussion with the land owner of the time indicated that they had not seen or come across any shell material on the property.



Figure 4 Google earth image showing location of R25/7 and R25/14 in relation to State highway. Note tree lined access road adjacent to R25/7 – this is the route of the original coach road at this location.

R25/14: this site was recorded from the highway and aerial photos in 2001, but was not visited on the ground. At the time that it was recorded it was noted that it was uncertain whether the feature was as a result of pre-European Maori activities in the area or more recent farming. O’Keeffe mentions in her 2003 assessment of the Expressway that she visited and confirmed the identification of the site (O’Keeffe 2003:21), noting that it consists of one large pit and one probable pit located on low dunes beside a wetland immediately adjacent to State highway 1, north of Te Hapua Road. There is no information on whether the site was visited as part of the 2006 Upgrade Project survey.

R25/20: This site was formally recorded in 2006 and has been described as a Maori pit and terrace site. It is located on a flattened ridge top and two terraces and two pits are visible. A single location point is provided in the NZAA database and on Figure 4 this appears to be some

distance from the State highway alignment and proposed new alignment. Examination of the records indicates however, that the site extends over a vast area (Figure 5) and the site is therefore included in this assessment.

Archaeological monitoring of excavations carried out in 2006 during the development of the Faiths Farm subdivision site exposed a total of 11 discrete archaeological features that were identified as being associated with site R25/20. These were labelled as Features A – K (Figure 5). These features generally comprised the same materials which were small and scattered shell midden deposits, burnt stones, charcoal, dark charcoal stained sand, ashy deposits and in one area an oven. Of the features identified by Petersen (2008) as associated with the archaeological site, only one, Area E, is considered close to the State highway. This deposit was located approximately 640 m away from the current State highway alignment and is outside the designation boundary and as such is unlikely to be threatened by the proposed earthworks to be carried out. It is noted however that the midden scatters associated with the site are located along the low dune ridges and this is a similar pattern expected to what would be expected elsewhere in the Project Area.

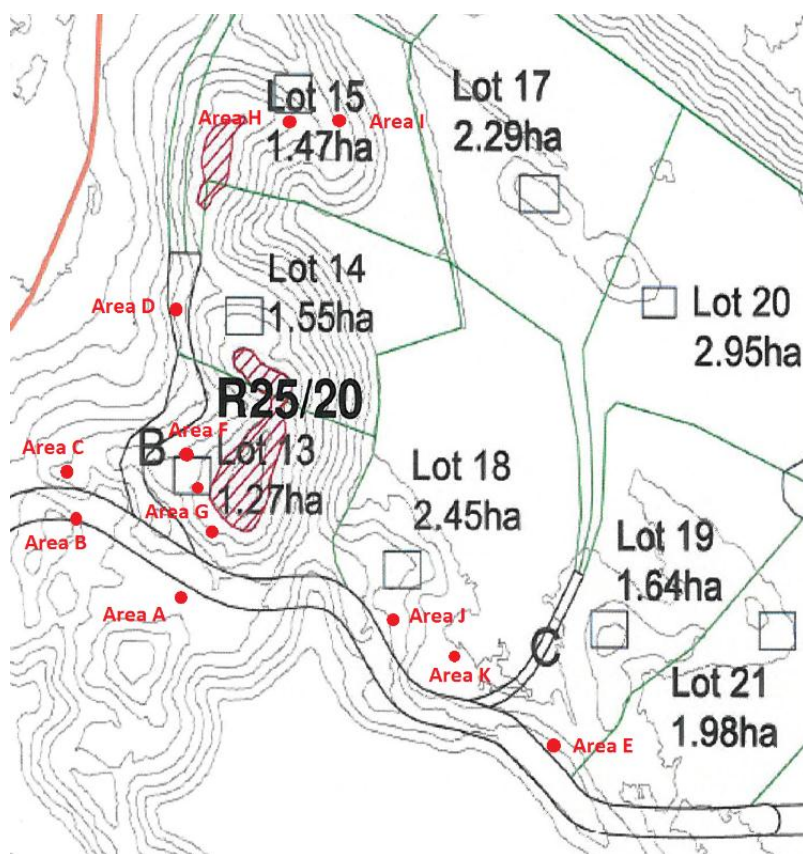


Figure 5 Plan of Faith Farm subdivision showing main area of site R25/20 and areas of midden recorded in association with the site. Area E is the closest to the State highway, located 640m to the west of the road

Unrecorded site: As is noted above, an assessment of the Project Area carried out in 2003 by Mary O’Keeffe identified a pit site in the area to the north of site R25/5. A record for this site was completed by O’Keeffe and appended to her assessment report, however the site was not entered into the NZAA database. The site is reported as consisting of two pits, located on a tongue of low sand dune, beside a small wetland. An inspection of the area carried out on 22

November 2010, focussed on an area of geotechnical testing, failed to identify the site within the area identified using the GPS points provided and as described by O’Keeffe and it is thought the site is located on the neighbouring property (Barr 2010).

S25/122: In addition to the above, there is one previously recorded site within the Ōtaki township that will be affected by the Project. This is site S25/122, the site of the historic Ōtaki Railway Station. The area surrounding the Station building has in the past been the subject of an archaeological investigation (Grouden 2009). While this area has been modified through the development of a new car park, the land under the station building has not been modified since the current station building was constructed in 1910. As such, there remains archaeological deposit associated with the earlier buildings under this structure.

6 Archaeological Assessment

6.1 Desk Top Review

6.1.1 Cultural Sites

It is not the purpose of this report to outline the location of all sites considered to be of cultural value or significance within the Project Area, or to make statements as to the nature and significance of these values, as this information is provided in the Cultural Impact Assessment (CIA) prepared as part of the Project by Nga Hapu o Ōtaki (NHoO). Several of the cultural sites identified in the CIA however are discussed below in regard to how they relate to areas that have been identified in relation to archaeological sites and values. Key sites identified in the CIA that require comment in relation to archaeological potential and values and the potential impact of the Project include:

Tararua Pa: During the site walkover for the Project with iwi it was identified that there was a pa site located within the northern area of dunes within the vicinity of the Waitohu Stream. This pa, identified by Te Waari Carkeek as Tararua, was noted as being to the west of the identified project footprint. There was also an urupa associated with the pa, adjacent to the stream; however this is also to the west of the Project. As the sites were identified outside the Project Area, and landowner approval had not been obtained the suggested location was not visited and the site has not been formally recorded as an archaeological site.

Te Manuao: The CIA identifies this area as a former area of bush that was used as an important bird snaring area (NHoO 2012:31). Adkin (1948) identifies the area as a clearing and kainga of Ngati Raukawa. Using Map I provided by Adkin, the clearing was located on both sides of the State highway as it passes north out of the Ōtaki township. The name of the area is today recognised by a road that passes through the former bush area, clearing and kainga.

Pare-o-Matangi: This block of land, takes its name from the tikanga of a chief reserving the land by naming it after a portion of his body. The CIA notes that a Ngati Maiotaki chief placed a huia feather in the bough of a totara tree overlooking the area, and the Expressway designation. It is also noted in the CIA that in the period between 1860 and 1890 there was a Hauhau community on this and a neighbouring block (NHoO 2012:39). There is no physical evidence of any former settlement in this area, and as such the area has not been formally recorded as an archaeological site. It is however included within the area identified as a potential archaeological risk area as part of this assessment.

Te Horo: The CIA identifies the area of the proposed Te Horo interchange as an area of cultural significance (between School Road and Te Horo Road). There is no evidence of archaeological deposit or features in this area.

Te Horo Pa: the CIA notes that the pa site is located within the Ngakaroro No. 2F block (NHoO 2012:41), and is identified on early survey plans of the area (ML 326), to the east of the existing State highway and railway line. This site is discussed further below.

Haowhenua Pa: Located on a high hill to the west of Mary Crest the CIA identifies this pa as associated with Taranaki and the large battle that took place on the land to the north and west in 1834 (ibid). This site is discussed further below.

Makahuri: The name of this site is associated with a grove of kahikatea trees, and the way that they sway in the wind. Makahuri is a prominent hill to the immediate north-west of Mary Crest and the name has been given to a trig station on the hill. The CIA notes that it was an important boundary place, a cultivation area and was also known to have been a burial place (ibid: 42). The hill is to the west of the Project and outside all areas of works.

6.1.2 Historic Survey Plans

As part of the Project a review of historic survey plans was carried out. Plans for the wider Te Horo / Ōtaki area were examined, however the key focus was on the area including and immediately adjacent to the Project footprint. Historic survey plans are significant as they often indicate the location of settlements, cultivations and sometimes old pa sites and urupa. Plans compiled as part of Land Court hearings in the latter part of the 19th century sometimes also provide the names of identified boundary points and land blocks.

A full list of historic survey plans consulted as part of this work is provided with this report as Appendix Two. In addition to formal survey plans, historic maps provided in both the Adkin (1948) and Carkeek (1966) texts were consulted as these were compiled from both the survey plans and collected oral histories and are significant in providing names for significant points and places in the district.

In the south of the Project Area two key points identified on survey plans within the application area identified in historic records are Te Hapua and Makahuri. Carkeek (1966:156) records that Te Hapua was “*a former clearing and cultivation ground situated on the western side of the main highway where it crosses the Te Kowhai stream. According to Moroati Kiharoa it was once part of an old boundary of Ngati Pare lands.... Simcox translates Hapua as a depression or hollow.*”

Makahuri is identified on a number of early survey plans as a trig site (ML326 and ML339). Carkeek notes (1966:168) that “*At the hearing for the Kukutauaki block No.1, Tamihana te Rauparaha mentioned Makahuri as part of the boundaries of his claim then disputed by Wi Parata. According to Manahi of Ngati Huia his tribe had the mana or authority over all the land from Makahuri upwards. At that time a house belonging to Manahi was falling in to disrepair at Makahuri. Ngati Pare and Ngati Turanga were also claimants to Makahuri at the Ngakaroro hearing. Apart from being the name of an important boundary place and cultivation area there was a stream called Makahuri near the trig station. It was also known as a burial ground. Two children of a Ngati Pare resident named Ōtaki were said to have*

been buried there. According to Moroati Kiharoa, Ngati Pare and Ngati Whakatere had cultivations close to this place. 'Makahuri was a settlement of these hapus,' he said.

This detail is reiterated in the Cultural Impact Assessment compiled as part of the Expressway prepared by Nga Hapu o Ōtaki and discussed above.

Makahuri trig is located outside the Project Area, however a small stream on the south eastern side of the hill containing the trig is the northern edge of the application. Te Hapua Road, which would include the general area described by Carkeek, is the southern boundary of the Project Area. Examination of historic survey plans also indicates that this area was identified as the location of a settlement – identified on plan ML 326, compiled in 1877, as Te Horo Pa. Based on the survey information provided; the location of the pa is adjacent to the existing State highway, within the vicinity of Mary Crest. It appears from the plan that the pa is located on higher ground, with swamp or wetland located to the south and west (Figure 6 and Figure 7).

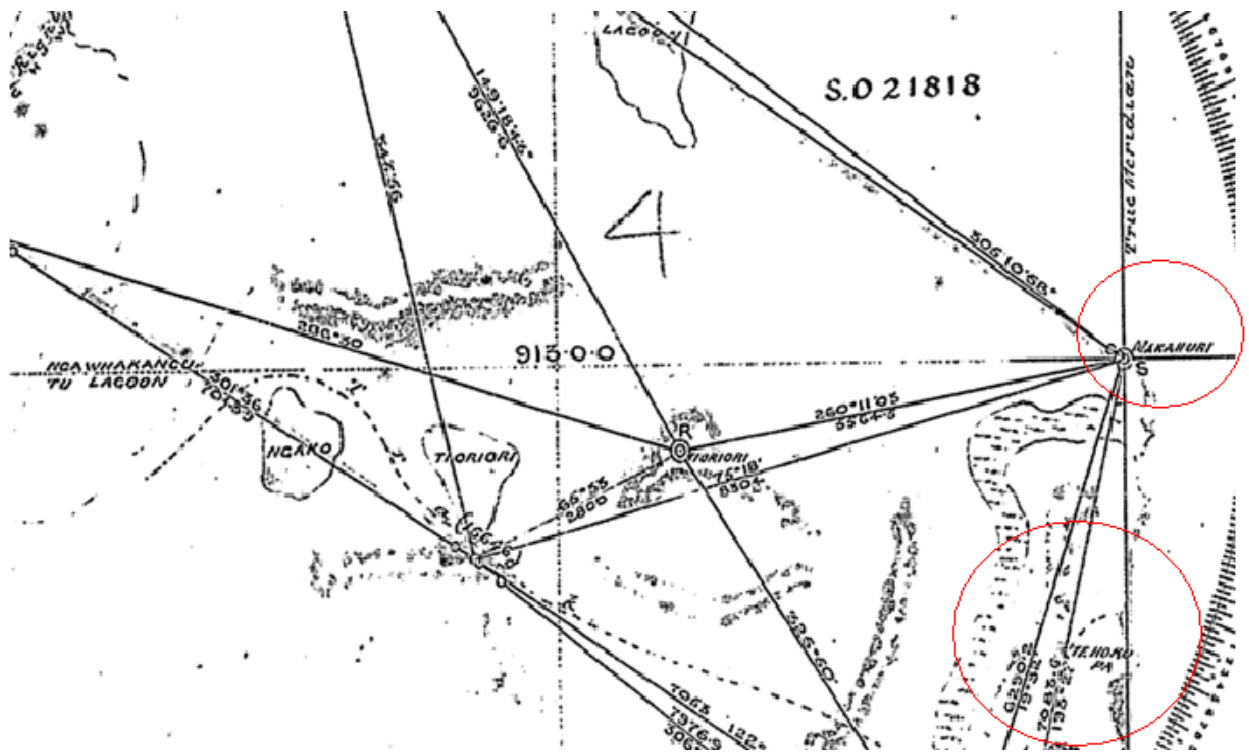


Figure 6 Part Survey Plan ML 326 drawn 1877. Identified are the locations of Makahuri Trig and Te Horo pa

Using the measurements provided on the historic survey plan the location of Te Horo pa was transposed over a modern Google image (Figure 7 below). This indicates that the pa was located predominantly on what is today the eastern side of the State highway, south of Mary Crest. It is however likely that the settlement extended onto the dune area on the western side of the highway at this location.



Figure 7 Location of Te Horo pa as indicated from historic plan, overlaid on Google Earth

Only two other features or sites of potential archaeological interest are identified on the historic plans within the immediate area of the Project. Plan ML 82, drawn in 1872, shows the location of Kaingaraki Pa. This was located on the old banks of the Ōtaki River, close to the location of the existing Ōtaki River Bridge. The location of the pa on the plan appears to be within an area alongside the river that has been the subject of erosion through flooding as well as gravel extraction. This area will be affected by the Project, however it is extremely unlikely that any physical evidence of Kaingaraki Pa remains or will be affected by the Project given the extent of modification in this area over the past 100 years.

Survey plans B258 and ML 1056, both drawn in 1890, provide information on the location of buildings associated with the Ōtaki Railway Station, as well as identifying the location of a house on the neighbouring property to the north (Lot 1 DP 28990) at 230 Main Road. Both of these properties (the site of the railway station and land at 230 Main Road) will be physically affected by the Project.

6.2 Field Assessment

As is noted above in Section 4 a number of walkovers of the route of the proposed Expressway were carried out as part of this archaeological assessment. The purpose of these was to identify recorded and previously unrecorded archaeological sites along the route that may be physically affected by works. Existing site records and descriptions along with recorded GPS locations were taken into the field to assist in the relocation of recorded sites. Where no sites were formally recorded but it was considered possible for there to be sites within an area based on

topographic location, thorough examination of the area was carried out. Exposed or eroded faces were examined for visible evidence of archaeological deposits.

Site visits were also made to areas along the route to areas where consultation with iwi and the NZHPT had identified traditional histories indicated that people had lived or utilised the area in the past.

6.2.1 Results:

A preliminary focus of archaeological fieldwork was to locate the positions of the previously recorded archaeological sites on the ground, and accurately record the current condition of these. Using the previously reported location points and the written description of site locations the locations were examined, along with an extensive area surrounding each point in order to identify any evidence of the archaeological site. No physical evidence was identified associated with the recorded sites R25/5, R25/6 and R25/7 and it is likely that in the 50 years since the midden sites were initially recorded evidence of these has been destroyed as a result of farming operations and land development.

Site R25/14 was initially recorded from the road in 2001, but was inspected and the record updated in 2003 as part of the preliminary archaeological assessment carried out for the Project. The site was confirmed as an archaeological feature at that time, and the grid point provided on the record identified as accurate. This was again confirmed in 2011.

Examination of the archaeological record in relation to the historic survey plans suggests that the four archaeological sites discussed above are likely to be associated with the occupation of the site identified on survey plan ML 326 as Te Horo Pa, and that while they have been recorded as individual sites, it is more accurate to assume that they may be part of one much larger site. While examination of the area failed to identify evidence of archaeological deposits reported 50 years ago, the area is considered likely to retain archaeological evidence associated with this occupation, despite land development in the area.

The nature and extent of site R25/20 was examined as part of a subdivision development to the north of Mary Crest. Discussion on this site was included in this report as it was identified that while the site had originally been recorded as a pit and terrace site on a knoll, archaeological work during the development revealed that the archaeological deposit extended over a considerable area (Petersen 2008:31). Although close to the Project footprint, the extent of this site is outside the area covered by the site visits.

S25/122: Examination of the Ōtaki Railway Station site has identified that there is evidence of archaeological deposits associated with the earlier stations at the site remaining. Underneath the building the piles associated with the building that was destroyed by fire in 1910 are clearly visible, and further archaeological evidence, both structural and artefactual will remain at this location.

Archaeological investigations were carried out in the around the station building during the redevelopment of the car park area in 2007 (Grouden 2009). This work provided information on the structures associated with the main station building, including the location and nature of the station masters house. The work also confirmed that despite modification of the area over many years, a significant assemblage of archaeological material remained. It is likely that

similar material will be recovered within the area during the realignment of the station building and railway line.

Statements on the built heritage values of the Railway Station building are provided in the report prepared for the Project by Ian Bowman (2012).

As a result of the archaeological field inspections two new archaeological sites have been entered in to the NZAA database, a pa site, identified as Haowhenua,⁵ located on a hill to the west of Mary Crest (NZAA site R25/36) and the site of a pre-1900 occupation at 230 Main Road (NZAA site S25/124). One further site was not visited by the archaeologist⁶ but was identified as part of the built heritage report completed as part of the Project (Bowman 2012). This work identified that an 1870s cottage was located on the Bridge Lodge property, and this has now been formally recorded as archaeological site S25/125. Further information on these sites is provided below and copies of the site records are included in Appendix One of this report.

R25/36: Haowhenua Pa site. As is outlined in Section 6.1.1 of this report and in the CIA, this pa site is located on a hill to the west of the former Mary Crest school site. Visible features associated with the pa include pits and several terraces. While visible, these features are not clearly defined. Information provided in the CIA identifies that the pa was a Taranaki site, associated with the battle of the same name that took place near this site. The pa is located to the west of the Project footprint and will not be affected by the Expressway.

S25/124: The property to the immediate north of the Ōtaki Railway Station (address 230 Main Road) is identified on 1890 survey plans as Moutere Hanganōiho (survey plans ML 932; ML 1009. See Figure 8 below). Plans show a house on the property in the 1890s, corresponding with the location of the existing house. The property boundary on the southern and eastern sides are clearly defined by the Haruatai Stream, as identified on the survey plans, however today this stream bed does not appear to often have water in it. This location would have provided an ideal site for occupation in pre-European times because of the natural stream feature, and it is considered possible that sub-surface archaeological evidence of this may remain on the property. In addition, given that there was a house on the property in the late 1800s, it is possible that archaeological deposits associated with its occupation will remain in the grounds of the property. This would include evidence of associated structures, as well as historic midden sites or rubbish pits. The property is reported to have been associated with prominent local politician Hema Te Ao in the late 19th and early 20th century. The house will not be affected by construction works for the Project, however the eastern part of the grounds of the property, including the old bed of the stream will be affected by the new railway alignment and Expressway road crossing. This property was not inspected by the Project Archaeologist as access had not been obtained by NZTA at the time that site visits were being carried out.

⁵ Name supplied by Te Waari Carkeek

⁶ At the time site visits were being carried out by the archaeologist no land access was available at the Bridge Lodge property

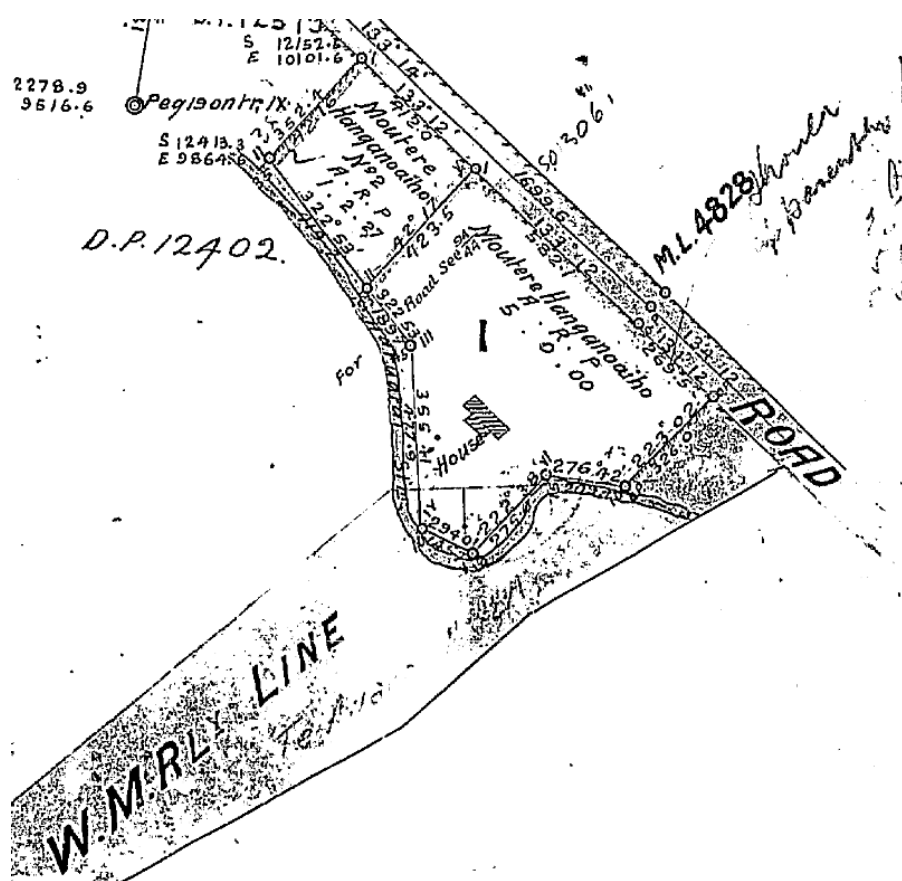
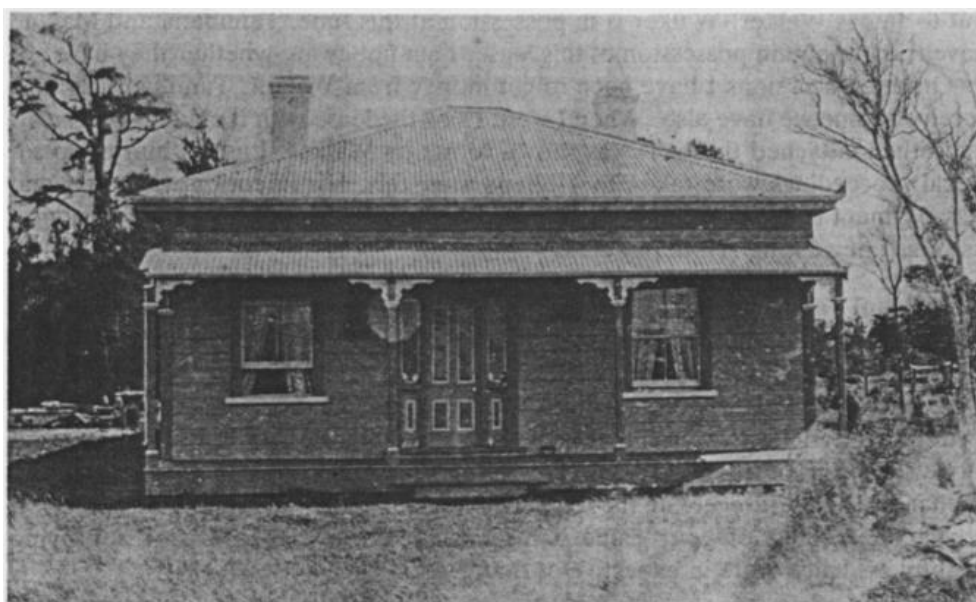


Figure 8 Survey Plan ML1009 compiled in 1890 showing the property name and boundaries, and the location of the house

S25/125: Clifden cottage. William Small was one of the early European settlers of the Ōtaki District, arriving in the 1860s. Small was a smith and farrier who established a small business in the growing settlement, advertising his services in the *Wellington Independent* newspaper throughout 1864 for residents of Ōtaki and the surrounding district. Ian Bowman states that based on information provided in the *Ōtaki Historic Journal* (Vol. 3. page 32), in 1870 Small purchased a block of land on the south side of the Ōtaki River and built a small cottage, naming it Clifden. The cottage remains on the site, as part of the Bridge Lodge complex of buildings, and is considered to be one of the oldest remaining buildings in the Ōtaki district. There have been a number of modifications to the original cottage building, with several extensions, the removal of chimneys and changes to the verandah. It is possible however that many original construction and design features remain, particularly inside the original part of the structure. Associated with the cottage, there is potential for subsurface archaeological deposits linked with the occupation of the block by the Small family to remain. Both the cottage and the grounds are considered to be archaeological sites under the provisions of the HPA, and both will be affected by the construction of the Expressway, with the structure affected by both the footprint of the Expressway and the new Ōtaki Gorge Road over-bridge. No site visit to inspect this property was carried out by the Project Archaeologist as it was not owned by NZTA and access to the property was not available. This site is discussed further below in Section 8.



Possibly the oldest house still standing — "Clifden" was built in 1870 for Mr William Small. Today it stands on the Bridge Lodge property. Courtesy Miss I. Small.

Figure 9 Historic image of Clifden cottage Source Ōtaki Historic Journal – image provided by I Bowman



Figure 10 Clifden August 2012 photo supplied by Ian Bowman

Areas of high archaeological potential: In addition to the above, two areas of high archaeological potential have been identified within the designation area for the Expressway. These areas were identified based on existing archaeological information, consultation with iwi and on the physical environment and an understanding of the distribution of archaeological sites in relation to topography and natural environment in the Kāpiti Coast area. The two areas of high archaeological potential also correspond with areas identified as being of potential archaeological risk in the preliminary archaeological assessment carried out for the Project in 2003 by Mary O'Keeffe.

The first of these is associated with the general area of Te Horo pa, discussed above, and containing the recorded archaeological sites R25/5; R25/6, R25/7 and R25/14. This area encompasses the dune area to the south of Mary Crest, south to Te Hapua Road (Figure 11).

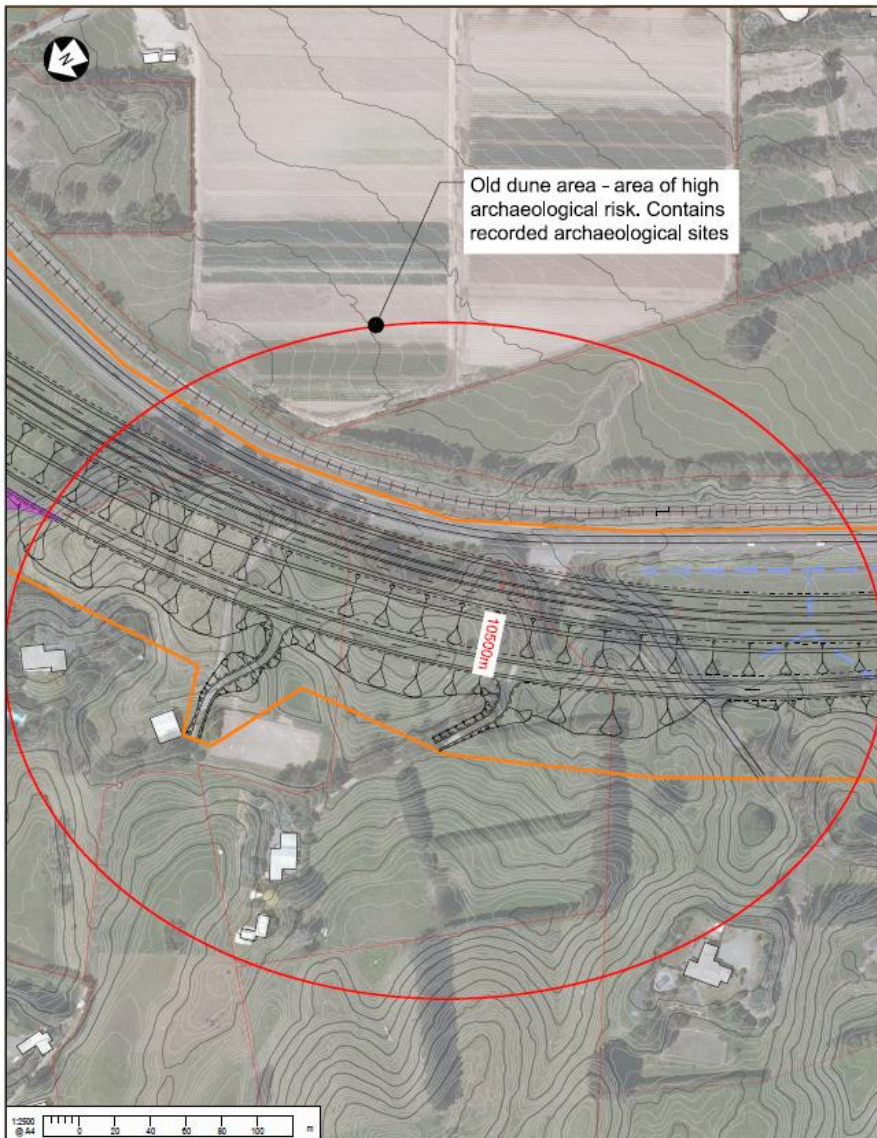


Figure 11 The southern area of the Project footprint, within the Mary Crest area showing area of identified archaeological risk and recorded archaeological sites

The second area considered to be of high archaeological potential is in the northern portion of the Project, between the Waitohu Stream and the Mangapouri Stream. This area contains remnant sand dune and a small spring, and includes an area identified on Adkin's Map I as Te Manuao, a former clearing and kainga. To the west of the Project Area at this point consultation identified that there was a pa, identified as Tararua, and an associated urupa, located close to the banks of the Waitohu Stream, and it was felt that that any settlement on the dunes may have been associated with this. The pa and urupa are however outside the Project Area, and as their exact location was not visited or pinpointed in the field they have not been formally recorded as archaeological sites at this stage.

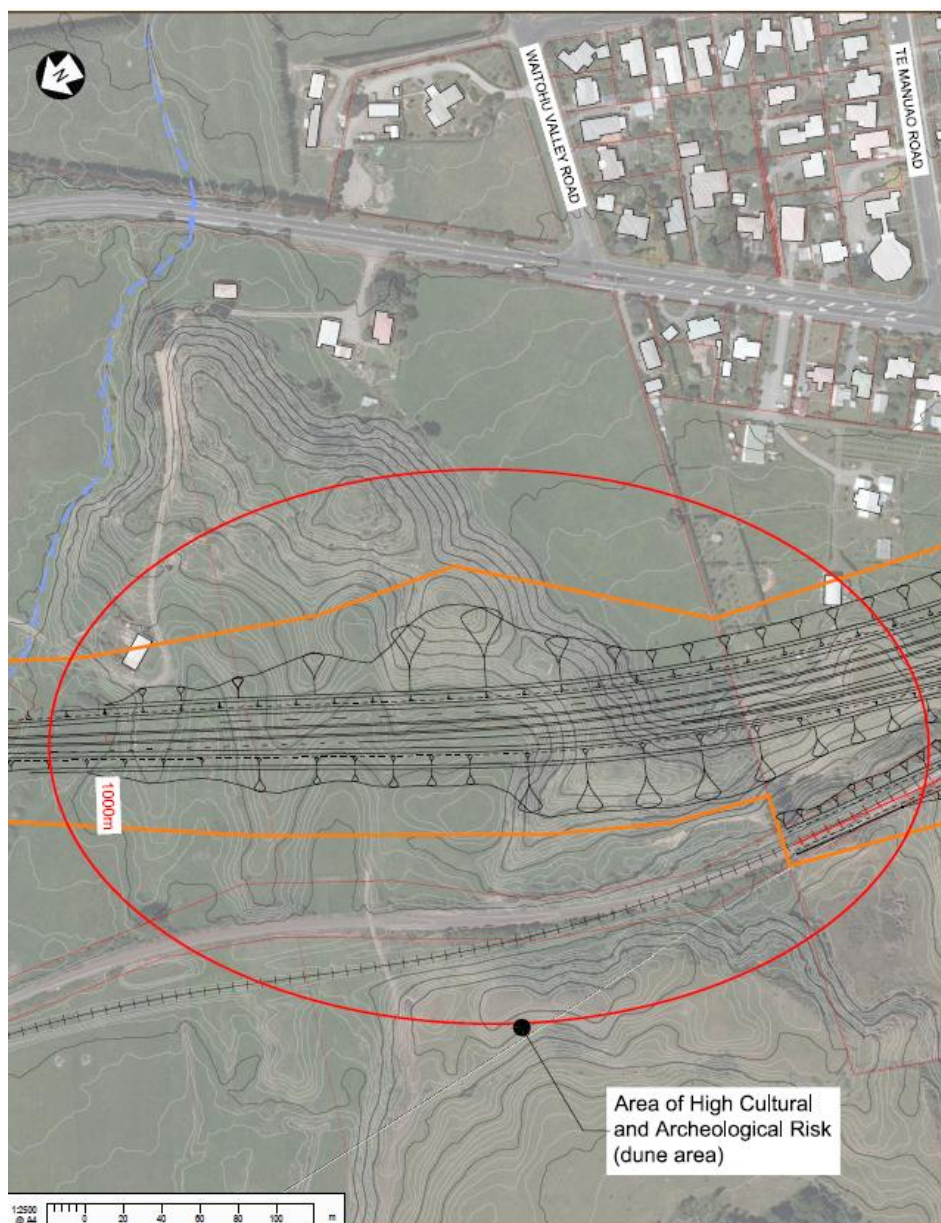


Figure 12 The Project footprint within the north Ōtaki and the Waitohu Stream area showing area of identified archaeological risk

6.3 Archaeological Summary

Within the general project area there a number of recorded archaeological sites, three of which will be physically affected by the Project. There is potential for three further sites to be affected by the Project. These sites are located within an area of archaeological risk, however no physical evidence of them was identified during fieldwork for the assessment. Information on the sites and the potential impact of the Project on these is indicated below in Table One.

Examination of historic survey plans suggests that three of these sites are related to the location of Te Horo Pa, as identified on survey plan ML 326, drawn in 1877 (R25/5; R25/7; R25/14). Of the recorded sites within the immediate vicinity of the Project, no evidence of two (R25/5 and

R25/7) was located during a survey of the area in 2006 or the archaeological site walkover in 2011.

One historic site, recorded as a result of investigation associated with the Project, is located within the direct path of the Expressway, NZAA site S25/125, the site of the 1870s cottage known as Clifden.

Within Ōtaki township there are two recorded site that will be affected by the Project, the site of the historic Ōtaki Railway station (S25/122) and the property at 230 Main Road including the house and grounds (S25/124). The Railway Station site has both archaeological and built heritage values. The pre-1900 house at 230 Main Road will not be physically affected by the Project, however the grounds of the house will be severed in the south eastern portion, where both the railway realignment and the Expressway will cut into the section. The grounds of the house have the potential to contain archaeological evidence of earlier use. Similarly, the 1870s cottage at Bridge Lodge, Clifden, and the surrounding grounds are also considered to be archaeological sites, and these will be affected by the Project.

In addition to the known or recorded archaeological sites, two areas of potential archaeological risk have been identified. The southern risk area is close to recorded archaeological sites (R25/5; R25/7 and R25/14) and corresponds with the location of a settlement marked on an historic survey plan as Te Horo Pa. The northern area is located within an area of remnant sand dune in which it is anticipated that unrecorded archaeological material will be located, however there is currently no physical evidence of this.

Table One: Summary of recorded archaeological sites within immediate vicinity of the Project

NZAA Site Number	NZTM Grid References (Easting / Northing)	Site Type / Condition	Affected
R25/5	1777082 / 5478985	Midden / oven. Not relocated during site visits. Possibly related to Te Horo Pa identified on historic survey plans. Likely to be subsurface remains.	Uncertain – NZAA data places site immediately outside designation. Potential for true location to extend into designation
R25/6	1776865 / 5479101	Midden/ oven. Not relocated during site visits. Likely to be subsurface remains.	No
R25/7	1776982 / 5478885	Midden. Not relocated during site visits. Possibly related to Te Horo Pa identified on historic survey plans. Likely to be subsurface remains.	Uncertain – NZAA data places site immediately outside designation. Potential for true location to extend into designation
R25/14	1776882 / 5478685	Pits. Relocated in 2003 and 2011.	Uncertain – NZAA data places site immediately outside designation. Potential for true location to extend into designation
R25/20	1777283 / 5480116	Midden. Not relocated during site visits	No
R25/36	1777462 / 5479530	Haowhenua Pa. Some visible features. In pasture	No
S25/122	1782018 / 5485335	Otaki Railway Station. Good condition	Yes
S25/124	1782106 / 5485450	230 Main Road, Otaki – historic house and grounds.	Yes
S25/125	1781072 / 5484100	Clifden historic cottage	Yes

7 Statement of Archaeological Values

Archaeological values relate to the potential of a place to provide evidence of the history of New Zealand. This potential is framed within the existing body of archaeological knowledge, current research questions and hypotheses about New Zealand's past. The NZHPT has provided a series of archaeological guidelines, one of which outlines matters to be taken into account when

assessing archaeological values⁷. These are: condition, rarity, contextual value, information potential, amenity value and cultural associations. In addition to these guidelines, the Greater Wellington Regional Policy Statement also provides a set of criteria to assist in assessing the values of heritage sites. These include: themes, events, people, social, archaeological, architectural, technological, integrity, age, group or townscape, sentiment, recognition, tangata whenua values, surrounding (context), rarity and representativeness.

Statements are made below in relation to four specific sites or archaeological areas or zones that have been identified within the Project: *Te Hapua Road to Mary Crest; Bridge Lodge - Clifden; Ōtaki; and Rahui Road to Taylors Road.*

7.1 Te Hapua Road to Mary Crest

Condition / Integrity:

Within this section of the Project Area there are a total of four recorded archaeological sites, and the general area has been identified on historic survey plans as the location of Te Horo pa, a settlement in 1877. As part of the field work undertaken as part of this study only one of the previously recorded archaeological sites was relocated - R25/14. The remaining sites, R25/5 and R25/7 were originally recorded in 1961, and have not been identified in the field by an archaeologist since this time. It is possible that since they were recorded the sites have been destroyed as a result of general farming activities such as cropping and ploughing, or by more recent land development. The area has been considerably modified since the 1960s, with several of the farms having been developed as small lifestyle subdivisions. This is likely to have affected the survival of any archaeological deposit. Despite this, the dunes within this area have been identified as being an area of archaeological potential and it is considered likely that intact archaeological deposit will be identified during works.

Representativeness / Rarity

The proposed Expressway through this section will be cutting through areas of dune as well as remnant wetland. Several archaeological sites have been identified within or close to this zone and there is potential for further sites to be found. These sites are likely to be midden and oven sites associated with occupation. On their own these sites are not rare or unique. They do however have representative value in that their presence adds to our knowledge and understanding of past occupation and land use on the Kāpiti Coast.

Two wetland areas within the wider Te Hapua area have also provided evidence of wooden archaeological items (canoe fragments). This type of archaeological site or deposit is rare within the New Zealand context, however with the extensive historic wetland environment on the Kāpiti Coast, it is possible that during construction of the Project wet archaeological material may be revealed. Such sites cannot be identified prior to any drainage or earthworks commencing.

Contextual Value

The archaeological sites identified as part of this work are considered to be primarily of local significance. Shell midden sites are the most common archaeological site type identified in the NZ archaeological record. When considered on a regional scale however a group of sites can

⁷ NZHPT *Archaeological Guideline Series No. 2: Guidelines for Writing Archaeological Assessments*

provide significant information on the past settlement, economy and environment of that region, in this case the Kāpiti Coast. Examination of sites located within the Expressway will also present the opportunity to compare information from this zone with information recovered south of the Project, within the MacKay's to Peka Peka Project.

Scientific Value / Information Potential

While shell midden sites are effectively rubbish heaps and are the most likely archaeological site types that will be found in this section of work they have significant potential scientific values, providing information on site type, nature, location, extent, relationship with environment, how that environment may have changed, relationship with other sites and age. The scientific values of archaeological sites within the Project area are considered to be moderate to high.

Amenity Value / public interpretation / education

Visually the type of archaeological sites that will be located within this work zone are not impressive or distinctive. The archaeological deposits or sites are currently not visible to the public and are located on private land. Recovery of information from the sites however presents an opportunity to analyse and present this information to the public. As part of the Expressway it is intended to include a public walkway and cycleway. Linked with this there is potential to present the story of this area, and any information recovered as a result of archaeological work on panels attached to the walkway/cycleway.

Cultural Associations

This area or zone of works has been identified on historic survey plans as Te Horo pa, and to the west is the location of Haowhenua, a pa site located on a hill overlooking the area. The area has been identified in the CIA completed for the Project as an area of interest for iwi, and statements as to the significance are provided in that document.

7.2 Bridge Lodge – Clifden

Condition / Integrity

Located on the Bridge Lodge property there are a collection of buildings, one of which has been identified as Clifden cottage, built in 1870 for William Small. Examination of historic photos indicate that the cottage was a small house with a low pitched hipped roof with boxed eaves, symmetrical front elevation with central door and flanking windows, and a bull-nosed verandah typical of a plain villa. Since its construction, the cottage has been modified with an addition to the south of a similar size to the original house. An enclosed verandah has been added to the west of the original verandah and the verandah timber floor is now concrete. The original symmetrically located chimneys have been removed. No internal inspection of the cottage has been carried out, however it is felt that there is potential for original features to remain in the oldest part of the cottage. The main portion of the original cottage appears to remain on its original site. There is therefore potential for the ground under this part of the building to have had little modification since 1870. Any archaeological deposit within this area is therefore likely to be in good condition.

Representativeness / Rarity

The original portion of Clifden cottage is reported to have been built in 1870, and is therefore one of the oldest buildings remaining in the Kāpiti district. The style and design of the original cottage are considered to have moderate architectural values (Bowman 2012).

Contextual Value

Clifden cottage is associated with one of the earliest European settlers in the Ōtaki district, William Small. Small's son Alexander also became a prominent local figure, as Grand Master of the Independent Order of Oddfellows, and Chair of the Horowhenua County Council. Alexander Small's widow and son sold Clifden in 1911 and moved onto a block of land to the south. Clifden cottage has significance not only as one of the oldest buildings remaining in the district, but in its association with one of the early prominent European families in the district.

Scientific Value / Information Potential

Clifden cottage has been significantly modified since the early 1900s. There have been a number of additions and alterations to the building that have affected its historic integrity. There is potential however for archaeological information to be gathered from the building, and potentially the surrounding grounds.

Amenity Value / public interpretation / education

Bridge Lodge has operated as a private facility and there has been limited opportunity for members of the public to view Clifden cottage. Relocation of the cottage as part of this project, as is proposed in the heritage buildings assessment report prepared by Ian Bowman (2012) would provide potential to interpret the building and the history of one of the districts early European settler families.

Cultural Associations

The building is associated with one of the early European settler families in Ōtaki.

7.3 Ōtaki

Condition / Integrity

There are two recorded archaeological sites affected by the Project within Ōtaki township – the Ōtaki Railway Station and the property at 230 Main Road. The Ōtaki Railway station is in good condition. Statements as to the architectural and historic values are made in the built heritage report provided by Ian Bowman (ibid.). The current building was built in 1910 and does not therefore meet the definition of an archaeological site. The ground underneath and surrounding the station building however does contain intact archaeological deposit associated with earlier structures and is therefore considered to have high archaeological values.

The property at 230 Main Road was occupied in the late 1800s, and may also contain evidence of earlier pre-European occupation. The property contains a pre-1900 villa, however this has been modified over the years. The house will not be physically impacted by the Project. The grounds surrounding the building are considered to be of high archaeological potential. There has been some modification as a result of land development and gardening, however it is likely that intact sub-surface archaeological deposit remains.

Representativeness / Rarity

There are few historic railway station sites that contain intact layers of history such as Ōtaki. The replacement of the station in 1910 following a fire has resulted in evidence of earlier structures remaining intact under the station. Archaeological investigations as part of the car park development around the station have also indicated that intact archaeological evidence associated with ancillary buildings also remains. Ian Bowman has noted in his report that the Ōtaki station is one very few remaining significant Troup Period Type “B” stations, and that the corrugated steel toilets to the north of the station are even rarer.

The preservation of such a large residential property in the centre of Ōtaki is rare. Without early rubbish collections, it is likely that the property will contain evidence of early European period middens or rubbish pits. It is also possible that information on the late 19th century layout of the grounds in association with the house will be evident.

Contextual Value

The Ōtaki Railway Station has obvious associations with the existing railway line, and the development of this transport link between Wellington and Manawatu. The railway and the location of this station was an important factor in the development of Ōtaki itself, with a move away from the coastal settlement close to the river mouth to the inland location.

The property at 230 Main Road provide evidence associated with the late 19th century residential development of Ōtaki.

Scientific Value / Information Potential

Archaeology of both the Ōtaki Railway Station and the property at 230 Main Road has the potential to provide information associated with the late 19th century use of both sites. Information would be associated with both the domestic use of the sites (there were houses associated with the station within the area of the current car park). Archaeology of the area under the station building will allow information to be gathered on the development and any changes to the design and footprint of the building following the fire. The information potential of both sites is considered to be high.

Amenity Value / public interpretation / education

The Ōtaki Railway Station site currently has information signage, outlining the history of the site. There is potential for this to be enhanced with additional information that may be gathered during archaeological investigations.

Cultural Associations

The Ōtaki Railway Station is a significant heritage building in the Ōtaki district and this is reflected in the listing of the building in the Kāpiti Coast District Plan.

The property at 230 Main Road is privately owned, however the property was associated with Hema Te Ao, a prominent local politician at the turn of the 20th century.

7.4 Rahui Road to Taylors Road

Condition / Integrity

There are no recorded archaeological sites within this zone, however the area has been identified as having high archaeological potential based on the fact that there are known sites nearby (unrecorded) and intact dunes.

Representativeness / Rarity

Sites within this area are expected to be shell midden and ovens associated with pre-European and early contact period occupation. As is noted above in discussion regarding the Te Hapua Road area, on their own these sites are not rare or unique. They do however have representative value in that their presence adds to our knowledge and understanding of past occupation and land use on the Kāpiti Coast

Contextual Value

The archaeological sites identified as part of this work are considered to be primarily of local significance. Shell midden sites are the most common archaeological site type identified in the NZ archaeological record. When considered on a regional scale however a group of sites can provide significant information on the past settlement, economy and environment of that region, in this case the Kāpiti Coast. Examination of sites located within the Peka Peka to North Ōtaki Expressway will also present the opportunity to compare information from this zone with information recovered south of the Project, within the MacKay's to Peka Peka Project.

While shell midden sites are effectively rubbish heaps and are the most likely archaeological site types that will be found in this section of work they have significant potential scientific values, providing information on site type, nature, location, extent, relationship with environment, how that environment may have changed, relationship with other sites and age.

Amenity Value / public interpretation / education

Visually the type of archaeological sites that will be located within this work zone are not impressive or distinctive. The archaeological deposits or sites are currently not visible to the public and are located on private land. Recovery of information from the sites however presents an opportunity to analyse and present this information to the public. As part of the Expressway it is intended to include a public walkway and cycleway. Linked with this there is potential to present the story of this area, and any information recovered as a result of archaeological work on panels attached to the cycleway.

Cultural Associations

The area has been identified in the CIA completed for the Project as an area of interest to iwi, and statements as to the significance are provided in that document.

7.5 Summary

The type and condition of identified archaeological sites within the Project area are similar to sites found elsewhere on the Kapiti Coast. Evidence of shell middens is found throughout the dunes along the coast, and around historic wetland areas. While this type of site is common, as

a group the sites have the potential to provide unique archaeological information on the time, nature of occupation and economy of the region. The density of midden and pre-European occupation sites within the Expressway is not as extensive as elsewhere in the district however. This is largely a result of the topography of the land through which the Project passes. The identified sites, and the areas identified as potentially containing unrecorded archaeological evidence are considered to be of moderate to high archaeological value.

Three sites associated with the early European period of settlement in the Ōtaki district have been identified as being affected by the project, the Ōtaki Railway Station, a late 19th century property (230 Main Road) and Clifden, an 1870s cottage built by one of the earliest European settlers in the district. Very little is known or recorded archaeologically of this period of settlement in the district. All three of these sites have been modified and this has affected the condition and nature of the archaeological evidence that remains at the sites. Despite the modifications to the buildings, all three sites are considered to have moderate to high archaeological values, based largely on the potential for the sites to provide information on this period of the Ōtaki district's history.

8 Assessment of Effects

The proposed Peka Peka to North Ōtaki Expressway will cover a length of 13km, from Te Kowhai Road in the south to just north of Ōtaki township. Along the route there are a total of nine recorded archaeological sites either within the direct Project footprint, or within close proximity to the footprint (see Table One above). Of these nine sites, six have been identified as impacted or potentially impacted by the Project (R25/5; R25/7; R25/14; S25/122; S25/124 & S25/125). In addition, there are two areas that have been identified as being of potential archaeological risk. These are areas where there is no physical evidence of archaeological features or deposits, however examination of site distribution, environment, a review of historic records and consultation with iwi have identified that there is potential for subsurface archaeological resource to be revealed during the course of earthworks.

Overall, the effects of the Project on the archaeological resource were identified at the SARA phase of the Project to be low to medium, and this is considered to remain the case.⁸ In all areas of identified or known archaeological risk, as discussed above, the impact is considered to be medium, while in all remaining areas, not specifically discussed, the impact is considered to be low. This is based on a level of impact as outlined below in Table Two.

Table Two Impact of Potential Effect Rating

Degree of Potential Effect	Effect
High	Permanent, serious and widespread adverse effects and/or opportunities for social and environmental improvement. Adverse effects to be avoided; opportunities to be actively pursued.
Medium	Major, medium-term adverse effects and/or opportunities for social and environmental improvement. Where cost effective, adverse effects to be avoided and opportunities to be pursued (significant mitigation

⁸ NZTA Peka Peka to North Otaki SARA Social and Environmental Screen (PSF13)

	may be required).
Low	Limited, short-term adverse effects

Archaeological sites are non-renewable resource and any physical work that will result in disturbing archaeological features or deposits is a negative impact, including archaeological investigations. In considering the level of effect in relation to archaeology, medium adverse effects would include a situation where part of a site or site type will be impacted by the proposed works, however similar archaeological features of a comparable nature in the general vicinity will remain unaffected by the project. In considering the level of effect the potential to avoid or mitigate that effect is also considered. The opportunity to recover information from a site, record and present this to the archaeological and wider community is considered to be a form of mitigation. Significant mitigation, as indicated in Table 2, would include detailed recording and investigation of sites to be affected, rather than lower level archaeological monitoring of earthworks alone. In the case of this Project the relocation of buildings, and a combination of archaeological investigation and monitoring of earthworks is considered to be significant mitigation.

Effects are discussed below in relation to areas along the route where there are specific archaeological issues. General statements are then made in relation to overall archaeological impact of the Project.

Te Hapua Road to Mary Crest:

As can be seen in Figure 13 the identified location of the four archaeological sites recorded within the southern extent of the Project (site R25/5; R25/7 and R25/14) appear to be avoided by the designed footprint of the road. It is noted however this is based solely on the identification of the sites as single data points, and in the case of sites R25/5 and R25/7 the information on which this data point is based is only considered accurate to within 100m. This raises the potential for these sites to be located within the Expressway footprint. No physical evidence of these sites has been identified by an archaeologist since they were first recorded over 50 years ago.

Comparison of the location of the four recorded archaeological sites and the general location of the Te Horo pa site marked on survey plan ML 326 suggests that all of these sites may be associated with the occupation of this pa, identified in the 1870s and it is likely that within the dunes in this area further sub-surface archaeological deposits will be located.

To the northwest of the recorded archaeological sites and Te Horo pa is a high point, to the west of the former Mary Crest School complex and the Expressway. This hill was identified during the site walkover with Nga Hapu o Ōtaki as a pa site, and has been recorded as such in the NZAA database (NZAA site number R25/36). The pa is to the west of the alignment and will not be affected by any works associated with the Project.

Proposed works in this area will result in the realignment of the existing road to the west, and this will become the local road. The Expressway and local road through this area will be cut down through the dune remnant between Te Hapua Road and Mary Crest (Ref to NZTA map sheet 7). The extensive cutting required in this area will have a significant effect on any archaeological deposits located within this area.

To the north of the Mary Crest site the Expressway crosses to the east of the existing State highway, from which point it then runs parallel to the highway across flat horticultural land crossing the Ōtaki River to the east of the current bridge. This area is considered to be of low archaeological potential or risk. This statement is based on the topography, and the evidence of there having been intensive farming operations through the area that will have destroyed any archaeological deposit that may have been located through this area.

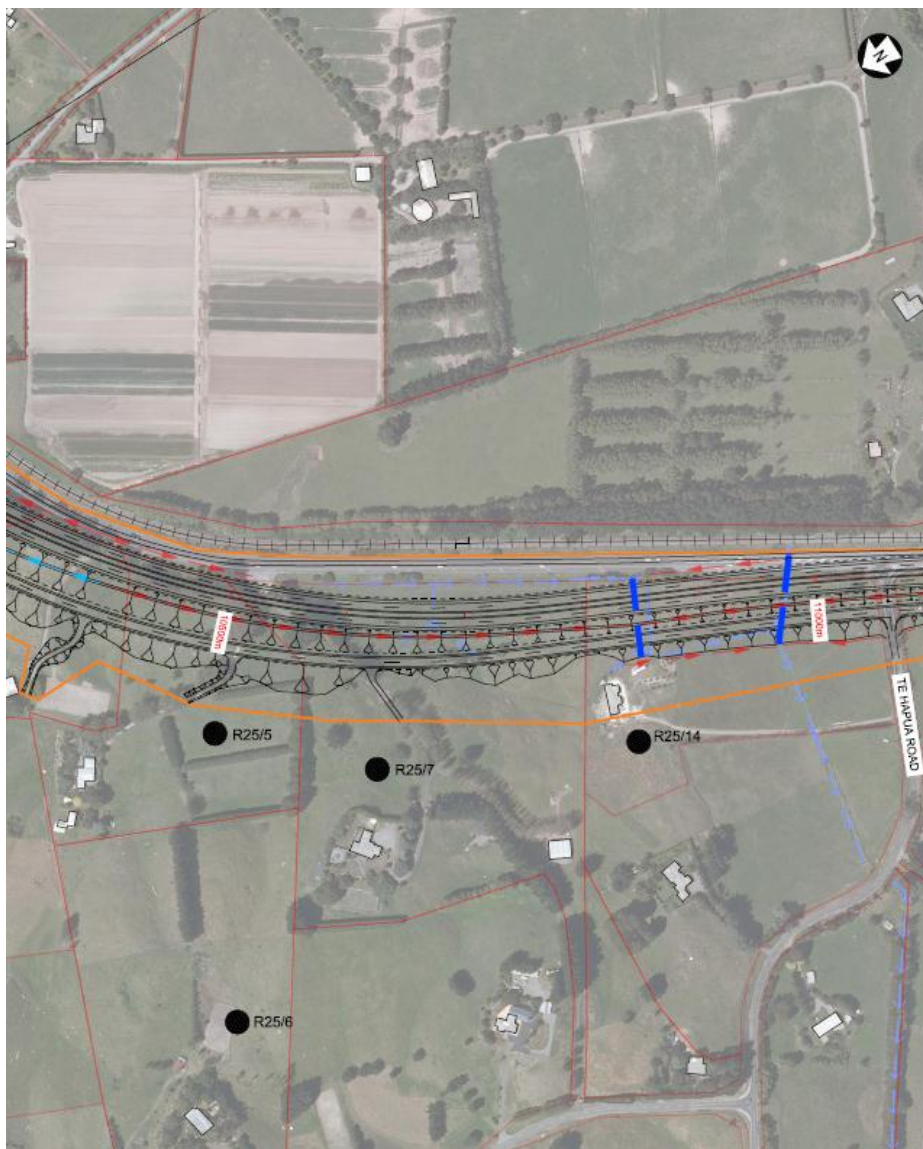


Figure 13 The Project footprint within the Mary Crest area showing location of recorded archaeological sites

To the north of Te Horo is a collection of buildings that have been identified in the built heritage report as being of heritage significance. The majority of these buildings are post 1900 buildings, and their significance is associated with the potter Mirek Simsek. The only building in the collection that potentially dates earlier than 1900 is the former Te Horo Railway station. This building was removed from its original site in the 1970s and has been converted to operate as a bed and breakfast facility. The building is no longer in its original context, has no

associated subsurface archaeological deposits and will not be physically affected by the proposed works and it is not discussed further in this report.

Impact Rating: Medium

Bridge Lodge - Clifden Cottage (archaeological site S25/125)

As is noted above, this cottage was built in 1870 and is considered to be one of the oldest buildings remaining in the Ōtaki district. The cottage has been extensively modified, with a number of extensions, and the chimneys removed, however the originally “core” of the cottage remains and depending on levels of modification, this may retain built archaeological values. The built heritage values of the cottage are discussed in detail in the report of Ian Bowman. Associated with the cottage there is potential for sub surface archaeological material to be located under the building and within the grounds of the Bridge Lodge property, however the grounds of the property have also been modified, with additional buildings and landscaping that will have affected on the survival of any archaeological deposit.

The Expressway will pass to the west of the cottage, with a small portion of the structure appearing to be in the carriageway of the new road. The main area of the cottage will be affected by the earth banks required to construct the Expressway. This property is also the location of a new local road bridge that provides access from Ōtaki Gorge Road across the Expressway and railway line to the existing State Highway (which will become local road). The footprint for the bridge (Bridge 6) is directly over the position of Clifden cottage.

Impact Rating: Medium

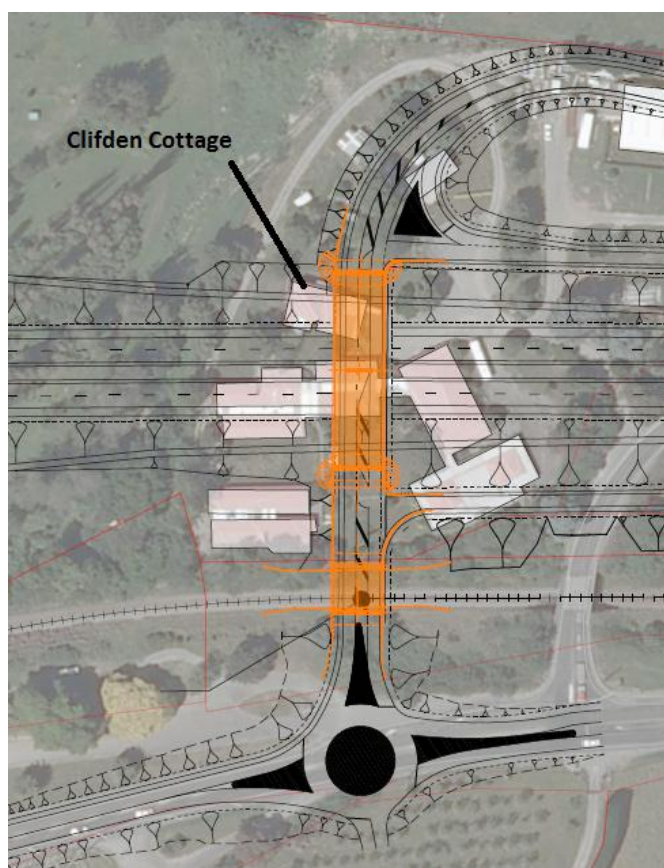


Figure 14 Footprint of Project within the vicinity of Bridge Lodge showing the effect of the Project on the existing buildings.

Ōtaki Township

Two recorded archaeological sites within the Ōtaki township will be affected by the proposed works. Recorded site S26/122, the Ōtaki Railway Station, will be directly affected by the Project. As there is a requirement to realign the railway line at this point to allow for the construction of the Expressway to the east, the existing station building will need to be moved and realigned to the new track. This building was constructed in 1910, and therefore does not fall under the archaeological provisions of the Historic Places Act 1993. No further statement is made in this archaeological report in regard to heritage values of the existing station building. The ground under and surrounding the station building is however classed as part of the recorded archaeological site. There remains visible evidence under the building of piles and features associated with the earlier structures. As one of the earlier station buildings was constructed prior to 1900 this ground is considered an archaeological site.

Adjacent to the station and to the north is property containing a pre-1900 house, associated with prominent local 19th century politician Hema Te Ao. The house will not be physically affected by the Project however the new alignment of the railway line and the State highway will cross over the eastern portion of the grounds. Within this area there is potential for there to be archaeological deposit associated with occupation of the house.

Impact Rating: Medium

Rahui Road to Taylors Road

There are no recorded archaeological sites within this section of the Project however the area has been identified as an area of high archaeological potential. To the west and outside the area of physical effect of works it has been identified that there was a settlement and associated urupa. Through this section of works it is proposed that the Expressway will be located within the dunes, particularly through the Pare-o-Matangi block through to the Waitohu Stream.

Impact Rating: Medium

In all other areas of the Project the effect of the Project on the archaeological resource is considered to be Low.

9 Proposed Mitigation

Archaeological sites are a non-renewable resource and in all cases it best to avoid sites as part of any development. In the case of the Expressway project options were examined for alternative routes that would avoid physical impact on the archaeological and historic heritage resource. These alternatives included routes further west towards the coast, however these would have cut through areas of greater archaeological potential as well as the significant cultural site associated with the battle of Haowhenua.

A total of six recorded archaeological sites have been identified within or close to the Project footprint. In addition there are two areas that have been identified as being of archaeological potential, one of which overlaps with the location of three recorded archaeological sites in the southern end of the Project. Given the design restrictions associated with the Project these sites cannot be avoided and as such authority to modify archaeological sites will be required from the NZHPT. In addition to this legal requirement, mitigation measures are proposed below to assist in managing or minimising the adverse effects of the Project on the archaeological resource. Specific mitigation measures are proposed for the recorded archaeological sites that will be affected by the Project, as well as more general recommendations for the overall project.

9.1 Site Specific Mitigation

Te Hapua Road to Mary Crest

This area contains recorded archaeological sites as well as being an area identified as an area of archaeological risk. No evidence of three of the recorded archaeological sites was identified as part of the site walkover, however it has been identified that archaeological evidence will be found through this area, particularly within the dunes. There will be a legal requirement for archaeological work to be carried out as part of earthworks, and it is proposed that any archaeological investigations through this area are carried out in advance of construction. This will ensure that any archaeological material can be recorded, sampled and investigated in an appropriate manner, and without potential time pressures associated with construction.

Any investigations that may be required in this area will add to our knowledge and understanding of this area. In addition to investigations that may be required as part of the Historic Places Trust authority process, it is proposed that mitigation through this area could also include interpretation of this section of the Project on panels associated with the walking / cycle way, incorporating information recovered.

Bridge Lodge

All of the buildings associated with the Bridge Lodge complex will be removed as a result of the Project. Included within these is Clifden cottage, constructed in 1870. It is proposed in the heritage buildings report prepared by Ian Bowman that this cottage is relocated to another site. Archaeological work associated with both the standing structure and the land under and surrounding the cottage is likely to be a requirement of any authority that may be granted by the NZHPT. The investigation of the site will provide information on the development of the site as well as on the social history of the district. Such investigations would be appropriate and in accordance with accepted best practice. It is proposed that in association with any sub-surface archaeological investigations that may be carried out at this site, the features of the cottage will be investigated and recorded, in accordance with archaeological best practice and in line with the *Guidelines for the Investigation and Recording of Buildings and Standing Structures* produced by the Historic Places Trust⁹. Given the level of modification to the building, it is proposed that this recording will be to Level III (medium) and will include measured drawings of selective elevations, written records, photography of selective contextual views and elevations and selective sampling of relevant materials. The key focus of this work should be the original 1870 portion of the structure, however information on changes over time should be noted as considered appropriate.

It is recommended that in addition to archaeological investigations and recording that may be required, depending on the nature of material recovered, that options are examined to provide interpretation of this, both along the route of the Expressway (linked with the cycle way) and if appropriate either in the relocated cottage, or in the Ōtaki Museum.

Ōtaki

Two sites of archaeological interest have been identified as affected by the Project within Ōtaki township, the Ōtaki Railway Station and the property at 230 Main Road. The land at 230 Main Road will be partially subdivided as part of the Project, and the majority of this will remain in private ownership. Archaeological information that may be recovered from the property is likely to include late 19th century rubbish pits and information on the historic garden layout. There is also potential for pre-European archaeological material to be located on the site, however the potential for this is considered to be low. The potential to interpret any archaeological finds on this site are considered to be limited given the tenure of the property. It is proposed however that options are examined, depending on the nature of information found, for interpretation to be provided at the adjacent Ōtaki Railway Station. The proposed investigation, recording and interpretation for these sites is considered to be appropriate mitigation for the sites, given the level of impact of the Project on the sites.

Archaeological investigations will be carried out on the land associated with the Ōtaki Railway Station. The main building associated with the station is still used as a shelter for train passengers, however the building itself is closed. There is potential for the platform area as well as part of the interior of the station building to be used to provide interpretation and present the results of any investigations that may be carried out at this site. Stories that could be told at this site include the history of the station, transportation through the district traditional walking tracks, coastal shipping, the Coach Road, rail and road transport.

⁹ NZHPT Archaeological Guidelines Series No. 1 June 2006

Rahui Road to Taylors Road

There are no recorded archaeological sites within this area, however it has been identified as an area of archaeological potential, as well as being of cultural significance. Archaeological work required through this area is likely to be a combination of investigation and monitoring. There is potential through this area to provide interpretation linked with the proposed cycleway. Given the archaeological potential of this area as well as cultural values identified in the CIA, it is considered that the proposed monitoring and investigation, carried out in accordance with protocols developed by iwi is appropriate mitigation for the impact of the project on the archaeological resource in this area.

9.2 General Mitigation

Archaeological

Overall the Project will have a low to medium impact on the archaeological resource in the area. In addition to the with specific mitigation measures outlined above, the following is proposed to mitigate the overall Project effect.

It is recommended that:

- Interpretation panels and viewing areas could be incorporated into the development of the pedestrian / cycleway to assist in providing information on the history of the area and the results of any archaeological work carried out as part of the Project. To ensure that this is appropriately managed it is recommended that an interpretation plan for the Project is developed;
- Opportunities are sought during any archaeological work carried out as part of the Project to provide information to the public on the work, through press releases, talks to local schools or public open days;
- On completion of the Project, and any associated archaeological work it is recommended that a pamphlet or small booklet outlining the results is developed, specifically for distribution in the Ōtaki District.
- Depending on the nature of archaeological material located, and in accordance with consultation with Nga Hapu o Ōtaki and the management committee of the Ōtaki Museum, if considered appropriate, an exhibition associated with the archaeological work could be developed for display at the Ōtaki Museum.

Archaeological Management Plan

Linked with any archaeological authority that may be granted by the Historic Places Trust, and in accordance with accepted archaeological best practice, it is recommended that a project specific archaeological management plan (AMP) is developed. This plan should outline archaeological investigation and monitoring requirements, identify areas where work is to be carried out in accordance with an Accidental Discovery Protocol, and outline the steps and responsibilities that form any protocol developed for the Project. These should be linked with the NZTA's Accidental Discovery Procedures (NZTA Standard Z/22) as well as protocols to be

developed for the Project in conjunction with Nga Hapu o Ōtaki and the Construction Environmental Management Plan (CEMP) developed for the Project.

Research Strategy

In addition of an archaeological management plan, it is also necessary to identify research questions or themes that will assist in guiding any archaeological investigations carried out. The development of a research strategy is a requirement of the NZHPT for any archaeological investigations that will be carried out on a site, however the research strategy will also assist in the development of the AMP. Research questions or themes identified in the research strategy should have local, regional and national focus.

As a result of a lack of intensive archaeological survey and a focus on information recovery rather than research based archaeological work carried out as part of land development, the Kāpiti Coast can be considered to be one of the least understood archaeological landscapes in New Zealand. Historically the district is well known as having featured heavily in important tribal movements and political events of the first decades of the nineteenth century, in particular the association with the southward movement of groups that included Ngati Toa, Te Ati Awa and Ngati Raukawa. These events resulted in changing the political landscape of the lower North Island and the upper South Island however little is known about the how these social and political changes may be reflected in the archaeological record. Even less is known of the period before these social changes, however the writings of Adkin (1948), Carkeek (1966) and others indicate that human settlement of this area may have been early in the settlement of New Zealand. The Kāpiti Coast was also the scene of lengthy encounters between Maori and European in the decades leading up to and immediately following the Treaty of Waitangi, including the establishment of flax trading and shore whaling, followed by the settlement of Europeans on both Kāpiti Island and the mainland.

Key research questions associated with this Project include (but may not be limited to) the following:

- How does archaeological evidence within Peka Peka to North Ōtaki Expressway link or compare with information recovered elsewhere on the Kāpiti Coast and other coastal districts in New Zealand (e.g. Coromandel; Bay of Plenty; Northland)?
- Is there evidence of specialist use or activity areas within the midden sites?
- Is there evidence of environmental change within the area that is reflected in the midden sites?
- In addition to shell middens, is there evidence for gardening or other activities within the area?
- Is there evidence of economic and social change reflected in the archaeological record, associated with population change, particularly population movements in the early 19th century?

9.3 Further Work Required

Prior to the Project proceeding, it will be a requirement for the NZTA to apply to the NZHPT for an authority to modify archaeological sites. In order for this application to be developed it will be necessary for an Archaeological Management Plan (AMP) and research strategy to be developed in conjunction with Nga Hapu o Ōtaki, and contain clear link with the overall CEMP developed for the Project.

10 Conclusions

The Peka Peka to North Ōtaki Expressway will have a physical effect on the archaeological resource within the Ōtaki district. As a result of works three recorded archaeological sites will be directly affected (S25/122; S25/124 and S25/125). Two areas, at the northern and southern extents of the Project, have been identified as areas of archaeological potential, and one of these, between Mary Crest and Te Hapua Road, in the south of the Project, is adjacent to recorded archaeological sites (R25/5; R25/7 and R25/14). It is considered that these sites, along with the area of archaeological potential, are associated with Te Horo Pa site, identified on an 1877 survey plan. While archaeological sites will be destroyed as a result of the Project, this loss can be balanced against the potential for recovery of detailed archaeological information from the sites, combined with opportunities to provide interpretation on the sites and history of the area as part of the Project.

As part of the Project it will be necessary to apply to the Historic Places Trust for an authority to modify archaeological sites. This is a legal requirement. Any authority granted by the NZHPT will include a variety of conditions, requiring investigations and archaeological monitoring along with compliance with any protocols or tikanga Maori as may be agreed to as part of the Project. It is considered that investigation of archaeological sites, as outlined in this report, monitoring of key areas of archaeological risk, the development and adherence to appropriate protocols, and interpretation and presentation of information on the history of the Kapiti district provides appropriate mitigation for the effects of the Project on the archaeological resource.

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