

APPENDIX 5 – ARCHAEOLOGICAL ASSESSMENT OF ALTERNATIVE
ROUTES – PEKA PEKA TO ŌTAKI EXPRESSWAY

**Archaeological Assessment of Alternative
Routes , Pekapeka to Otaki Expressway**



Prepared for NZTA

Archaeological Assessment of Alternative Routes, Pekapeka to Otaki Expressway

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1 Introduction

1.1 Purpose

The New Zealand Transport Agency (NZTA) are currently considering options for improvements to the State Highway 1 through Otaki. This project forms part of the Peka Peka to Otaki Expressway (PP2O). During the secondary investigation phase of the project it was identified that consideration should be given to alternative corridors, in particular corridors to the east of Otaki between the township and the Tararua Ranges, and to the west, between Otaki township and the beach community. This report provides an assessment of potential effects on historic heritage within the alternative routes.

1.2 Description of Alternatives

Four alternative options are being considered. These are:

Alternative A (Eastern Foothills) – this is the eastern-most of the options, along the base of the foothills of the Tararua Ranges. The route extends from just south of Manakau (in the north) and connects in the south near Hadfield / Peka Peka Road to link with the proposed northern interchange of the MacKay's to Peka Peka Expressway, a total distance of 19km. The route is up to 2.7km east of SH 1 at Otaki, and follows the transmission line corridor up the Waitohu Valley before swinging back west to join the state highway near Manakau.

Alternative B (Eastern Plain) – this route connects to SH1 approximately 3km south of Manakau (in the north) and links to the NZTA Board Preferred Option in the vicinity of School Road, Te Horo. The route has a total distance of approximately 12km. This route is up to 2km to the east of SH1 and Otaki.

Alternative C (Western) – this route is very similar to an option examined in 2002 as part of an earlier scheme assessment (Meritec – Te Waka option). The route connects to the State Highway approximately 7km south of Manakau (in the north) and connects in the south near Hadfield / Peka Peka Road to link with the proposed northern interchange of the MacKay's to Peka Peka Expressway. This route passes to the west of Otaki township and has a total distance of 19km.

Alternative D (Central) - in addition to the above alternative options, statements are also made in relation to the NZTA Board Preferred Option. The preferred alignment closely 'parallels' the existing SH1 alignment and commences just north of Taylors Road and heads directly south, crossing BB Stream, cutting through a remnant dune ridge and under passing the current state highway to sweep immediately east of the historic Otaki Railway Station. The preferred route crosses the Otaki River a short distance upstream of the Otaki River railway bridge and continues on a straight alignment parallel and east of the SH1 Te Horo straight to the Mary Crest area. It sweeps southeast, crossing the North Island Main Trunk railway line, through a set of dune ridges at Mary Crest and then runs directly south to the proposed interchange in the Peka Peka Road area.

The location of proposed Alternative Options and the Board Approved Option is indicated on Figure One below.

1.3 Methodology

For the purposes of this assessment the following sources were consulted in order to assess the potential impact on heritage resources:

- New Zealand Archaeological Association Database (ArchSite)
- New Zealand Historic Places Trust Register
- Kapiti Coast District Plan (Section I - Heritage Register)
- Historic Survey Plans
- Existing PP20 reports, including previous scheme assessment reports

1.4 Limitations

It is noted as part of the brief for this work the assessment is based on a desk top review, and no site visits were carried out. This report should be read in conjunction with other reports written as part of the Peka Peka to Otaki project.

This report does not provide detailed history of the area, nor are statements as to the significance of the area or sites to tangata whenua made. While there is often overlap between sites of significance to iwi and archaeological values, the values attached to a site by tangata whenua can only be provided by iwi.



Figure One Map showing location of subject area and three identified alternative routes

2 Historic Background

It is not the purpose of this report to provide a detailed history of the Kapiti Coast. Information is provided in other reports associated with this project (Barr 2010; Bowman n.d.; O’Keeffe 2003a). A brief summary is provided here however to allow context for discussion of sites within the project area and the alternative options. In addition, it is noted that a detailed Cultural Impact Assessment is also being completed as part of the project and this report may identify sites of significance to tangata whenua that may not be identified as part of an archaeological assessment.

The Kapiti 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.

Based on archaeological evidence, the Kapiti 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 Kapiti 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. Information on the settlement and claims of land blocks within this area is currently being compiled as part of the Cultural Impact Assessment for the Peka Peka to Otaki project. Of significance to this report however is the indication from traditional history, the archaeological record and land court records that the Kapiti Coast was densely populated over a long period time. 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 Otaki River through which one of the alternative alignments passes (Alternative C).

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 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.

Pukekaraka, located on the northwest edge of Otaki township, is the location of the Catholic mission, established by the Marist fathers in 1844 (New Zealand Historic Places Trust

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 this later burnt down. The Maori settlement around the mission was noted for its success with European-style agriculture, and supplied the Wellington market with produce.

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 Otaki. This route was taken in order to avoid both the mouth of the Otaki River and the large wetlands immediately north of the river mouth.

The Wellington-Manawatu rail line was in operation by 1886, at which time the first railway station was built. The original station, which is described as a Public Works 4th class station, burnt down in 1910. 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 this project on the building are covered in other reports (Barr 2010; Bowman n.d.).

The development of the Te Horo district was further impacted 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 by the Otaki 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 Kapiti Coast District Plan as Heritage Feature B42, located at 64 Old Hautere Road.

2.1 Recorded Archaeological Sites within area

Compared with the coastal area around Waikanae, to the south of the project area, the Peka Peka to Otaki area does not appear to have as many recorded archaeological sites (see below Figure Two). Although the general topography of this area is different, with a higher number of wetland areas and dune lakes, it is felt that this difference in site density also reflects a bias in archaeological site surveying, as many surveys appear to be either concentrated along the coast, or more recently are linked with land subdivision and development. It is felt that there are likely to be a number of unrecorded archaeological sites in the district.

As part of earlier work for this project it was identified that there was one area where there were recorded archaeological sites that would be impacted by the NZTA Board Preferred Option (Barr 2010). These sites are to the immediate north of Te Hapua Road, south of Te Horo. Examination of the database as part of this alternatives assessment indicates that there are no recorded sites on the eastern side of the state highway (Options A and B) that would be impacted by the alternative options. There are however additional sites on the western side of the highway, to the north of those sites recorded around Te Hapua Road. Any option that passes through this area (Option C) will have the potential to impact on

these and any associated unrecorded sites. Information on the recorded archaeological sites is provided below.



Figure Two Map showing the location of recorded archaeological sites within the project area (source: NZAA database Archsite)

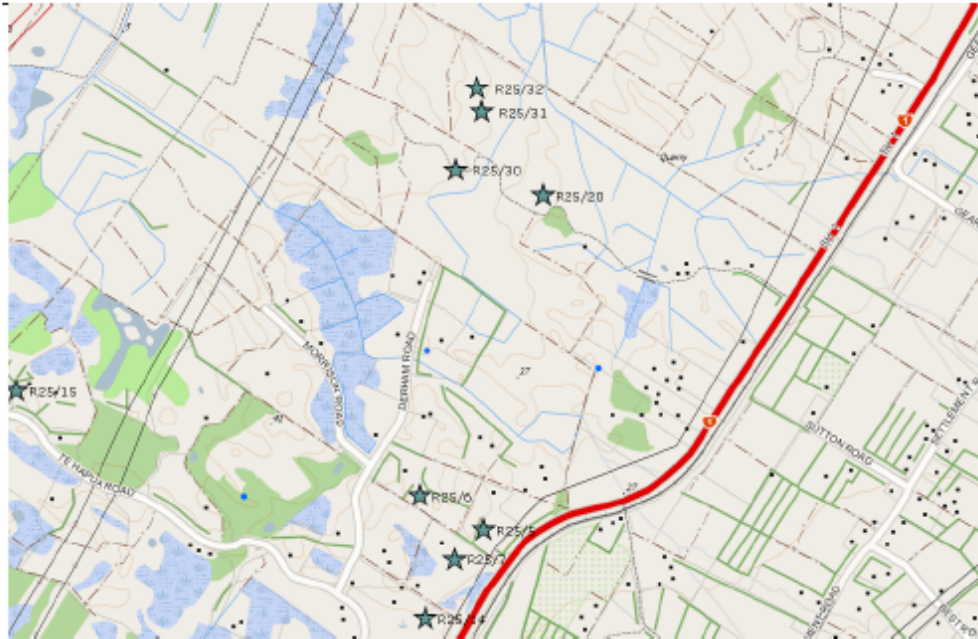


Figure Three Map of Te Hapua Road / Derham Road area showing location of recorded archaeological sites (source: NZAA database Archsite)

R25/5: Midden and Oven site – this site was originally recorded in 1961. 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 the NZAA Upgrade Project 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.

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 *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.

R25/7: Site recorded as shell midden in 1961 as being located west of the main State

The midden was not relocated in 2006, and it was noted that the surrounding areas of erosion and recent earthworks were checked for evidence of midden. Comparison of the 1948 aerial and a recent aerial photo suggests that the route of the old coach road remains, and is used as access to properties from State Highway 1.

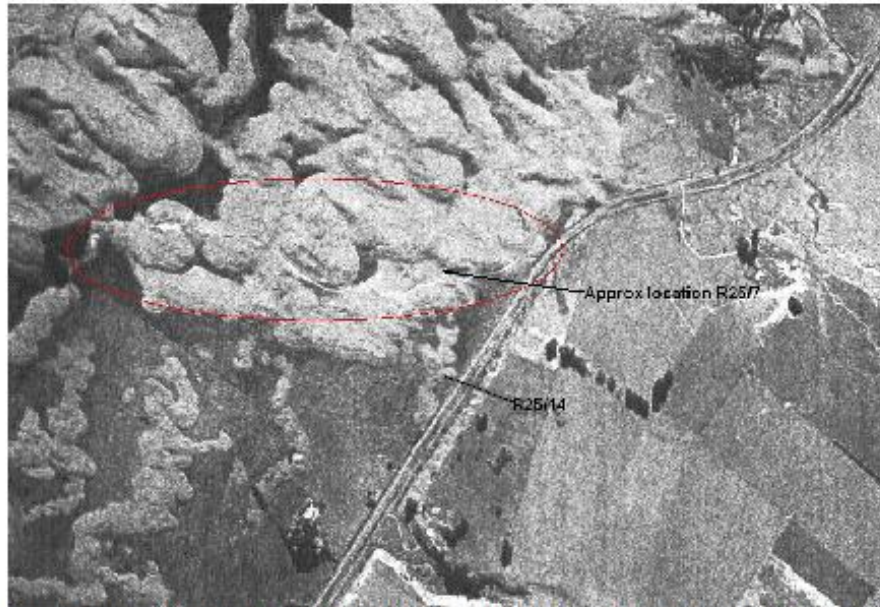


Figure Four Part of 1948 Aerial RN 308/3 – 4 showing location of Coach Road, and sites R25/14 and R25/7



Figure Five Modern Google earth image showing same location as above. Note route of modern access road in centre of photo in comparison with coach road

R25/14: this site was recorded from the highway and aerial photos in 2001, but was not visited on the ground. At the time it was recorded it was noted that it was uncertain whether the pit was as a result of pre-European Maori activities in the area or more recent farming. There is no information on whether the site was visited as part of the 2006 Upgrade Project survey or whether it has been relocated since that time.

R25/20: This site is recorded as comprising several pits and two terraces, indicating an occupation site. The site was first recorded in 2006 as part of an assessment for a subdivision development.

R25/30: This midden site was first recorded in 2009, along with sites R25/31 and R25/32 as part of a proposed development. The midden is reported as being located along the side of a leading ridge north of Paul Faith Lane.

R25/31: This site is recorded as two terraces, first recorded in 2009. The site is located on the eastern side of a leading ridge north of the end of Paul Faith Lane.

R25/32: The site consists of two pits and several terraces located on a dune knob to the north of Paul Faith Lane.

In addition to the above recorded archaeological sites, an assessment of the 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 pit 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 as described by O’Keeffe and it is thought the site is located on the neighbouring property (Barr 2010).

2.1.1 Archaeological Summary

Within the general project area there a number of recorded archaeological sites, several of which will be physically impacted by either the NZTA Board Preferred Option or Alternative Option C. Examination of historic survey plans suggests that some of these sites are related to the location of Te Horo Pa, as identified on survey plan ML 326, drawn in 1877. Of the recorded sites within the application area, no evidence of two (R25/5 and R25/7) was located during a survey of the area in 2006. There is no mention on the site record form for site R25/14 whether an attempt was made to relocate the site during the 2006 survey.

There are no recorded archaeological sites identified in the NZ Archaeological Association site database (Archsite) located within the corridor footprint for either Alternative Option A or Option B, located to the east of the existing State Highway alignment.

2.2 Assessment of Built Heritage

As is noted above, there are a number of significant heritage buildings within the Otaki District that potentially could be impacted by this project. Earlier reports presented as part of this project provide information on these buildings and in some cases their associated archaeological potential (Barr 2010; Bowman n.d. O’Keeffe 2003a; 2003b). Key buildings include:

- Otaki Railway Station

- Rahui (Former) Milk Treatment Station
- Te Horo (Former) Railway Station
- Former workers cottage (former Smisek property)
- Beehive kilns (former Smisek property)
- 230 Otaki Main Road (former house Hema Te Ao)

In addition to the above a further review of the Kapiti Coast District Plan Maps was carried out in order to identify whether any heritage features on the register were located within the immediate vicinity of the proposed alternative options. The following were identified:

- Te Horo Hall (56 School Road) KCDC Heritage Feature B110
- Historic Cottage (206 Otaki Gorge Road) KCDC Heritage Feature B37 / HPT Register 1321
- Historic Cottage (Te Waka Road – on Maori Land btw 57 and 91) KCDC Heritage Feature B108. Identified as possibly the oldest cottage in the district.
- Sign (133 Te Waka Road) sign identifies general area of Battle of Haowhenua
- Historic House (44 Atkins Road) built 1885. KCDC Heritage Feature B40.
- Buildings associated with Catholic Mission settlement and church (Pukekaraka Presbytery; St Mary's Church; and the Pukekaraka Conservation Area) KCDC Heritage Features B2, B3 and B14. The Presbytery and the Church are registered with the Historic Places Trust as HPT 4100 and 4701 respectively.
- Stone Walls and cairn; site of depression workers camp (63 Old Hautere Road) KCDC Heritage Feature B42.

The exact location of these features in relation to proposed options needs to be assessed on the ground. It can be noted however that in relation to these features, any activity on them would need to be assessed in relation to the rules and policies in the Kapiti Coast District Plan.

2.2.1 Built Heritage Summary

There remain within the Otaki district a number of heritage structures that reflect the mid to late 19th century and 20th century settlement and development. A desk top review of the area indicates that all alternatives have the potential to impact on one or some of the identified structures. The degree or level of this impact cannot be confirmed unless site visits to the locations are carried out.

3 Discussion

Each Option under consideration in this report is discussed below in relation to the potential impact on heritage resources. It is noted that all options have the potential to impact on unrecorded subsurface archaeological deposits. This material cannot often be identified until ground disturbance commences.

Alternative A – Eastern Foothills

The identified route of Alternative Option A would result in no physical impact on the recorded archaeological sites in the vicinity of Te Hapua Road. There is no indication on historic survey plans review of historic settlements in the vicinity of the route. However it is noted that this area between the Tararua Ranges and the existing State Highway alignment was the location of a number of very early small subdivisions of Maori land in the 1870s and 1880s, which is indicative of intensive land use of the area at this time.

The route would eliminate the physical impact on the Otaki Railway Station that would be a result of the Board Preferred option and would also avoid impact on other identified historic buildings (the Former Rahui Milk Treatment Station; the historic house at 230 Otaki Main Road and the buildings and kilns associated with the Smisek pottery).

Alternative B – Eastern Plain

Alternative Option B does have the potential to impact on historic resources along the route. The southern end of the route does not eliminate impact on the recorded archaeological sites in the vicinity of Te Hapua Road, or the physical impact on the buildings and kilns associated with the Smisek pottery. In addition, the route passes close to the location of remaining stone structures and the camp associated with the depression workers in Old Hautere Road. The level of this impact still requires assessment on the ground.

The route would however eliminate impact on the Otaki Railway Station, the Former Rahui Milk Treatment Station and the historic house at 230 Otaki Main Road.

Alternative C – Western

This option has the potential to impact on the recorded archaeological sites north of Te Hapua Road as well as in the vicinity of Paul Faith Lane. The option appears to avoid the buildings of the Mary Crest School, however it passes closer to a waahi tapu site that was identified as part of consultation for the earlier options for the project (located on a high hill to the immediate west of the buildings in the vicinity of a water reservoir).

This route also passes through the area identified as the location of the Haowhenua battle. Consultation with tangata whenua would have to be carried out in order to obtain their views on this matter. There is also potential impact on the house recorded in Te Waka Road, reported to be the oldest in the district. The exact location of this in relation to the option needs further assessment.

The option does not pass directly through the area of the Catholic land on the north-western side of Otaki Township, however may result in indirect impact on the collection of buildings if the road corridor passes too close to the property. It is of note that during the mid 1800s there was a large Maori settlement around the Catholic mission station, and it is possible that archaeological evidence of this remains in the currently rural land around the church land.

The option will remove the potential impacts on the remains of the Smisek pottery, the Otaki Railway Station, the former Rahui Road Milk Treatment Station and the historic house at 230 Otaki Road.

Alternative D – Central (NZTA Board Preferred Option)

The Board preferred option will impact on recorded archaeological sites in the vicinity of Te Hapua Road, the former Smisek property, the Otaki Railway Station, the house at 230 Otaki Main Road, and the former Rahui Milk Treatment Station.

4 Rankings

In preparing this desk top assessment, consultants were requested to evaluate options based on the following attributes:

| Notation | Interpretation |
|----------|--|
| ++ | Route option is, on average, very good in terms of this attribute |
| + | Route option is, on average, good in terms of this attribute |
| 0 | Route option is neutral, or neither good or problematic, on average, in terms of this attribute |
| – | Route option includes, on average, minor or intermediate issues or concerns in terms of this attribute |
| -- | Route option includes, on average, major or intermediate issues or concerns in terms of this attribute |

In considering the various potential impacts of the four route alternatives being considered on historic heritage and archaeological, based on this desk top review, I would rank these as follows:

| Route | Ranking |
|--|---------|
| Alternative A – Eastern Foothills | ++ |
| Alternative B – Eastern Plain | 0 |
| Alternative C – Western | -- |
| Alternative D – Central (Board Preferred Option) | -- |

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- Otaki Heritage Bank Preservation Trust 2009 *Changing Faces of Te Horo: A record of an exhibition at the Otaki Museum*
- Historic Survey Plans
- NZ Historic Places Trust Register
- NZAA National Database (ArchSite)