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## ARCHAEOLOGY IN NEW ZEALAND



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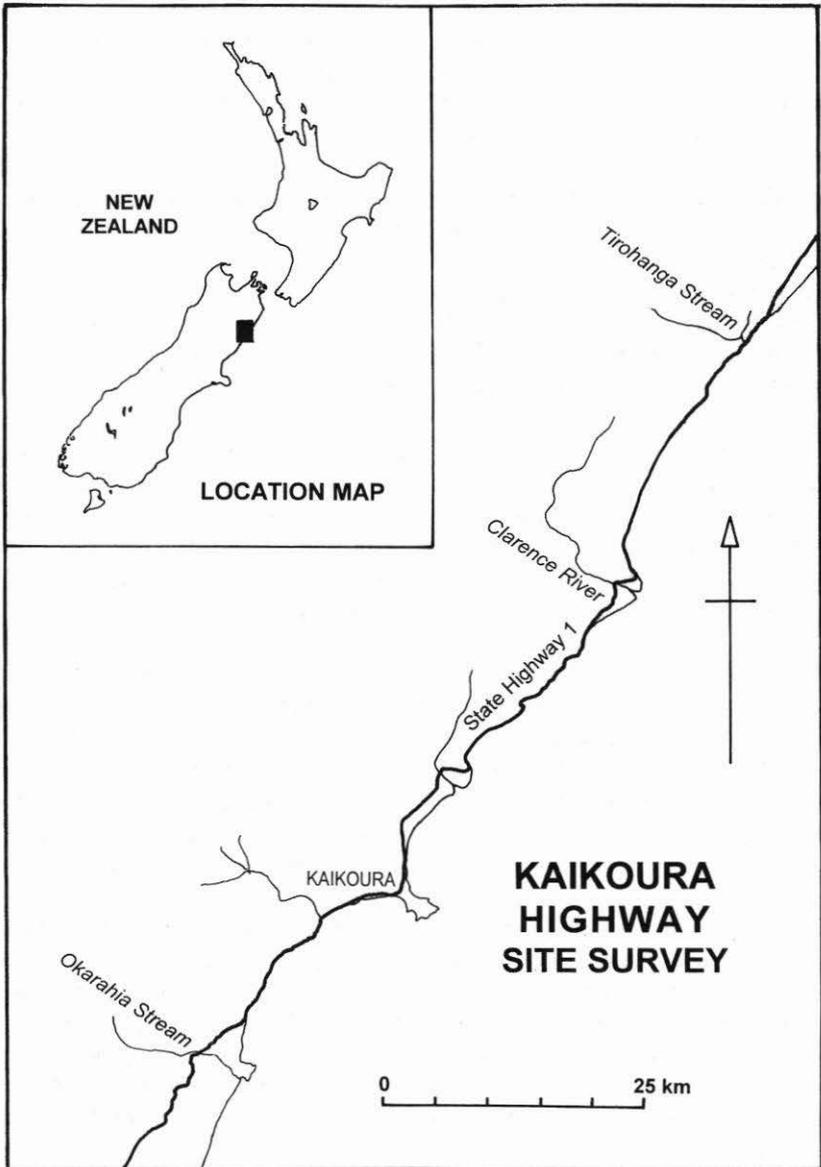
## KAIKOURA HIGHWAY SITE SURVEY

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### Introduction

In 1997 Transit New Zealand obtained a general consent under the Resource Management Act to carry out maintenance on State Highway 1 from Tirohanga, some 68 kilometres north of Kaikoura, on the east coast of the South Island, to Okarahia, 27 kilometres to the south (see *SHI Kaikoura Coastal Highway*, 1996). A condition of the consent was that an assessment be made of the effect such maintenance work might have on archaeological sites in the vicinity of the road. To accomplish this we were contracted by Opus International, Christchurch, consultants to Transit New Zealand, to carry out an archaeological survey of a strip fifty metres wide on either side of the Highway, together with specified "potential dump sites", some of which occurred outside this strip. Opus International had earlier obtained recorded information about sites along the highway but after discussion with Ian Barber of the New Zealand Historic Places Trust it was agreed that only a special survey would provide data of sufficient accuracy to indicate exactly where sites were.

In terms of location points used by Transit New Zealand the survey extended from RS 90/0.84 (Tirohanga Stream Bridge) in the north to RS 179/6.89 (Okarahia Stream Culvert) in the south. (The figures come from a system of road distances south of Blenheim.) The main object of the survey was to identify any archaeological sites in the area, both those already recorded in the Association's Site Recording Scheme and any more found by surface examination during the survey, and to provide an assessment of the likelihood of other sites being uncovered during road maintenance work. This would enable Transit New Zealand and its works contractors to more effectively



Map 1. Kairaranga Highway Site Survey - map of the coastal area between Tirohanga and Okarahia.

comply with the legal requirements of the Historic Places Act with respect to archaeological site protection and modification. A note was also to be made of known sites further from, but still nearby (mostly within 200 metres of) the Highway.

The Kaikoura district has been occupied and its natural resources utilized by humans for around a thousand years (McCulloch 1987). For both Maoris and Europeans the principal resources utilized prior to 1900 were those of the sea, and for this reason, as well as because of the forbidding nature of much of the coastal hinterland, most of the land-based activity was concentrated at disjunct points along a narrow coastal strip, which is precisely the area now largely occupied by State Highway 1 and the Railway.

These points of past human activity are to a great degree separated by areas of little or no activity at all. There are two main reasons for this – there were certain places that were most suitable and desirable for human occupation, whether semi-permanent or fleetingly itinerant, and travel between these places until this century was most easily accomplished by boat, whether it be by canoe, whaleboat, sailing vessel or steamship.

Not surprisingly, as different waves of human arrival and settlement occurred over a thousand years, each tended to settle in the same obvious places – so the site of a European whaling station (e.g. Figure 1) may overlie the remains of some relatively late Maori village, which in turn may have been built on ground where Polynesian first-comers cooked up the results of a successful moa hunt centuries before. Today the same area will very likely contain holiday baches if it is not right on the route of the road and railway.

Ongoing human activities, especially those associated with the construction, upgrading and maintenance of the main highway and the railway have destroyed much evidence of past occupation. A useable road with tunnels and bridges was in place along the coast by the turn of the century but the railway was not completed until 1945. Historical records and anecdotal reports (e.g. Elvy 1948) show that many archaeological sites, mostly Maori in origin, were destroyed during the construction process. Many more sites, however, still exist.

### **Survey Methods**

Prior to any field work being undertaken, permission was obtained from property owners to enter their property. For the most part this posed no

problems, although one land owner initially refused permission on the grounds that one of us (Michael) had, some years ago, given evidence at a hearing for change of land use that there were several archaeological sites on the property, and the application had been turned down. After about an hour and a half's talking about various farming topics – ranging from cattle prices to the growing of olive trees – he relented and indeed became quite helpful. Another land owner took pains to assure us that what we saw as pa earthworks was really the result of pig rooting – in spite of other members of his family having reported the remains of palisading, midden and artifacts when the site was first recorded in 1961. Two other nearby sites had “disappeared” in the past few years. (We understand that the problem stemmed from a fear of a Maori land claim if the location of such sites were known.)

Sites were located by walking over as much as practicable of all likely areas systematically from north to south. Some areas, where erosion or road and rail construction processes would clearly have destroyed any archaeological evidence that might have existed, were omitted from the survey. In other places, drifting sand dunes, thick vegetation cover, or recent deposits of soil, may have obscured evidence of past human activity, but these were nevertheless checked in cuttings, rabbit holes or where erosion revealed the underlying deposits.

Previously recorded sites were visited to assess their current condition and to check their exact location and extent (e.g. Figure 2). This was necessary as not only was it many decades since some were recorded – or even visited – but the change from imperial to metric maps, and the subsequent computerized conversion of grid references, had resulted, in many instances, in inaccuracies in the records which could be resolved only by field checks.

A detailed report was compiled giving an approximate RP location (using the convention already in place for identifying points along the highway by Transit New Zealand), grid reference and NZAA number for all sites. More importantly for potential users of the report, the sites were also marked on a series of seventy aerial photographs covering the length of highway surveyed – these are all reproduced in the final report. (Copies of this report, *Tirohanga to Okarahia*, 91 pages including four pages of photographs in colour, are available from Transit New Zealand, Christchurch, at a cost of \$30 each.)



*Figure 1. The previously unrecorded site of Rangi-inu-wai whaling station. The water's edge lies down a bank immediately to the left of the car. A vehicle sign and flashing light were very necessary for work along State Highway 1.*



*Figure 2. Site of Rakautara Pa, which was partly quarried for material for road maintenance in the past.*

## Results

Seventy-six sites were noted along the almost hundred kilometres of highway, twenty-one of them being new records. Most of these related to prehistoric occupation but there were others which originated from early European travel and settlement along the coast and the later road and railway. These are listed in the accompanying tables (from north to south according to grid references) which also corrects the odd grid reference typo in our official report (Trotter and McCulloch 1998) and revises some in the Clarence Complex according to our more recent work on it.

Besides its primary purpose for Transit New Zealand, the report (Trotter and McCulloch 1998) has been made available to the Kaikoura District Council, the Department of Conservation, contractors and others who may be involved in work on or alongside State Highway 1. It is hoped that this will not only facilitate planning and operations but through greater knowledge of the presence of sites and legal responsibilities, will facilitate the provision of some practical protection for sites in the area.

We are indebted to all the property owners who gave permission for us to walk over their properties, to David Coll of Montgomery Watson for liaising with landowners and providing us with safety gear for work on the road and railway, to Alan Cragg of the Kaikoura Historical Society for historical information, to Te Runanga o Maru-kai-tatea of Kaikoura for continuing support, and particularly to Glynn Christie of Opus International who facilitated our work in every way.

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Table 1.

<i>Area and Grid Reference</i>	<i>Site Number</i>	<i>Type of Archaeological Site</i>
TIROHANGA P30/997 159	P30/21	Extensive area of firestones, artifacts, bone
KEKERENGU TO CAMP STREAM		
P30/938 118	P30/7	Kaitutae Pa with defensive wall and pits
P30/913 081	P30/22	Several clusters of scattered firestones
P30/902 067	P30/23	Scattered firestones
P30/873 018	P30/25	Firestones, flint artifacts
CLARENCE COMPLEX	<i>N.B. There is a need to rationalize some of these</i>	
P30/859 968	P30/11	Pits, walls, terraces etc.
P30/862 965	P30/26	Fires stones, scattered shell middens
P30/860 965	P30/10	Pits, walls, terraces etc.
P30/861 960	P30/33	Pits, terraces, gardens
P30/863 958	P30/27	Shell midden
P30/864 957	P30/28	Borrow pit
P30/863 956	P30/9	Pits, walls, terraces etc.
P30/867 954	P30/30	Firestones
P30/864 952	P30/5	Extensive area of gardens
P30/870 946	P30/29	Borrow pit
P30/866 945	P30/1	Pa with terraces, pits etc
P30/870 944	P30/6	Extensive area of gardens
P30/872 944	P30/34	Very large borrow pit
P30/872 942	P30/2	Village site with pits
CLARENCE TO WAIPAPA		
P30/850 937	P30/31	Site of first bridge over Clarence River
P30/850 936	P30/3	Pa, firestones
P30/852 932	P30/32	Historic Accommodation House site
P30/841 915	P30/12	Firestones and artifacts
P31/824 894	P31/1	Firestones, midden, artifacts
<b><i>KAIKOURA HIGHWAY SITES – Table 1</i></b>		

Table 2.

<i>Area and Grid Reference</i>	<i>Site Number</i>	<i>Type of Archaeological Site</i>
<b>WAIPAPA BAY</b>		
P31/832 885	P31/21	Fire remains, midden, artifacts
P31/821 884	P31/2	Fire remains, midden, karaka trees, whaling
P31/815 875	P31/4	Pa with terraces
P31/814 874	P31/5	Firestones, shell midden
P31/811 874	P31/6	Firestones
<b>HALF MOON BAY TO IRONGATE</b>		
P31/769 829	P31/22	Cave with firestones, midden, artifacts
P31/769 829	P31/25	Cave with midden and artifacts
P31/769 829	P31/26	Cave with shell midden
P31/769 828	P31/23	Cave with firestones and midden
P31/764 823	P31/9	Pa with terraces, wall, midden, karaka trees
P31/764 821	P31/10	Caves with midden and artifacts
P31/762 819	P31/12	Midden, mostly fish bones
P31/753 814	P31/24	Terraced hillside (ex Works Camp)
P31/742 808	P31/13	Two burial caves
P31/737 807	P31/14	Cave with midden and artifacts
<b>MANGAMAUNU TO KAIKOURA</b>		
P31/717 786	P31/15	Group of six pits (now covered with soil)
P31/715 784	P31/16	Pa with midden and artifacts
P31/717 777	P31/17	Pits, mounds and walls (ploughed over)
P31/719 773	P31/18	Pa, plus walls and pits
P31/719 770	P31/20	Shell midden with artifacts
O31/674 738	O31/45	Artifacts
<b>KAIKOURA</b>		
O31/661 666	O31/63	Takahanga Pa – walls, midden, artifacts, burials
O31/645 659	O31/75	Firestones
O31/626 659	O31/22	Midden and artifacts.
O31/636 658	O31/54	Firestones
O31/606 650	O31/14	'Elms' Pa with wall, artifacts, fire remains
O31/603 648	O31/38	Midden and artifacts
<b><i>KAIKOURA HIGHWAY SITES – Table 2</i></b>		

Table 3.

<i>Area and Grid Reference</i>	<i>Site Number</i>	<i>Type of Archaeological Site</i>
PEKETA TO RANGI-INU-WAI		
O31/588 645	O31/61	Firestones and blackened soil
O31/583 634	O31/15	Peketa Pa – terraces, pits, artifacts, burials
O31/581 634	O31/32	Pa with wall, ditch, terraces, pits
O31/581 632	O31/33	Pit
O31/579 620	O31/17	Pa with terraces and pits
O31/651 611	O31/56	Cave with midden
O31/557 611	O31/18	Three pits
O31/555 609	O31/19	Firestones and midden
O31/552 611	O31/20	Two pits
O31/547 604	O31/76	Rangi-inu-wai whaling station site
KIEKIE		
O31/543 600	O31/21	Pa with pits and terraces
O32/542 597	O32/48	Artifacts, burials
WHAKAUAE		
O32/538 591	O32/9	Village site with artifacts, midden, firestones
O32/537 591	O32/42	Pa with terraces and pits
GOOSE BAY		
O32/533 587	O32/10	Bone and shell midden with artifacts
O32/532 588	O32/3	Pa with terraces, midden, burials
O32/534 586	O32/12	Midden and artifacts
O32/533 586	O32/2	Mounds
O32/532 579	O32/5	Midden and artifacts
OMIHI		
O32/526 672	O32/7	Pa with ditches, terraces and pit
O32/528 568	O32/11	Midden with charcoal, blackened soil
O32/527 565	O32/8	Village with midden, artifacts, burials, pits
O32/517 557	O32/28	Pit
O32/516 556	O32/29	Pit
O32/516 549	O32/26	Firestones, blackened soil and charcoal
<b><i>KAIKOURA HIGHWAY SITES – Table 3</i></b>		