

# PROPOSED PLAN CHANGE, 787 AND 751 KAIPARA COAST HIGHWAY: ARCHAEOLOGICAL ASSESSMENT

Prepared for Riverview Properties Ltd



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By

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## INTRODUCTION

### Project Background

Riverview Properties Ltd are preparing a Private Plan Change Request to rezone land at 787 and 751 Kaipara Coast Highway, Kaukapakapa, Auckland (Figure 1) and are seeking subdivision consent for 787 Kaipara Coast Highway. The land is currently zoned Countryside Living (generally 1 lot per 2.0ha) and a change to Residential-Rural and Coastal Settlement (generally 1 lot per 2,500m<sup>2</sup>) is requested, which would be consistent with approved subdivision of adjacent land to the north (Figure 2).

The subject land comprises Lots 1, 2 and 36 on the subdivision scheme plan approved in 2017 (Figure 2) and comprises an area of 5.74ha. The legal description of the land is Lots 1, 2 and 36 DP 523159. It is bordered by Kaipara Coast Highway (SH16) to the south, residential properties fronting Awatiro Drive under development to the north, residential subdivision to the east and rural residential property to the west. McLennan Farm Lane bisects the property at 787 Kaipara Coast Highway, linking SH16 with Awatiro Drive.

Subdivision of 787 Kaipara Coast Highway into 16 lots of 2500m<sup>2</sup> – 2955m<sup>2</sup> with an 8m wide common access road linking McLennan Farm Lane and Awatiro Drive is proposed (Figure 3).

An archaeological assessment was commissioned by Riverview Properties Ltd to establish whether the proposed Plan Change and subdivision development are likely to impact on archaeological values. This report has been prepared as part of the required assessment of effects accompanying a Plan Change and resource consent application under the Resource Management Act 1991 (RMA) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). Recommendations are made in accordance with statutory requirements.

### Methodology

In 2016 Clough & Associates undertook an archaeological assessment of the McLennan Block (Jones and Phear 2016), which included the properties at 787 and 751 Kaipara Coast Highway, to assess the effects of proposed subdivision, as shown in Figure 2. The assessment involved a review of the following to identify any recorded archaeological sites: the New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), the Auckland Council District Plan - Operative Rodney Section (2011), the Proposed Auckland Council Unitary Plan and the Heritage New Zealand (Heritage NZ) New Zealand Heritage List. Literature and archaeological reports relevant to the area were consulted (see Bibliography). Early plans held at Land Information New Zealand (LINZ) were checked for information relating to past use of the property. The University of Auckland geodatahub server was also searched to consult early plans of the property. A field survey including subsurface testing was carried out on 29 July 2016.

The 2016 report has been updated and its scope amended to focus on the current proposal affecting the southern part of the original McLennan Block. No further field survey was considered necessary, but the heritage databases have been re-checked in case any additional sites have been recorded since 2016.



**Figure 1. General location and aerial view of proposed Plan Change Area (source: Google Maps 2021)**



Figure 2. Approved scheme plan for earlier subdivision (2017)



Figure 3. Proposed subdivision plan for 787 Kaipara Coast Highway

## HISTORICAL BACKGROUND

### Maori Settlement

Archaeological surveys and assessments previously undertaken in the wider area have provided a general historical background outlining the major changes in occupation. The following historical summary is based on research from two previous reports by Farley and Clough (2006a and 2006b) relating to a proposed power station and transmission line (south of Kaukapakapa) and a residential subdivision to the east of the present assessment area respectively.

The navigable Kaukapakapa River was important from a strategic point of view for it was on the routeway for travel to and from the north, between the Waitemata and Kaipara Harbours. The harbour itself was rich in seafood with numerous navigable rivers and tributaries, kauri forest full of food and other resources, a 40km ocean beach which provided an alternative routeway and additional seafood, a string of freshwater lakes through the dunes, hot springs, a temperate climate and warm free-draining soils for growing crops. Both the river and harbour lie in close proximity to the project area.

Oral tradition suggests that the Kaipara was widely and intensively settled by Maori and has been occupied over nine centuries (Kawharu n.d). Numerous archaeological sites have been recorded along the Kaipara Harbour and also in the vicinity of the Kaukapakapa River. Remains of pa, terraces and pits together with numerous shell midden sites attest to the significance of the area to Maori and to the plentiful resources the area provided, which is demonstrated by the numerous pit sites used for food storage in the area.

During the 1820s Ngapuhi waged war on various tribal groups throughout Northland and down into Auckland. Ngati Whatua, who inhabited the region at the time, were attacked and defeated, with the survivors retreating south, leaving much of the area around the Kaipara largely uninhabited. It was not until the mid-1830s that these areas were repopulated (Kawharu n.d.). During the period of warfare Ngati Whatua are said to have established small settlements at a number of places, including nearby Kumeu (Dunsford 2002: 17).

### European Settlement

Kaukapakapa was established as an early farming settlement by European settlers around the late 1850s/early 1860s. In 1856 the Crown had bought land from Ngati Whatua when a road was surveyed from Riverhead to Kaukapakapa, and two years later a surveyor with the name John Rogan was sent to buy other land for the Crown. He purchased nearly 6,000 acres north of the Kaukapakapa River for £500 and in 1859 purchased a further 5,000 acres south of the river.

The first European to buy a block of land in the area was Andrew Bonar and the first organised group of settlers, all Scottish and English, arrived in Kaukapakapa in the 1860s/early 1870s (Helensville Pioneer Museum; Farley 2006). Other early settler families were the Dye family, the Dawsons, the two Simcock brothers (Charles and Joseph), the Henley brothers, the Thompson family, and the Shanks family (Helensville Pioneer Museum).

Early industries within the area included farming, logging, gum digging, and flax harvesting, and a number of historic buildings within the Kaukapakapa area, especially from the late 1870s onwards, reflect this period of activity. Logs were apparently floated

down the Kaukapakapa River, hauled out at the river mouth, squared and loaded into sailing ships, where ready markets existed in the South Island, Australia and England for the famously durable kauri timber.

Andrew Bonar was a mill owner who established a sawmill on the northern Wairoa in 1865, but by 1867 the market had become depressed and 40 men at Bonar's mill at Aratapu were laid off (Ryburn 1999: 24). The mill was subsequently worked by Campbell and Brown, Mercury Bay Sawmill Co. and Johnson and Binney until 1873, when the mill was taken over, expanded, and rebuilt by the Union Sash and Door Co. (ibid.: 40). Andrew Bonar also owned the cutter *Progress* and he provided a monthly service between the Otamatea and Kaukapakapa (ibid.: 30). By 1862 he had become the first postmaster in the area, as well as the coroner and the chairman of the highway board.

Other developments were taking place within Kaukapakapa and by 1865, a public library had been established in the home of Mr Henley, a hotel was built, a Methodist church was established and the Drinnan's Store supplied goods to the local population (Figure 4). A railway was linked to Helensville in the early 1880s. This line was then extended north in 1889 (Helensville Pioneer Museum). Gradually, as the land was cleared, farms with dairy cows and sheep were developed. The arrival of rail in 1889, and the establishment of a creamery alongside the railway station gave the dairy industry a great boost and intensified the industry.



Figure 4. Drinnan's Store and Bridge Hotel (source: Stevens 1956)

## History of Ownership

Lot 14 Parish of Ararimu was originally granted in 1864 to D. Richardson, who sold the property to Robert Drinnan shortly after acquiring the Grant (Table 1). Drinnan held on to the bulk of the property (transferring a portion to John Dinnan in 1880) until 1938. It is likely that during this time timber felling occurred on the land, with tea tree visible on the 19th century plan shown in Figure 5, and conversion to farming undertaken. Robert Drinnan, a hotelkeeper, advertised an application for a publican's licence in respect to a 10-roomed building situated at Kaukapakapa in 1882 (*New Zealand Herald*, 11 May 1882:3). The hotel was situated fronting South Avenue in the southeast area of the property, and therefore not located within the project area. All owners of the subject property with the exception of 'widow' and 'executor' were noted to have the occupation 'Farmer', suggesting this was the sole use of the land following early timber clearance.

**Table 1. Early land transactions for Lot 14 Parish of Ararimu**

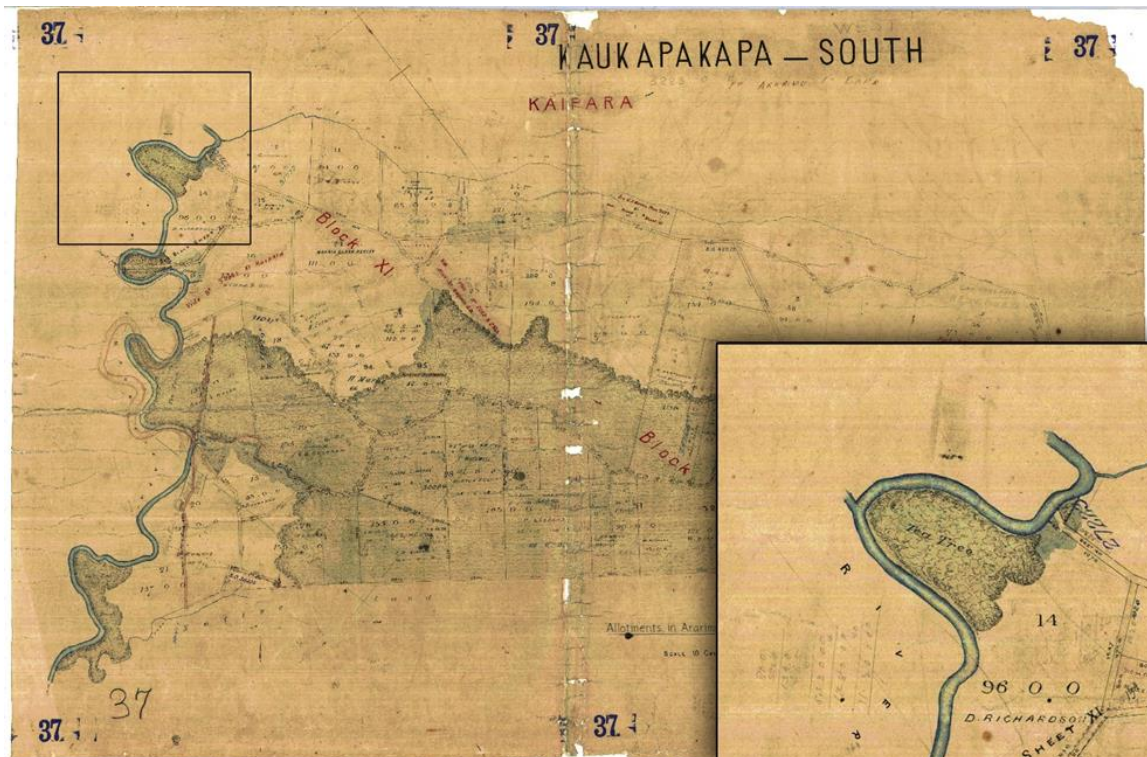
| Instrument    | Name                    | Date of Instrument | Where Recorded |
|---------------|-------------------------|--------------------|----------------|
| Crown Grant   | D. Richardson           | 8 November 1864    | 6G/1110        |
| Conveyance to | Robert Drinnan          | 19 November 1864   | 16D/533        |
| Conveyance to | John Drinnan (18 acres) | 22 December 1880   | 31M/739        |

## Information from Early Plans and Aerials

Early plans and aerial photographs were reviewed for information on land history and use.

Plan SO 37, Section 14 (Figure 5), which likely dates to the 1860s, identifies the landowner as D. Richardson, who the title deeds show held the first Crown grant in 1864. No early buildings or potential archaeological sites are visible on the plan. Figure 6 illustrates a subdivision of Sec. 14 into lots 1, 2, 3 and 4 (DP 1526), surveyed for Mr Drinnan by Palmer & Clare in 1894. The southern part of Lot 1 and Pt 14 relate to the development area. No potential archaeological sites are indicated on the plan.

Aerial photographs dated 1940 and 1999 (Figure 7, Figure 8) show the project area as farmland with associated residential and other buildings throughout this period, with no visible features that might indicate the presence of archaeological sites.



**Figure 5. SO 37 Kaukapakapa - South (no date) showing the general location of the proposed development area in Lot 14, owned by D. Richardson (inset) (source: Quickmap)**







**Figure 7. Aerial photo dated 24 April 1940 (source: Retrolens ref. 143-85-19)**



**Figure 8. Aerial photo dated 1999 (source: Auckland Council Geomaps)**

## ARCHAEOLOGICAL BACKGROUND

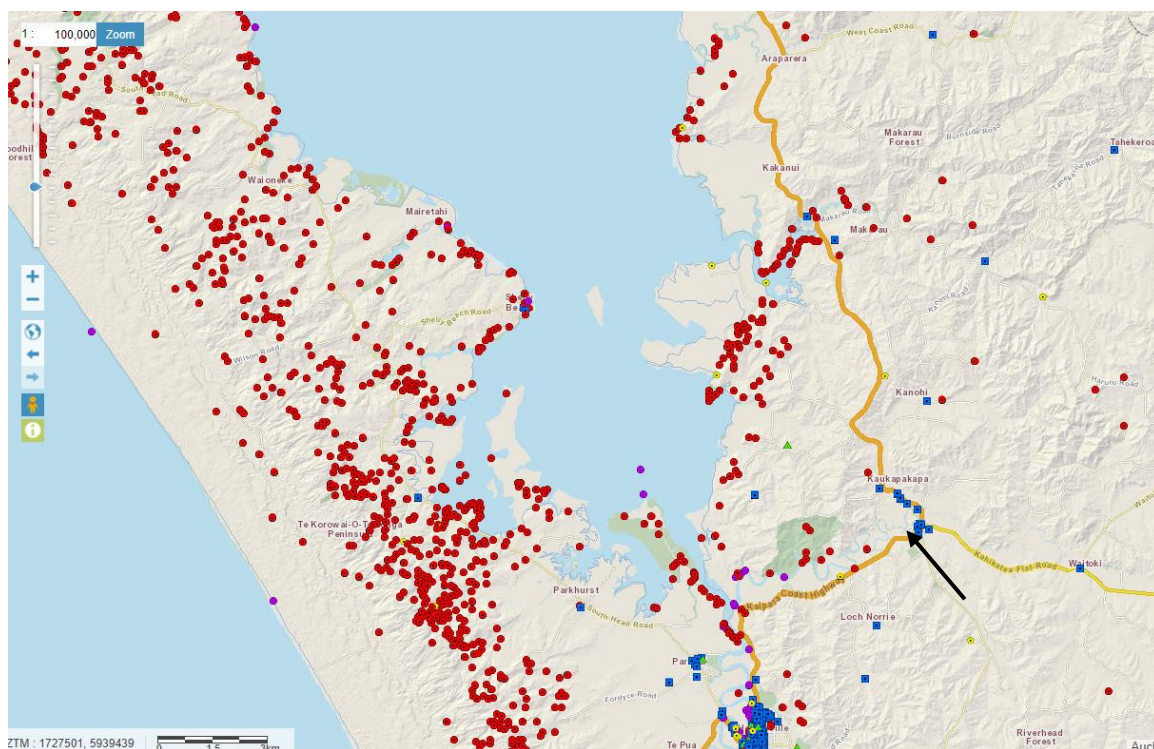
Most of the sites recorded in the Kaukapakapa and southern Kaipara Harbour area were identified and recorded in the 1970s when systematic survey was undertaken by archaeologists engaged by the NZ Historic Places Trust (Prince 2009: 5). In 1980, an archaeological survey of the Kaukapakapa scenic reserve identified 14 archaeological sites relating to past Maori activity in the area (Addis et al. 1980). Thirteen of the sites were shell middens with the other being a complex of three rectangular storage pits (Addis et al. 1980). Figure 9 shows the general distribution of sites recorded around the southern Kaipara Harbour.

There have been very few archaeological surveys undertaken within the wider Kaukapakapa area. Those undertaken include a survey and assessment for a proposed wastewater plant in Helensville (Farley and Clough 2004, updated 2009) where no archaeological remains were identified.

In 2006 Clough & Associates carried out two archaeological assessments for a residential subdivision off the Kaipara Coast Highway in Kaukapakapa and a proposed power station and transmission line located between Helensville and Kaukapakapa respectively (Farley and Clough 2006a and 2006b). The assessment for the proposed power station did not identify any archaeological or heritage features, while the residential subdivision did reveal the remains of a historic homestead (Farley and Clough 2006a and 2006b). Also in 2006 an archaeological assessment was undertaken for a residential subdivision at Peak Road, Kaukapakapa (Clough 2006). No evidence of archaeological sites was observed on the survey property.

In 2006 Clough & Associates did an archaeological assessment for a proposed development at Peak Road, Kaukapakapa. The assessment noted that no sites had been recorded before on the property and none were observed during the site inspection and survey. In 2009, an archaeological management plan was produced to create a strategy for the ongoing management of a complex pa site (Q10/54) located southwest of Kaukapakapa on the Kaukapakapa River floodplain (Prince 2009). More recently, in 2012, a survey was undertaken on land at McLachlan Road for a proposed subdivision (Shakles and Clough, 2012, updated 2013). Pa, terrace and midden sites were located on the property. In 2014 Sarah Phear did an archaeological appraisal for Oyster Point Road West, Kaukapakapa. The proposed development was in proximity to scheduled pa but no subsurface archaeological remains were found during survey.

There are no recorded archaeological or other heritage sites within the project area, and only one archaeological site is recorded within c.200m. This is Q10/1091 (CHI 16028 and 16143), the Methodist Church and cemetery at the corner of Peak Road and Kaipara Coast Highway (see Table 2, Figure 10 and Figure 11). Other historic heritage sites recorded within 200m are the former Bridge Hotel (CHI 16045) originally owned and operated by Granny Drinnan; St Clement's Anglican Church (CHI 2046); the Methodist Church Hall (CHI 16560); a former petrol station (CHI 16039); and a memorial (CHI 16037). The closest archaeological sites related to Maori occupation are located some 2km to the west in and around the Kaukapakapa Estuary Scientific Reserve.



**Figure 9. General distribution of archaeological sites (red dots) around the Kaipara Harbour and near Kaukapakapa (source: Auckland Council CHI). Arrow indicates location of project area**

**Table 2. Recorded historic heritage sites within 200m of the project area**

| NZAA     | CHI   | Site Type          | Description           | AUP OP Schedule 14.1 | NZTM E  | NZTM N  |
|----------|-------|--------------------|-----------------------|----------------------|---------|---------|
| -        | 2387  | Building Dwelling  | Henley House          | 00431                | 1734203 | 5946114 |
| -        | 2406  | Building Dwelling  | St Clement' Church    | 00432                | 1734267 | 5945724 |
| Q10/1091 | 16028 | Historic Structure | Methodist Church      | 00434                | 1734243 | 5945479 |
| -        | 16037 | Monument           | Memorial              | 00438                | 1734321 | 5945715 |
| -        | 16039 | Historic Structure | Former Petrol station | 00433                | 1734331 | 5945694 |
| -        | 16045 | Historic structure | Former Bridge Hotel   | -                    | 1734208 | 5945656 |
| Q10/1091 | 16143 | Cemetery           | Cemetery              | -                    | 1734230 | 5945462 |
| -        | 16560 | Historic Building  | Church Hall           | 00436                | 1734245 | 5945470 |

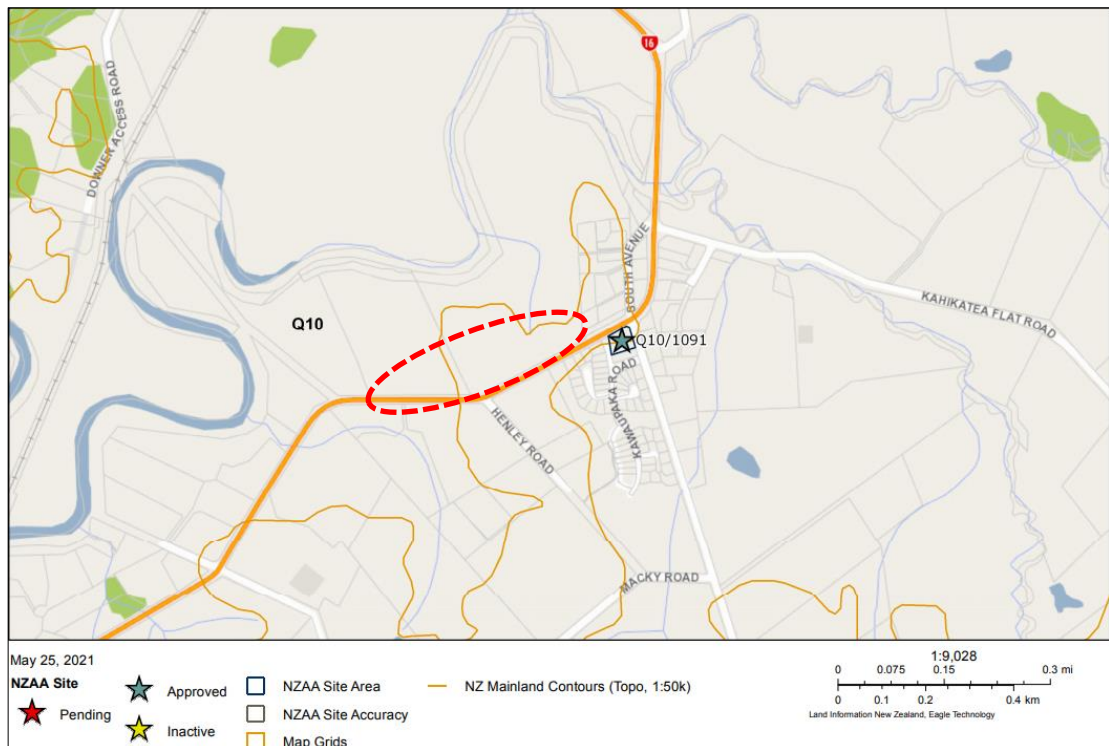


Figure 10. Recorded archaeological sites in the vicinity of the project area (approximate location circled) (source: NZAA ArchSite 2021)



Figure 11. Recorded historic heritage sites on the Auckland Council CHI (2021). Blue squares indicate historic buildings, purple hatching indicates historic heritage places scheduled in the AUP OP (Schedule 14.1). Project area outlined in red

## FIELD ASSESSMENT

### Field Survey Results

The project area is located in a rural area on the alluvial terraces immediately west of the village of Kaukapakapa. It is set back a little over 100m from the nearest meander of the Kaupapakapa River, at an elevation of c.15-20m.

The field survey undertaken by Ben Jones on 29 July covered the whole of what were then the properties at 751 and 787 Kaipara Coast Highway, extending up to the Kaukapakapa River, and included the esplanade reserve. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape, or indications of 19th century European settlement remains). Exposed and disturbed soils were examined where encountered for evidence of earlier modification, and an understanding of the local stratigraphy. Subsurface testing with a probe and spade was carried out (10 test pits were placed across the property and probing was undertaken every 3m) to determine whether buried archaeological deposits could be identified or establish the nature of possible archaeological features. All test pit locations and features of interest on the property were recorded using the Global Positioning System with the reported accuracy of c.6m. Much of the focus was on areas closer to the Kaukapakapa River, as archaeological sites are often found to be located in close proximity to rivers and coastal areas.

A number of buildings were noted at 787 Kaipara Coast Highway, some of which have since been removed to allow the earlier subdivision and widening of McLennan Farm Lane, as can be seen by comparing the recent aerial photograph in Figure 1 with that on the 2017 scheme plan shown in Figure 2. The main house (Figure 12) to the west of McLennan Farm Lane and barn/shed to the east (Figure 13) remain, but a second residence and farm buildings to the north of these (Figure 14, Figure 15) have been removed. A corrugated iron barn (Figure 16) that was thought to be quite old (it is visible on the 1940 aerial in Figure 7) located near 751 Kaukapakapa Coast Highway, has also been removed.

Several buildings were inspected at 751 Kaipara Coast Highway, including a villa (Figure 17), adjacent garage (Figure 18) and second residence (Figure 19). The recent aerial view in Figure 1 shows that there has been no change since the survey to the main complex of buildings, which includes several additional structures, a swimming pool and a landscaped garden. This property is not included within the proposed subdivision. According to the landowner, the villa was a bungalow built by the Drinnan sisters in 1912. It was then successively modified and renovated in more recent times with additional rooms and a deck and likely other features. Examination of aerial photographs shows that most of the modification has occurred since 1999 (compare Figure 8 with Figure 3).

None of the 10 spade test pits excavated during the survey were within the current project area (Figure 20). All were located closer to the river within the earlier subdivision area and the Stage 3 development area shown in Figure 2. Testpit 1 was excavated to investigate a possible terrace, but it was concluded that this had been formed through natural slumping. No archaeological evidence was identified in the majority of the test pits, or through probing across the wider survey area, except for Testpit 3 to the north (Figure 20) which revealed a layer just below the topsoil containing bottle glass, ceramic, and handmade brick inclusions (Figure 21). The area was subsequently probed, and at a depth of 25cm more bottle glass, ceramics and a handmade brick were discovered. None of the material was sufficiently diagnostic for dates of manufacture to be established. The material appeared

too scattered to constitute a site, and it was thought that it probably represented a modified farm dump, or residential dumping. However, the finds indicated a location of archaeological potential as they may date to the 19th century.

A circular depression with a concrete slab at its centre was noted during the survey, again outside the current project area (see location in Figure 20). The depression when measured ranged from approximately 2.6m north-south, to 3m east-west. It was concluded that this was likely to have been a slab foundation for general farm use and was not an archaeological feature.

No archaeological remains were identified within the current project area, and the potential for unidentified subsurface pre-1900 archaeological remains is low.



**Figure 12. Main house at 787 Kaipara Coast Highway, west of McLennan Farm Lane (from Jones and Phear 2016)**





**Figure 13. Barn and shed at 787 Kaipara Coast Highway to the east of McLennan Farm Lane (from Jones and Phear 2016)**



**Figure 14. Second house at 787 Kaipara Coast Highway, now removed (from Jones and Phear 2016)**



**Figure 15. Farm building at 787 Kaipara Coast Highway, now removed (from Jones and Phear 2016)**



**Figure 16. Corrugated iron barn at 787 Kaipara Coast Highway, now removed (from Jones and Phear 2016)**



**Figure 17. Villa at 751 Kaipara Coast Highway (from Jones and Phear 2016)**



**Figure 18. Garage adjacent to villa at 751 Kaipara Coast Highway (from Jones and Phear 2016)**



Figure 19. Second residential building at 751 Kaipara Coast Highway (from Jones and Phear 2016)



Figure 20. Test pit locations in the 2016 survey – none located within the current project area (from Jones and Phear 2016)



**Figure 21. Archaeological material recovered from Testpit 3 (part of a handmade brick with ceramic and glass fragments)**

## **DISCUSSION AND CONCLUSIONS**

### **Summary of Results**

No archaeological sites had previously been recorded within the project area at 787 and 751 Kaipara Coast Highway and none were identified during field survey. The potential for unidentified subsurface archaeological remains is low. All the buildings within the project area are modern, except for the villa at 751 Kaipara Coast Highway, which is reported to have been built in 1912 by the Drinnan sisters and has been modified, mainly within the last 20 years.

### **Maori Cultural Values**

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

### **Survey Limitations**

It should be noted that archaeological survey techniques (based on visual inspection and minor sub-surface testing) cannot necessarily identify all sub-surface archaeological features or detect wahi tapu and other sites of traditional significance to Maori, especially where these have no physical remains.

### **Archaeological Value and Significance**

The project area has no known archaeological value or significance.

### **Effects of the Proposal**

The proposed subdivision development (Figure 3) will not affect any known archaeological remains.

In any area where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development. While it is considered unlikely in this situation due to the negative results from the field survey and the dearth of recorded archaeological sites in the near vicinity, the possibility is provided for under the AUP OP Accidental Discovery Rule (E12.6.1).

The property at 751 Kaipara Coast Highway is not included in the proposed subdivision. However, if subdivision is proposed in the future that affects the modified 1912 villa, a heritage assessment by a built heritage specialist is recommended to determine its values and appropriate mitigation (e.g. relocation or recording, if it cannot be retained in situ).

### **Resource Management Act 1991 Requirements**

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

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when ‘managing the use, development and protection of natural and physical resources’. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

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

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA. The Auckland Unitary Plan Operative in Part 2016 (AUP OP) is relevant to the proposed activity.

This assessment has established that the proposed Plan Change Area does not contain any known archaeological sites and is unlikely to contain unidentified subsurface archaeological remains. Nor does it contain any scheduled Historic Heritage Places. The proposed subdivision development at 787 Kaipara Coast Highway will have no known effects on any archaeological or other historic remains.

However, if suspected archaeological remains are exposed during subdivision development works, the Accidental Discovery Rule (E12.6.1) set out in the AUP OP must be complied with. Under the Accidental Discovery Rule works must cease within 20m of the discovery and the Council, Heritage NZ, Mana Whenua and (in the case of human remains) NZ Police must be informed. The Rule would no longer apply in respect to archaeological sites if an Authority from Heritage NZ was in place.

The property at 751 Kaipara Coast Highway contains a villa reported to have been built in 1912 which has been modified but which retains some historic heritage value. This will not be affected by the current proposal but if future subdivision of this property is proposed that will affect the villa, an assessment by a built heritage specialist is recommended to determine its heritage values and appropriate mitigation.

## **Heritage New Zealand Pouhere Taonga Act 2014 Requirements**

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

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

**‘archaeological site** means, subject to section 42(3),<sup>1</sup> –

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

(a) any place in New Zealand, including any building or structure (or part of a building or structure) that –

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1)'

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)). Applications that relate to sites of Maori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapu and are subject to the recommendations of the Maori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

An archaeological Authority will not be required for the proposed subdivision development as no known sites will be affected, and it is unlikely that any undetected sites are present. However, should any sites be exposed during development the provisions of the HNZPTA must be complied with.

## Conclusions

There are no known archaeological sites within the proposed Plan Change Area and the potential for unidentified subsurface remains is low. The proposed subdivision development will have no known effects on archaeological or other historic heritage values.



## RECOMMENDATIONS

- There should be no constraints on the proposed Plan Change and subdivision development on archaeological grounds, since no archaeological sites are known to be present and it is considered unlikely that any will be exposed during development.
- If subsurface archaeological evidence should be unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), or if human remains should be discovered, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) must be followed. This requires that work ceases within 20m of the discovery and that the Auckland Council, Heritage NZ, Mana Whenua and (in the case of human remains) the NZ Police are notified. The relevant authorities will then determine the actions required.
- If modification of an archaeological site does become necessary, an Authority must be applied for under Section 44(a) of the HNZPTA and granted prior to any further work being carried out that will affect the site. (*Note that this is a legal requirement*).
- Since archaeological survey cannot always detect sites of traditional significance to Maori, such as wahi tapu, the tangata whenua should be consulted regarding the possible existence of such sites on the property.
- If future subdivision of 751 Kaipara Coast Highway is proposed that will affect the 1912 villa, an assessment by a built heritage specialist is recommended to determine its heritage values and appropriate mitigation.

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