

AREA X, PARAPARAUMU AIRPORT: SECTION 18 ARCHAEOLOGICAL INVESTIGATION



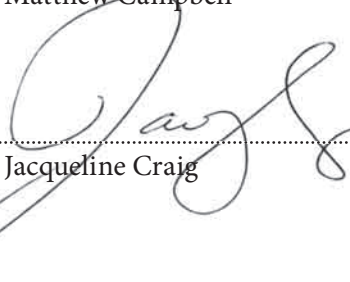
**REPORT TO
THE NEW ZEALAND HISTORIC PLACES TRUST**

MATTHEW CAMPBELL

AREA X, PARAPARAUMU AIRPORT: SECTION 18
ARCHAEOLOGICAL INVESTIGATION

REPORT TO
THE NEW ZEALAND HISTORIC PLACES TRUST

Prepared by: 
Matthew Campbell

Reviewed by: 
Jacqueline Craig

Date: 12 April 2011

Reference: 2011/16

© CFG Heritage Ltd. 2011

CFG
HERITAGE

CFG Heritage Ltd.
P.O. Box 10 015
Dominion Road
Auckland 1024
ph. (09) 309 2426
mat.c@cfgheritage.com

This report is supplied electronically.
Please consider the environment before printing.

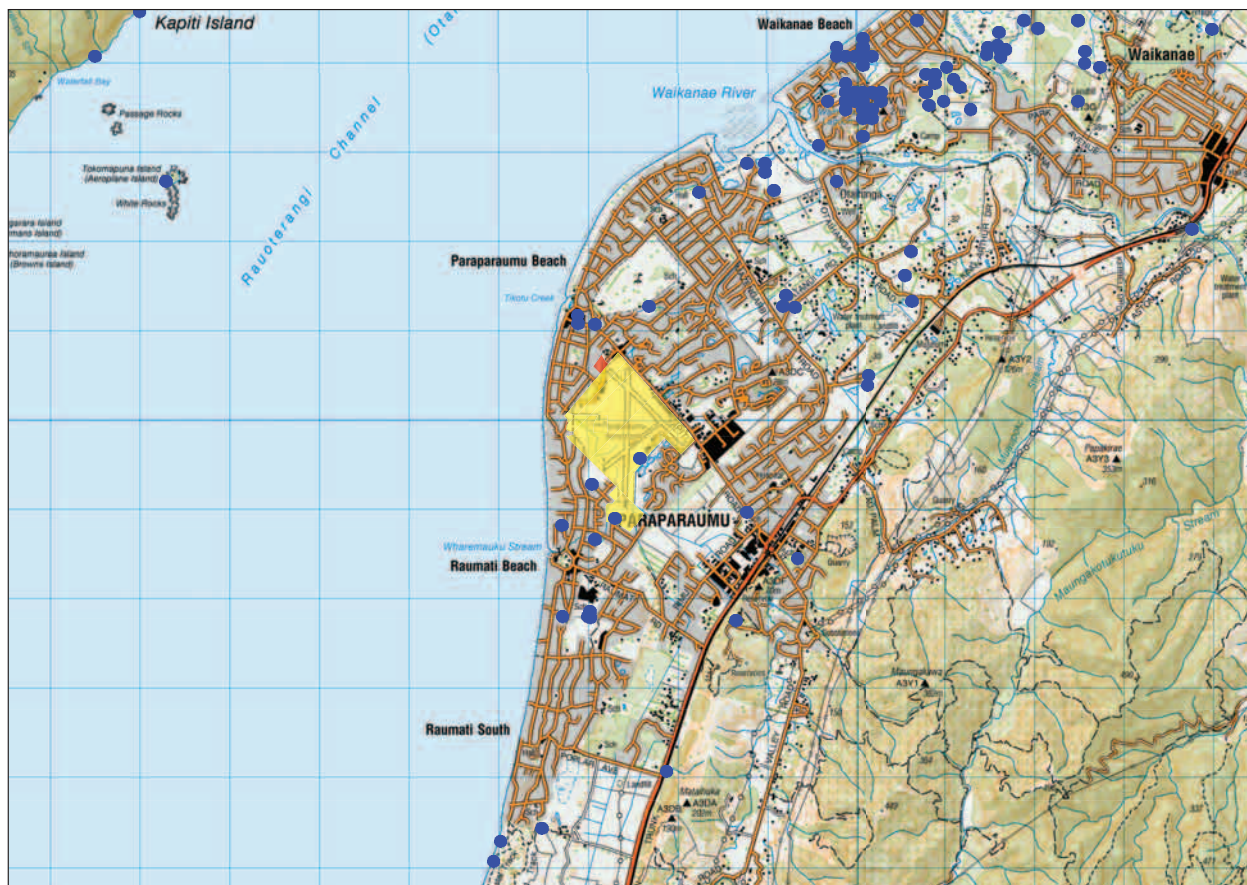
Hard copy distribution

New Zealand Historic Places Trust, National Office
New Zealand Historic Places Trust, Wellington
NZAA site file
Paraparaumu Airport Ltd
Planning Focus Ltd
Te Whanau a te Ngarara
Te Atiawa ki Whakarongotai
CFG Heritage Ltd (file copy)

AREA X, PARAPARAUMU AIRPORT: SECTION 18 ARCHAEOLOGICAL INVESTIGATION

Paraparaumu Airport Ltd are redeveloping airport land at Paraparaumu Airport, Kapiti Road, Paraparaumu. Apart from development of airfield runways and facilities, they are also developing land for commercial development (O’Keeffe 2011). In the north west corner of airport land is a block referred to as ‘Area X’ in Plan Change 73 (now operative and incorporated into the District Plan) (Lot 7 DP 367716), which has been the focus of some debate – an urupa is known to have existed south of Kapiti Road and it has long been suspected by Te Whanau a Te Ngarara that it extended as far as Area X. Koiwi had been disturbed during developments in the past in the general area but outside airport land. Research by Mary O’Keeffe has shown that when the airport was developed during World War II previous swampy swales were infilled with sand bulldozed off surrounding high dunes (for a full summary of archaeological work at Paraparaumu airport to date see O’Keeffe 2011). This indicated that Area X had once been a higher dune but had been truncated by bulldozers and an inspection of the land form, i.e., a regular shallow slope rather than a high dune with a defined crown, also pointed toward similar modification. Test trenches on the flat land immediately south and east of Area X showed lenses of redeposited topsoil throughout the sand fill layers (O’Keeffe 2011). Geomagnetic survey in the north west corner of Area X also indicted modi-

1. Location of Paraparaumu Airport (yellow) and Area X (Lot 7 DP 367716, red), showing recorded archaeological sites in the general area.



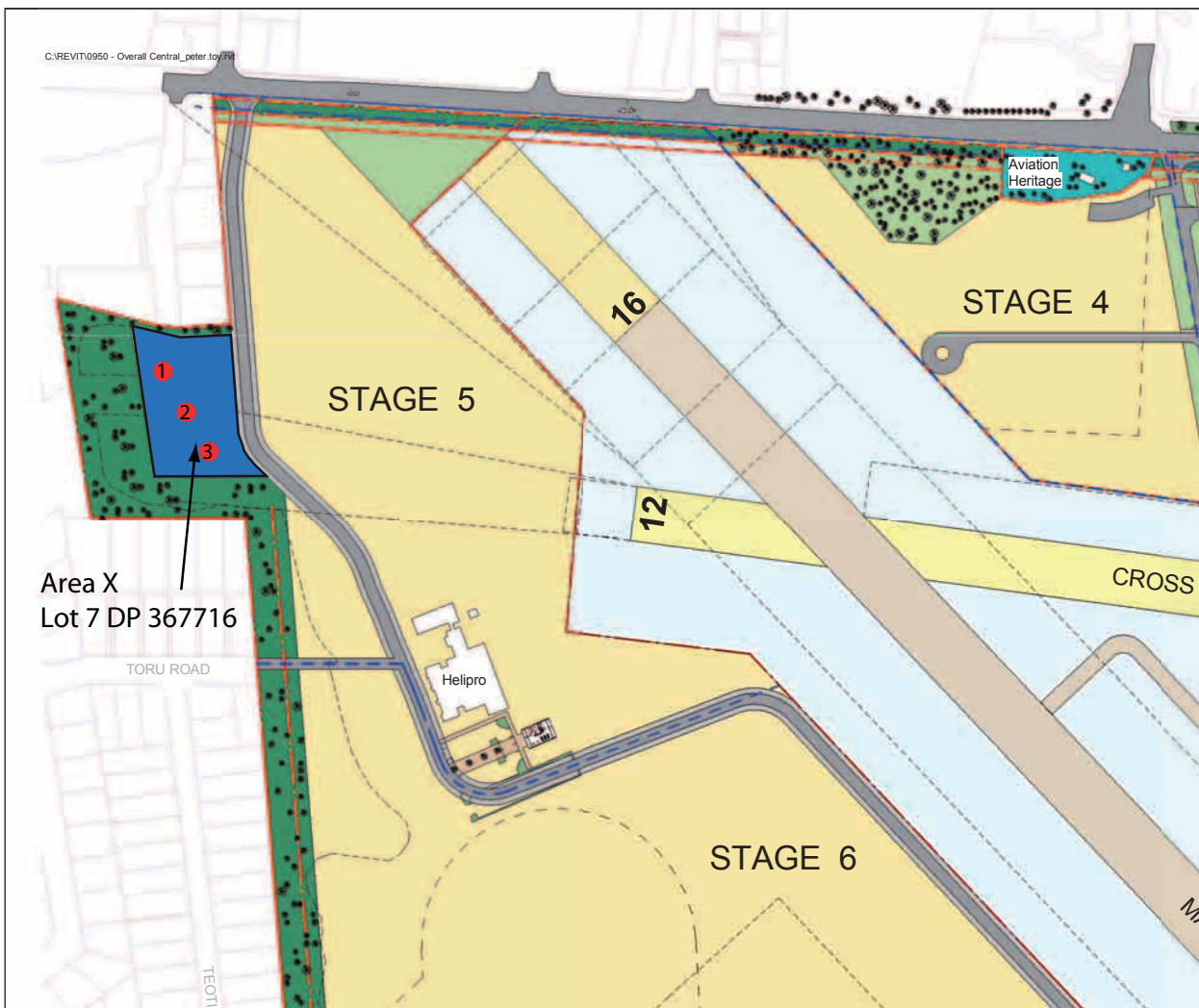
fication and disturbed soil (Bader 2010). However, due to the potential cultural and archaeological significance of an urupa, a fully precautionary approach to the heritage values of Area X is justified. This reflects the Environment Court findings in Plan Change 73 that Area X is a culturally sensitive area and any earthworks must be undertaken following the Historic Places Trust authority process (Interim Decision W 069/2009: paragraphs 220–230).

Following consultation with affected members and representatives of Te Ngarara, an authority to undertake a limited archaeological research excavation in Area X was applied for from the New Zealand Historic Places Trust under section 18 of the Historic Places Act 1993. Authority 2011/237 was granted and the investigation was undertaken by Matthew Campbell of CFG Heritage Ltd on 5 April 2011 in the company of Ani Parata of Te Whanau a Te Ngarara and Te Oti Ropata, also of Te Ngarara and descendant of the original land owner.

Method

A 5 tonne hydraulic excavator equipped with a 1400 mm weed bucket was used to strip the topsoil off three approximately 10 x 10 m test trenches under archaeologi-

2. Location (approximate) of trenches within Area X.



cal supervision in order to reveal any archaeological features in the subsoil. The trenches were photographed and marked on a plan (Figure 2).

Results

Trench 1

Trench 1 was located in the north west corner of Area X on the highest point, just south of an area of recent disturbance and about 30 m south of the lot boundary. The interface between the topsoil (sand stained black with organic matter) and the subsoil (white sand) was very clear and the white sand was very clean (Figure 3). No archaeological features or koiwi were observed.

Trench 2

Trench 2 was located in the centre of Area X on the slope. The interface between the dark sand topsoil and the white sand subsoil was very clear and the white sand was very clean (Figure 4). No archaeological features or koiwi were observed.

Trench 3

Trench 3 was located in the south east corner of Area X a little above the lowest point, which was under water after a night of heavy rain about 15 m north of the lot boundary. The interface between the dark sand topsoil and the white sand subsoil was very clear and the white sand was very clean (Figure 5). In the eastern third of the trench a series of parallel lines were observed that could be bulldozer ripper marks (Figure 6). No archaeological features or koiwi were observed.

Discussion

The clean interface between the dark sand topsoil and white sand subsoil in all three trenches (Figure 7) indicates that the topsoil formation is relatively new with little time having elapsed for the two layers to become mixed through various bio-



3. Trench 1 after excavation.



4. Trench 2 after excavation.



5. Trench 3 after excavation.

logical processes. In most cases the topsoil simply peeled off the subsoil. In fact, if Area X was last modified in the 1940s some such mixing might be expected to have taken place so the last modification of the land here may be more recent. The presence of probable ripper marks in the subsoil confirms that the land has been modified.

Conclusion

No koiwi or other archaeological features were observed. This report is restricted to archaeological matters, and can make no judgment about the former presence of



6. Probable bulldozer ripper marks in the white sand subsoil of Trench 3.



7. The clean interface between the dark sand topsoil and the white sand subsoil, Trench 3. Scale = 0.5 m.

an urupa. It is clear, however, that there is no urupa there now, and that there are no archaeological constraints on the further development of Area X.

Acknowledgements

Thanks are due to Alistair White of Planning Focus and to Ani Parata, Te Oti Roberts and Norma Ellison, in particular, of Te Whanau a Te Ngarara. The hydraulic excavator was driven by Tama Mullen of Pritchard Group Ltd.

References

- Bader, H. 2010. Archaeological geomagnetic report, Paraparaumu Airport. Unpublished Archaeological Solutions Ltd report to Mary O’Keeffe.
- O’Keeffe, M. 2011. Proposed development of Paraparaumu Airport – archaeological monitoring of Stage 1: NZHPT authority 2010/106. Unpublished Heritage Solutions report to the New Zealand Historic Places Trust.