

Appendix T – Archaeology Assessment

# MOA POINT SLUDGE MINIMISATION FACILITY

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ARCHAEOLOGICAL ASSESSMENT

PREPARED FOR BECA & WELLINGTON CITY COUNCIL



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**TABLE OF CONTENTS**

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..... 1

Table of contents.....2

Executive summary.....3

Introduction .....3

Methodology .....4

Constraints and limitations .....4

Statutory context.....4

Physical environment.....6

Proposed works .....11

Historic background .....12

Previous archaeological work .....32

Assessment .....40

Archaeological significance .....47

Effects on archaeological values .....47

Conclusion.....47

Recommendations.....47

References.....47

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## EXECUTIVE SUMMARY

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This report contains an assessment of archaeological values and effects of the Sludge Minimisation Facility proposed at Moa Point, on Wellington's south coast. Works affecting archaeological sites in New Zealand are subject to the provisions of the *Heritage New Zealand Pouhere Taonga Act 2014*, so the format of this report follows assessment guidelines issued by Heritage New Zealand. It is also intended to provide sufficient information on archaeological values for consenting processes by territorial authorities under the *Resource Management Act 1991*.

The report contains a site-specific historical narrative focused on identifying, in so far as possible, past human activity and land ownership at the site, and includes a review of past archaeological investigations and recording in the immediate area to give an indication of the types of archaeological evidence related to pre-1900 might be present.

Moa Point derives its name from past finds of moa bones from early archaeological sites, particularly from around the turn of the century. However, because the site proposed for the Sludge Minimalisation Facility has been subject to heavy landscaping from the mid-twentieth century cutting deep into underlying basement rock it is unlikely that any further finds of intact archaeological deposits will be encountered at this location.

On this basis, an archaeological authority is not a legal requirement for the proposed works outlined in this report.

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## INTRODUCTION

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Wellington City Council are proposing an upgrade of the Moa Point facility to incorporate a sludge minimalization facility. This requires removal of existing buildings and 3,000 m<sup>2</sup> of earthworks. Moa Point is known as a location where archaeological finds related to the early settlement of Wellington have been made in the past.

Archaeological deposits pre-dating 1900 are protected under the archaeological provisions of the *Heritage New Zealand Pouhere Taonga Act*, and it is necessary to obtain authorisation from Heritage New Zealand before carrying out works that might affect an archaeological site.

This report has been prepared to assess the likelihood of the works affecting archaeological deposits and if necessary accompany an application for an archaeological authority from Heritage New Zealand.

Subsurface Ltd has been commissioned by Beca Ltd on behalf of Wellington City Council to prepare this assessment.

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## METHODOLOGY

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The background history for Moa Point has been compiled from primary and secondary historic sources including published ethnographic research on the Miramar Peninsula and Waitangi Tribunal reports. This has been expanded with reference to reports in the Heritage New Zealand digital library,<sup>1</sup> the NZAA Archsite,<sup>2</sup> and the New Zealand Heritage List / Rārangī Kōrero.<sup>3</sup> Other on-line sources included Wellington City Archives online,<sup>4</sup> Wellington City Maps,<sup>5</sup> Retrolens,<sup>6</sup> Digital NZ,<sup>7</sup> Land-on-line<sup>8</sup> and archival plans available through Quickmap.

The 2021 Operative Wellington City District ePlan was also reviewed for historic heritage listings relevant to Moa Point.

The proposed works section is compiled from text and images supplied by the client.

A site inspection was carried out by the author on **24 March 2022**. This included a traverse of the remnant ridge to be removed.

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## CONSTRAINTS AND LIMITATIONS

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This assessment does not cover Māori cultural values. This can only be provided by mana whenua.

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## STATUTORY CONTEXT

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There are two main pieces of legislation in New Zealand that control work affecting archaeological sites. These are the *Heritage New Zealand Pouhere Taonga Act* 2014 (HNZPTA) and the *Resource Management Act* 1991 (RMA).

Heritage New Zealand administers the HNZPTA. It contains a consent (authority) process for any work affecting archaeological sites, where an archaeological site is defined as:

- (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 (i) occurred before 1900 or is the site of the wreck of any vessel where that 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)

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<sup>1</sup> <https://www.heritage.org.nz/protecting-heritage/archaeology/digital-library>

<sup>2</sup> <https://nzarchaeology.org/archsite>

<sup>3</sup> <https://www.heritage.org.nz/the-list>

<sup>4</sup> <https://archivesonline.wcc.govt.nz/>

<sup>5</sup> <https://gis.wcc.govt.nz/LocalMaps/Gallery/>

<sup>6</sup> <https://retrolens.co.nz/>

<sup>7</sup> <https://digitalnz.org/>

<sup>8</sup> <https://www.linz.govt.nz/land/landonline>

Any person who intends carrying out work that may damage, modify or destroy an archaeological site, or to investigate a site using invasive archaeological techniques, must first obtain an authority from Heritage New Zealand. The process applies to sites on land of all tenure including public, private and designated land. The HNZPTA contains penalties for unauthorised site damage or destruction. The archaeological authority process applies to all sites that fit the HNZPTA definition, regardless of whether:

- The site is recorded in the New Zealand Archaeological Association Site Recording Scheme or registered by Heritage New Zealand,
- The site only becomes known about as a result of ground disturbance, and/or
- The activity is permitted under a district or regional plan, or a resource or building consent has been granted.

Heritage New Zealand also maintains a list of Historic Places, Historic Areas, Wāhi Tūpuna, Wāhi Tapu and Wāhi Tapu Areas. The New Zealand Heritage List / Rārangi Kōrero can include archaeological sites, and its purpose is to inform members of the public about heritage places and to be a source of information about such places for the purposes of the *Resource Management Act*.

The RMA requires City, District and Regional Councils to manage the use, development, and protection of natural and physical resources in a way that provides for the wellbeing of today's communities while safeguarding the options of future generations. The protection of historic heritage from inappropriate subdivision, use, and development is identified as a matter of national importance (section 6f). Historic heritage is defined as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities. Historic heritage includes:

- historic sites, structures, places, and areas
- archaeological sites;
- sites of significance to Māori, including wāhi tapu;
- surroundings associated with the natural and physical resources (RMA section 2).

These categories are not mutually exclusive, and some archaeological sites may include above-ground structures or may also be places that are of significance to Māori. Where resource consent is required for any activity, the assessment of effects is required to address cultural and historic heritage matters.

Statutory acknowledgements are outlined in various Claims Settlement Acts and may apply when consents or archaeological authorities are being sought for activities in certain areas. The purpose of a statutory acknowledgement is to formally acknowledge statements of association between iwi and specific areas of land, and also to require the notification of the consent application to the relevant iwi authority.

The Proposed Natural Resources Plan for the Wellington Region 2019 lists statutory acknowledgements from three Claims Settlement Acts. These are the *Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009*, the *Ngāti Toa Rangatira Claims Settlement Act 2014*, and the *Rangitāne Tū Mai Rā (Wairarapa Tamaki nui-ā-Rua) Claims Settlement Act 2017*.

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## PHYSICAL ENVIRONMENT

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### LOCATION AND GEOGRAPHY

Moa Point is located on the eastern side of Lyall Bay on Wellington's south coast. While modern maps attribute the name to Hue tē Taka it was formerly attributed to the now extensive terraformed spur and point in the vicinity of Stewart Duff Drive (Figures 1 and 2). It is within land designated as Airport zone, owned by Wellington International Airport (WIAL), with road reserves owned/administered by Wellington City Council. The legal description for the land which is subject to this assessment is Pt Lot 1 DP 78304.



Figure 1: Location map. See Figure 2 for detail.

The Sludge Management Facility (SMF) site is located between Wellington International Airport, Miramar Golf Course and the existing Moa Point wastewater treatment plant (WWTP).

The existing WWTP is set over two distinct elevations located to the northeast of the intersection of Moa Point Road and Stewart Duff Drive. The main buildings serving the WWTP are set at a higher level (approx. 30m above sea level), accessed from a private driveway off Stewart Duff Drive. An existing inlet pump station building serving the WWTP is set at a lower ground level (5-6m above sea level) to the north-west of the wider facility and with level access from Stewart Duff Drive.

The project area considered in this assessment and identified at Figure 2 includes land which extends further north/east than the main site works and will be subject to minor modifications only such as

proposed landscaping. No cut is proposed to the existing spur along the northern side of the access road.

The SMF site comprises an area of mostly flat land adjoining Stewart Duff Drive, enclosed by a steep embankment on the northern, eastern and southern boundaries (Figures 3 and 4). The flat area of land is largely previously developed, comprising an existing inlet pump station and associated infrastructure, together with an Aviation Ground Services (AGS) building – used for repair/maintenance of airport service vehicles. The wider flat area of land is predominantly surfaced in hard standing and provides for staff parking and machinery / equipment storage associated with the range of on-site uses. A small, grassed area is located behind the pump station and the embankments are vegetated. It is understood that the embankment is a former quarry slope.

Immediately adjoining the site to the south is a building housing a pharmaceuticals manufacturer and laboratory (trading as Cyclotek) (Figure 5).

The northern boundary of the site abuts an access road to the Moa Point WWTP (Figure 6). The access road is sealed, with a narrow footway on the northern side. It is understood that the access road was carved into a former ridgeline and hence has rock underlain vegetated embankments on either side. Established tree planting is also present either side of the access road on the eastern stretch of the road.

To the west, the site is abutted by Stewart Duff Drive, a private road owned and controlled by WIAL. Stewart Duff Drive is accessible to public traffic and provides access to the airport (including long-stay parking), a DHL logistics facility, Miramar Golf Course and the aforementioned Cyclotek laboratory.



Figure 2: Location of project area 2017 010m aerial



Figure 3: Proposed SMF site seen from Stewart Duff Drive (24.03.2022)



Figure 4: Proposed SMF site seen from Stewart Duff Drive (24.03.2022)



*Figure 5: Southern end of proposed SMF site seen from ridgeline near WWTP (24.03.2022)*



*Figure 6: WWTP and proposed SMF site viewed from spur remnant north of Stewart Duff Drive (24.03.2022)*

## GEOLOGY AND SOILS

The underlying geological base is Wellington Belt (Rakaia terrane) greywacke. The reserve is positioned around the foot of a rocky spur, formed of sandstone, with talus accumulations on the seaward side. Naturally occurring soils where they can be found on the spur are heavily eroded brown earth soils formed by the weathering of the basement rocks (Molloy 1988:127).

Naturally occurring soils are Paremata (Pm) and Terawhiti (Tw) series Pallic soils formed by loess and colluvium on moderate to steeply sloping land on the Wellington coast (Bruce 2000:108-109). However the project area has been heavily cut down and levelled during the twentieth century, so naturally occurring sediments below any modern fill is likely to be basement greywacke

## FAULTS AND TOPOGRAPHY

Wellington is affected by several faults, the nearest one is the Seatoun Fault which runs along the eastern side of the Miramar peninsular from Breaker Bay to Kau Point. The fault forms the steep escarpment behind Worser Bay below Seatoun Heights Road to the west of the reserve (Adkin 1955).

Wellington Harbour has been subject to uplift from tectonic activity on at least four occasions during the last 7000 years (Pillans and Huber 1992). Two of these occurred during recorded history, during the Haowhenua earthquake in c.1460 AD (see also Goff 2000:125; McFadgen 2007:76), and more recently during the 1855 earthquake (Begg and Mazengarb 1996:56). At a number of locations around the Miramar Peninsula, including the coastal area to the north of Awa Road, an uplifted shore platform is present which has been dated to around the time of the Haowhenua uplift event of the fifteenth century (Pillans and Huber 1992).



Figure 7: GNS slide map showing fill (red cross hatched) cut slope (grey hatched), and mixed rock fill (pale green) for project area.<sup>9</sup>

<sup>9</sup> <https://wcc.maps.arcgis.com/apps/webappviewer/index.html?id=b7b5ad358c66476087fd3163f693b4ff>

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## PROPOSED WORKS

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### BACKGROUND TO THE PROPOSAL

The key structures within the proposal comprise a three-storey main process building, three storey energy centre building, two digester tanks and an odour control discharge stack. The existing inlet pump station will be altered and eventually enclosed as part of the development.

### WORK DESCRIPTION

The construction of the SMF is currently programmed to commence in early 2023 and is anticipated to be completed by early 2026. The early groundworks and site preparation will comprise of;

- Earthworks to the northern section of the existing cut slope to create a building platform
- Rock breaking or pile driving for the foundations of the multi-storey structures, subject to confirmation of ground conditions;
- Slope stabilisation (rock break attachments on excavators, cleaning, drilling and anchoring the slope);

It is anticipated that earthworks will exceed 3000m<sup>2</sup> in area and that dewatering may potentially be required.

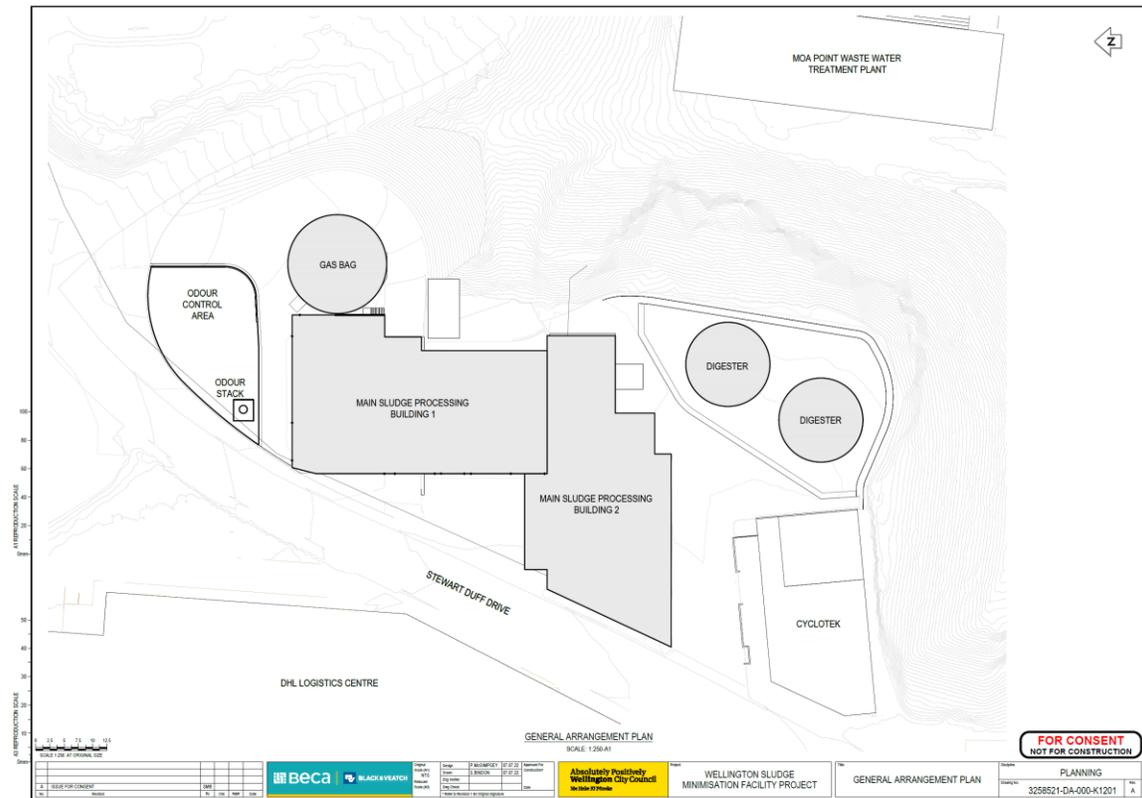


Figure 8: Sludge Minimisation Facility (supplied) – indicative proposed layout for the purpose of assessment, may be subject to change

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## HISTORIC BACKGROUND

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### MĀORI OCCUPATION

The initial settlement of New Zealand from East Polynesia is believed to have occurred by AD1250-1300 (c.800 BP/750 cal. BP) (Higham and Jones 2004:232). This is supported by environmental studies which show widespread forest clearance and establishment of fern species around AD1200-1400 (McGlone and Wilmshurst 1999:12). It is also supported by research into commensal species such as the Pacific rat (Wilmshurst et. al. 2008:7679) and by length-frequency studies of whakapapa (Anderson et. al. 2015:56). People rapidly explored and settled the new country shortly after their arrival. Early archaeological deposits containing moa bone and egg-shell have been reported on the Miramar Peninsula, and this suggests that this area, like many parts of New Zealand, was explored shortly after the first people arrived.

Traditional accounts relating to a number of place names around the Miramar Peninsula have their origins in stories pertaining to the Polynesian navigator, Kupe, and his descendants. Kupe is said to have landed at Maraenui, near Seatoun, and established cultivations there while he continued to explore Cook Strait (Best 1919). Place names in the vicinity attributed to Kupe include Te Upoko o te Ika (Wellington Harbour), Te Tangihanga a Kupe (Barrett's Reef), Te Aroaro o Kupe (Steeple Rock), and Te Tūrangānuī a Kupe (Worser Bay). Two islands in Wellington Harbour were named after Kupe's nieces, Matiu (Somes Island) and Makaro (Ward Island).

### NGAI TARA

The Kurahaupō ancestor, Whātonga, who explored much of the lower North Island is also reported to have visited Wellington Harbour. Whātonga's sons, Tara and Tautoki were encouraged to migrate and settle the areas he explored. The harbour became known as Whanga-nui-a-Tara, and Tara's descendants, the Ngāi Tara, occupied much of the coastal land around Wellington harbour and the south coast. Settlements of Ngāi Tara on Te Motu Kairangi included a major pā at Tarakena Bay known as Rangitatau (Cowan 1912; Best 1917). The principal chief was Tu-tere-moana and the wharenuī was Raukawa.

During the fifteenth century Muaūpoko are reported to have sacked many of the Ngāi Tara pā and kainga around Wellington Harbour. Ngāi Tara withdrew to their fortifications on the island of Motu Kairangi, and although Muaūpoko attempted to cross the channel on specially constructed rafts they were repelled by the Ngāi Tara defenders (Best 1923:785). Muaūpoko did not remain in the area and following their departure the Ngāi Tara settlements and fortifications were re-established.

Sometime after this the isthmus was formed as a result of seismic uplift, closing off the Te Awa-a-Taia channel. An earthquake of the fifteenth century is referred to in some accounts as Hao-whenua (Best 1918), although since Hao-whenua refers to the swallowing of the land, it has been questioned whether Hao-whenua earthquake of the fifteenth century and the event which caused the uplift linking the island to the mainland were the same (Cooke and Love 2009:8).

### NGATI IRA

Another group of East Coast origin to establish settlements on the Miramar Peninsula were the Ngāti Ira, who were descendants of Ira-turoto and of Rangitāne (Ballara 1990:12). Ngāti Ira migrated from

Hawkes Bay to the lower North Island eventually settling in the area from Pukerua Bay to Palliser Bay in about the mid-seventeenth century (Bauchop 1997:8-9).

At the beginning of the nineteenth century, Ngāti Ira were in possession of much of land around Whanganui-a-Tara, with the Ngāti Kahungnu hapū of Rakaiwhakairi and Ngāti Kahukuraawhitia occupying the Hutt Valley (Bauchop 1997:9). At this time Rangitatau was occupied by Ngāti Ira, with nearby Poito and Kopahou occupied by Ngāti Rakau, Ngāti Rangi and Ngāti Hikerata (Christie 1943:202-203; Adkin 1959:3267).

From 1819, insecurity arising from the threat of taua armed with muskets caused the western side of the harbour along with the Miramar Peninsula to be largely deserted. Ngāti Ira withdrew to the eastern coast from Waiwhetu to Turakirae with refuge pā on Matiu, Makaro and Tapu-te-ranga islands, while others withdrew to the Wairarapa (Ballara 1990:13). Rangitatau, Poito and Kopahou were sacked during the raid led by Patuoine, Tuwhare and Te Rauparaha (Adkin 1959:32). However, the raids failed to completely drive away Ngāti Ira, and the invading taua did not seek to retain land or establish settlements.

#### NGATI MUTUNGA

In the 1820s and 1830s, a number of heke (migrations) saw the arrival of West Coast iwi in the lower North Island, with Ngāti Tama and Ngāti Mutunga settling around Wellington Harbour (Cooke and Love 2009:12; WAI 145:20). These heke were prompted in part because of ongoing conflict between Taranaki and Waikato iwi in north Taranaki, which had made maintaining the settlements in those areas risky. The Ngāti Mutunga and Ngāti Tama at Wellington were later joined by Te Ātiawa (WAI 145:24).

The dominance of the west coast tribes was reinforced following the battle at Waiorua in 1824, when a combined force comprised of incumbent iwi from Te-Whanganui-a-Tara, Kāpiti, Horowhenua, Manawatū, and the Marlborough Sounds amassed to attack Ngāti Toa on Kāpiti Island. The attacking force was repelled, and this cemented Te Rauparaha's hold in the Cook Strait area. In around the same year, Ngāti Ira were ultimately driven out of Te-Whanga-nui-a-Tara, and their final stronghold on Tapu-te-Ranga Island by Ngāti Mutunga and Ngāti Toa.

#### TE ATIWA / TARANAKI IWI

Following the departure of Ngāti Tama and Ngāti Mutunga to the Chatham Islands in 1835, Te Ātiawa re-occupied a number of their settlements around Wellington Harbour and the Hutt Valley, including the Miramar Peninsula (Ballara 1990:28; WAI 145:26).

#### PAKEHA ARRIVAL IN WELLINGTON HARBOUR

Europeans had started arriving in Whanganui-a-Tara in the 1820s. The earliest official European arrivals in Wellington Harbour occurred during an expedition set by the first iteration of the New Zealand Company captained by James Herd, of the barque *Rossana* and Thomas Barnett of the cutter *Lambton* in 1826 (Johnson 1996:5). Barnett anchored the *Lambton* in Kau Bay, at the northern end of the Miramar Peninsula, which later became a favoured landing point for early settlers (Cooke and Love 2009:24). Both Herd and Barnett created charts of the harbour and south coast (Figure 9).

It has also been suggested that a sealing vessel, *Wellington* may have been the first vessel to enter the harbour in 1823, but there is no official account of the entry into Wellington harbour (Richards 2020:38)

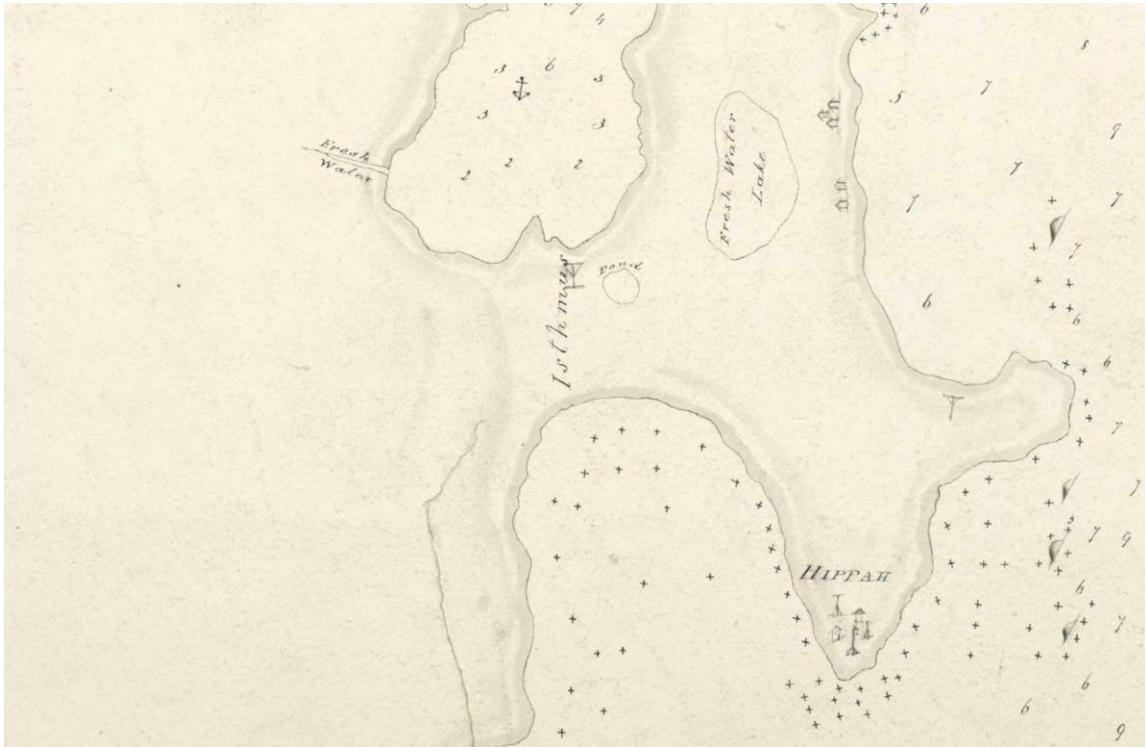


Figure 9: Detail from Barnetts 1826 chart.<sup>10</sup> Hippah probably refers to Rangitatau pā.

#### LYALL BAY / FALSE BAY

It has been reported that Lyall Bay was named after naturalist and surgeon on board the HMS *Acheron*, Dr David Lyall (Ward 1926:260 citing the 'NZ Index; Irvine-Smith 1949:283). HMS *Acheron* conducted detailed hydrographic survey for the British Admiralty first visiting the Wellington area in 1849, and briefly returning in 1850 and 1851. However, the name Lyall's Bay appears in the newspapers well before the arrival of the HMS *Acheron* or Dr Lyall in New Zealand, such as reported following the loss of the 226-ton barque *Winnick* (1833-1841) (*New Zealand Gazette and Wellington Spectator* 15.12.1841, p.2; 18.12.1841, p.3 Ingram 2007:32-33). It was account of its deceptive similarity to the entrance to Wellington harbour and propensity for shipwrecks that Lyall Bay also became known as False Bay.

It seems far more likely that Lyall's Bay derives from George Lyall (1779-1853) who was at one time an early director of the New Zealand Company in 1825 along with John George Lambton. It was this iteration of the New Zealand Company that had dispatched the *Lambton* and *Rossana* in 1826, and eventually merged with Edward Gibbon Wakefield's New Zealand Association in 1837 to form the New Zealand Company which founded the settlement at Wellington.

Further validation of this comes in the form of 1839 and 1842 versions of Edward Main Chaffers chart bearing the name Lyall Bay (Figures 9 and 11).

<sup>10</sup> Barnett, Thomas, active 1826. Barnett, Thomas (Capt), fl 1826 :Port Nicholson or Wangenu'e'tera in New Zealand [ms map]. Surveyed by T. Barnett, May 1826.. Ref: MapColl-832.47aj/1826/Acc.379. Alexander Turnbull Library, Wellington, New Zealand. /records/23240278

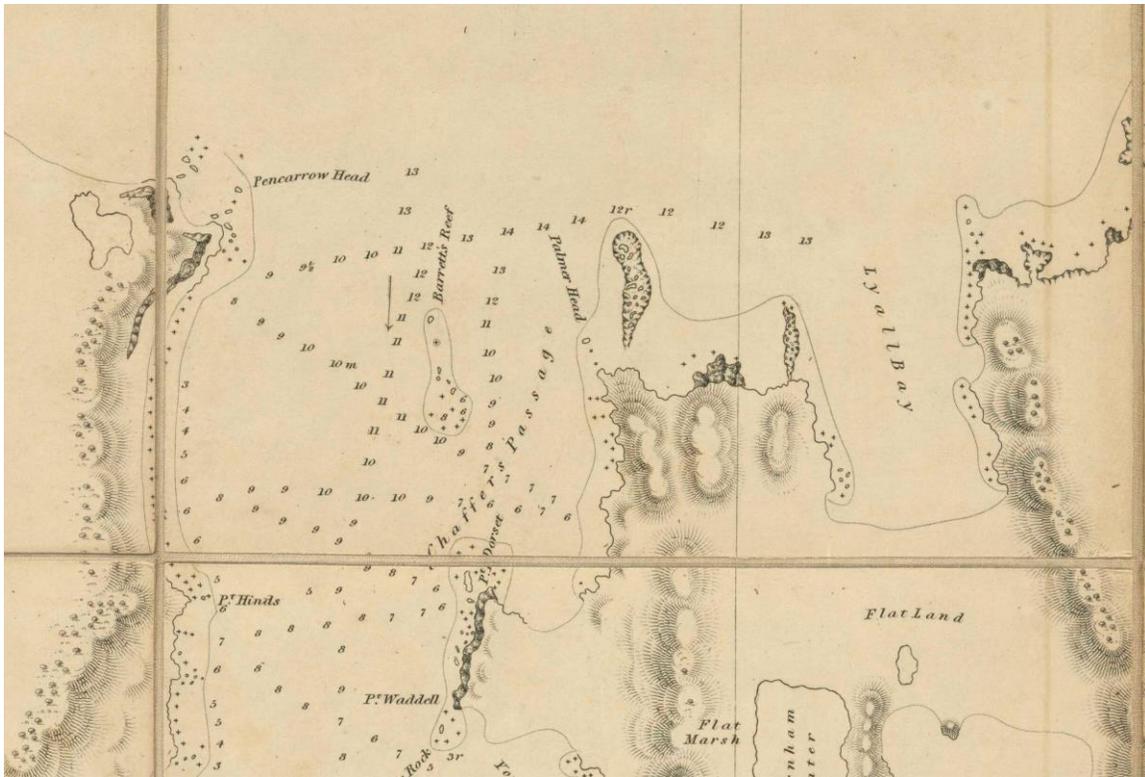


Figure 10: Detail of James Wyld's 1839 reproduction of Edward Main Chaffers chart of Port Nicholson<sup>11</sup>

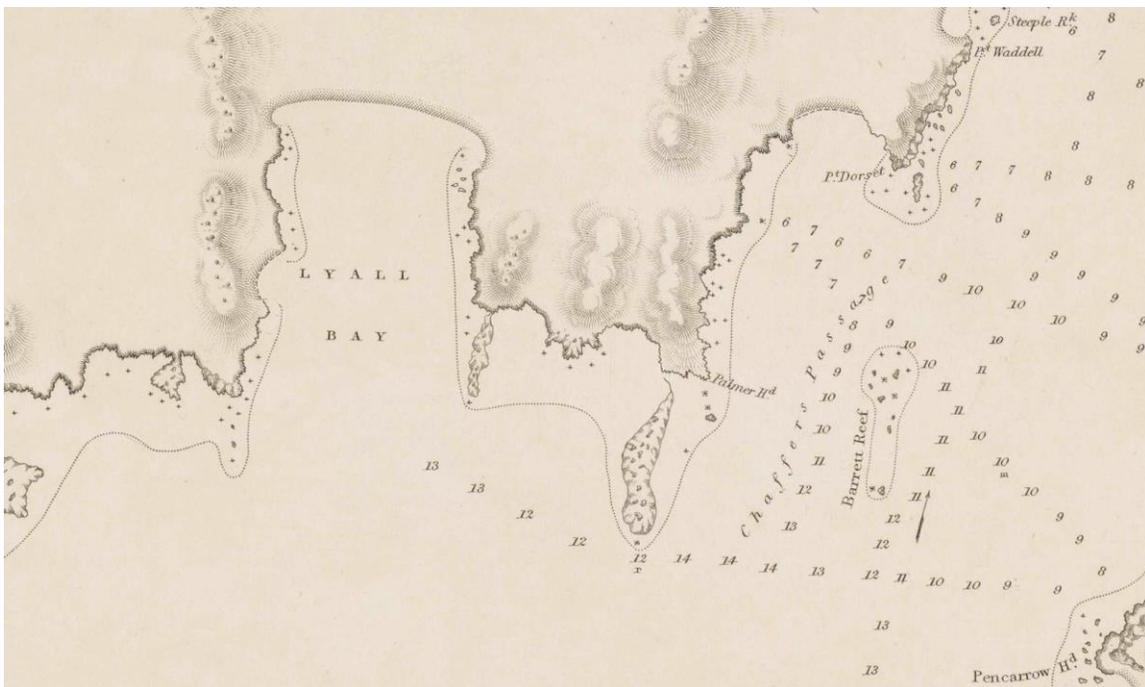


Figure 11: Detail of J & C Walkers 1842 version of Edward Chaffers 1839 survey showing Lyall Bay.<sup>12</sup>

<sup>11</sup> Chart of Port Nicholson, New Zealand / surveyed by E.M. Chaffers. <https://natlib.govt.nz/records/38994188>

<sup>12</sup> Port Nicholson / surveyed by E.M. Chaffers, 1839 ; J. & C. Walker sculpt. <https://natlib.govt.nz/records/40710390>



Figure 12: Detail of Stokes 1849 Admiralty map showing Lyall Bay.<sup>13</sup>

#### NEW ZEALAND COMPANY

The New Zealand Company ship, the *Tory*, arrived in Wellington on 20 September 1839, and negotiations commenced with the Te Ātiawa chiefs who occupied settlements around the harbour. The Port Nicholson Deed was signed a week later on 27 September 1839 (WAI 145:52-54).

The New Zealand Company 'purchase' of Wellington was negotiated by Col. William Wakefield in September 1839. Wakefield arrived in Wellington on board the *Tory* on 20 September, and a week later concluded his negotiations for the purchase of Wellington and the Hutt Valley. A month later Wakefield claimed to have secured the purchase of approximately 20 million acres of the lower North Island and northern South Island on behalf of the company (WAI 145:52-59).

The company's surveyor, William Mein Smith, arrived in Wellington on the *Cuba* on 3 January 1840, and commenced survey of the new town. The New Zealand Company had already sold sections by ballot in London on 29 July 1839 (2 months before it had been 'purchased'), and the first emigrant ship, the *Aurora* had left England on 18 September (before Wakefield had even arrived in Wellington). Between 22 January and 28 February 1840, the company's first four ships arrived in Wellington with some 550 settlers.

The Wellington purchase and the arrival of the first settlers had occurred only weeks before the signing of the Treaty at Waitangi, which facilitated the formal establishment of the colonial government. When Hobson brought the Treaty to Wellington, he encountered some opposition from the New Zealand Company and settlers, but it was eventually agreed to 'unanimously' by a meeting of local chiefs and

<sup>13</sup> Great Britain. Hydrographic Department.; 1856; Stokes, John Lort, 1811-1885.; J. & C. Walker (Firm)Port Nicholson surveyed by J.L. Stokes ... [et al.], 1849; J. & C. Walker, sculpt. Ref: Digital Collection 81268192800002836 Alma Collection. National Library of New Zealand, Wellington, New Zealand. [http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE212156](http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE212156)

signed on 29 April 1840 (WAI 145:72). An 1841 proclamation by New South Wales governor George Gipps established the process of pre-emptive purchase by the Crown to prevent private land negotiations and announced an intention to investigate all earlier land claims. The New Zealand Company's 'purchase' was deemed largely invalid following a three-year investigation by commissioner William Spain commencing in May 1842 (WAI 145:60). Spain eventually awarded the Company less than half of their original claim to Port Nicholson and ordered them to pay additional compensation to the previous Māori owners (WAI 145:182-185). This ruling did not go far enough to satisfy either party and the Port Nicholson Block purchase continued to be in dispute and the subject of further investigations.

#### JAMES WATT

The Crown Grants for Wellington and Port Nicholson were issued in 1844-45 and largely validated the New Zealand Company subdivision as completed by Mein Smith in 1840. This subdivided the Miramar Peninsula into 18 rural lots of 100 acres, and early lot holders included James Watt, William Bowles, C. Luxford, James Crawford, Germaine Hine and Sir William Molesworth. Lot 15 was part of Crawford's estate and Lot 18 belonged to Molesworth. Until the 1872 the peninsula was known as Watts Peninsula (Struthers 1975:31). According to Crawford (1872), Watt farmed cattle but never resided on the peninsula.

#### JAMES COUTTS CRAWFORD

Another of the early landowners on the peninsula was James Coutts Crawford (1760-1828). Crawford had arrived independently in New Zealand in 1839. He purchased five New Zealand Company allotments while at Wellington which entitled him to 500 acres of rural land which he used to establish his Glendavar Farm starting with Lot 7 on the peninsula. He established his house, Miramar, on the Rongotai terrace above what is now Wellington International Airport (Struthers 1975:36). Over the following decades Crawford expanded his holdings and by the 1870s had acquired most of the peninsula and renamed it Miramar (Struthers 1975:29). Exceptions included military reserves for coastal defence installations, and reserves for shipping and navigation purposes (Figure 14).

#### FRANCIS MOLESWORTH

Lot 18 was acquired by one of the London-based New Zealand Company directors Sir William Molesworth (1810-1845) and taken up by his younger brother Francis Alexander Molesworth (1818-1846). Molesworth established a farm on Lot 18 which he called 'Tettcott' but his main residence was in the Hutt Valley (Struthers 1975:30)

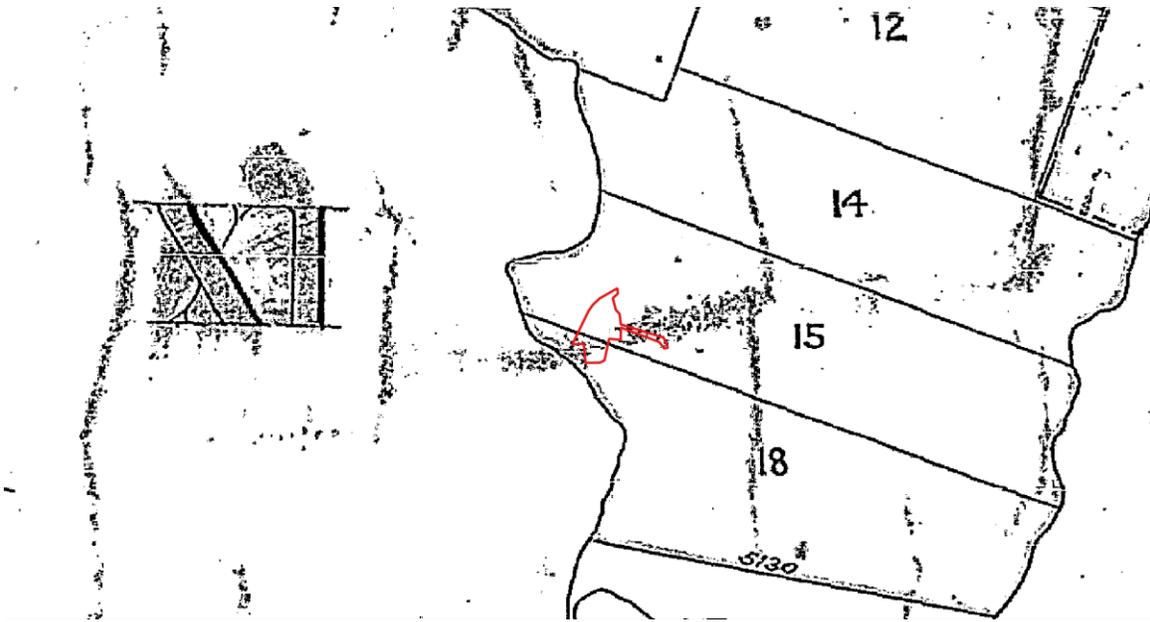


Figure 13: Detail of SO10242 (n.d.) project area in red

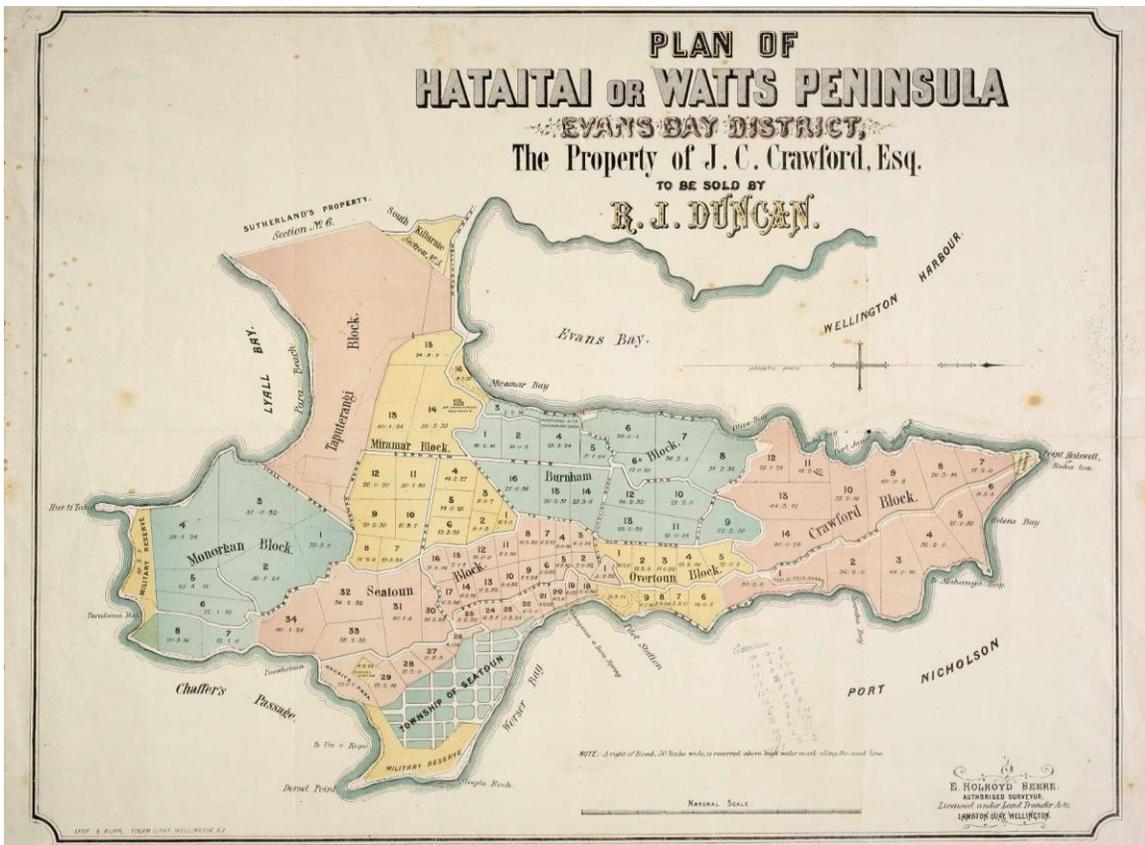


Figure 14: Plan of Crawford's estate 1878.<sup>14</sup>

<sup>14</sup> Plan of Hataitai or Watts Peninsula, Evans Bay district, the property of J.C. Crawford / [surveyed by E. Holroyd Beere]. <https://natlib.govt.nz/records/22246937>

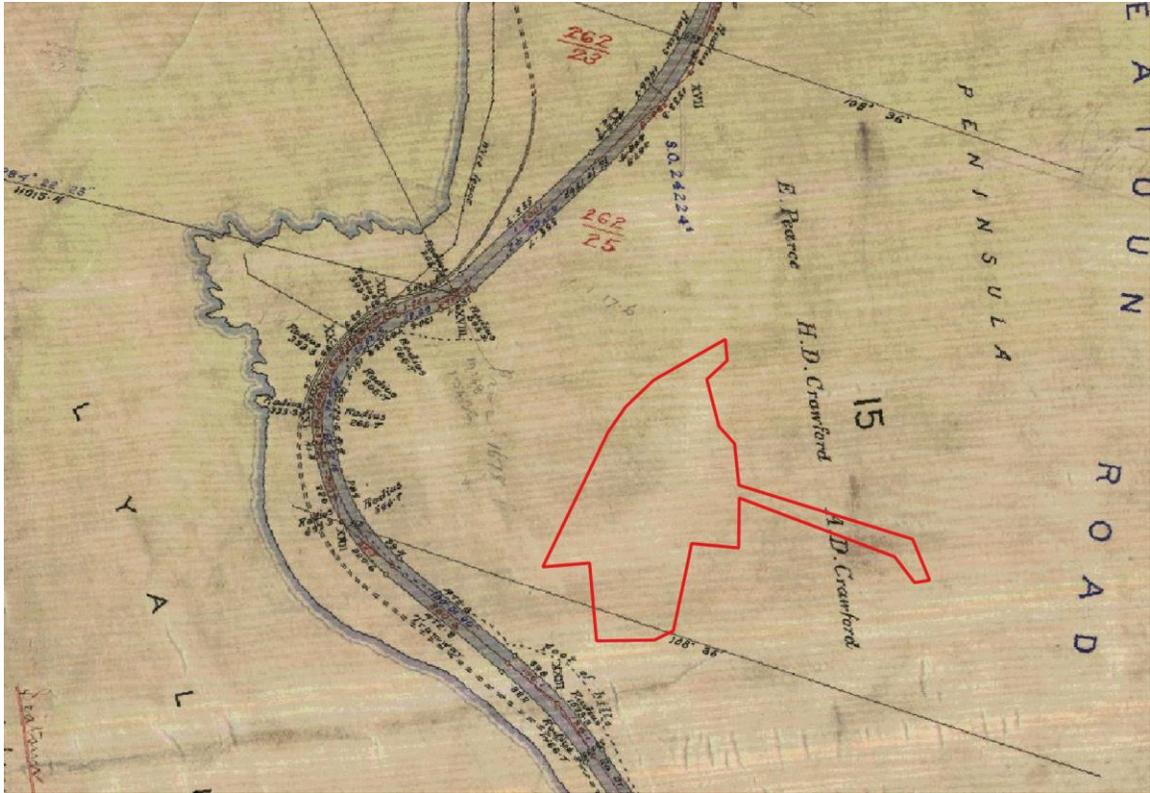


Figure 15: Detail of SO 13870 (1894), project area in red



Figure 16: Detail of B134 (1901), project area in red

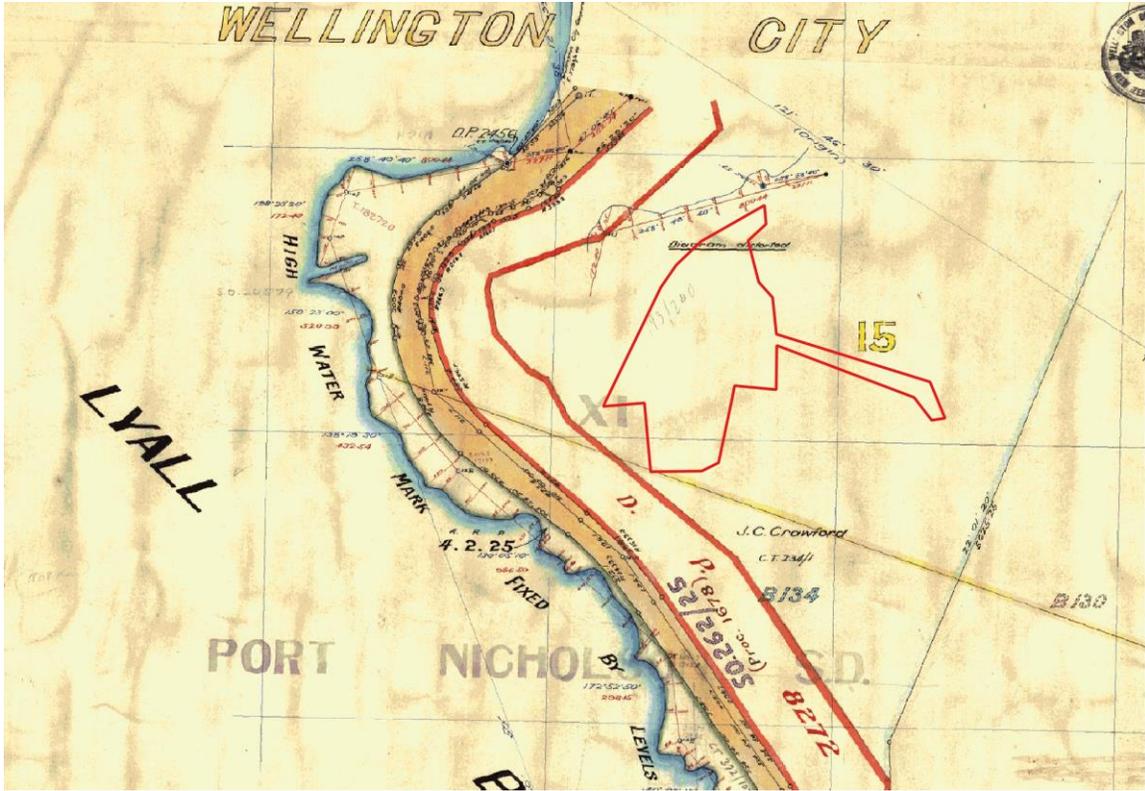


Figure 17: Detail of DP 8149 (1929), project area in red

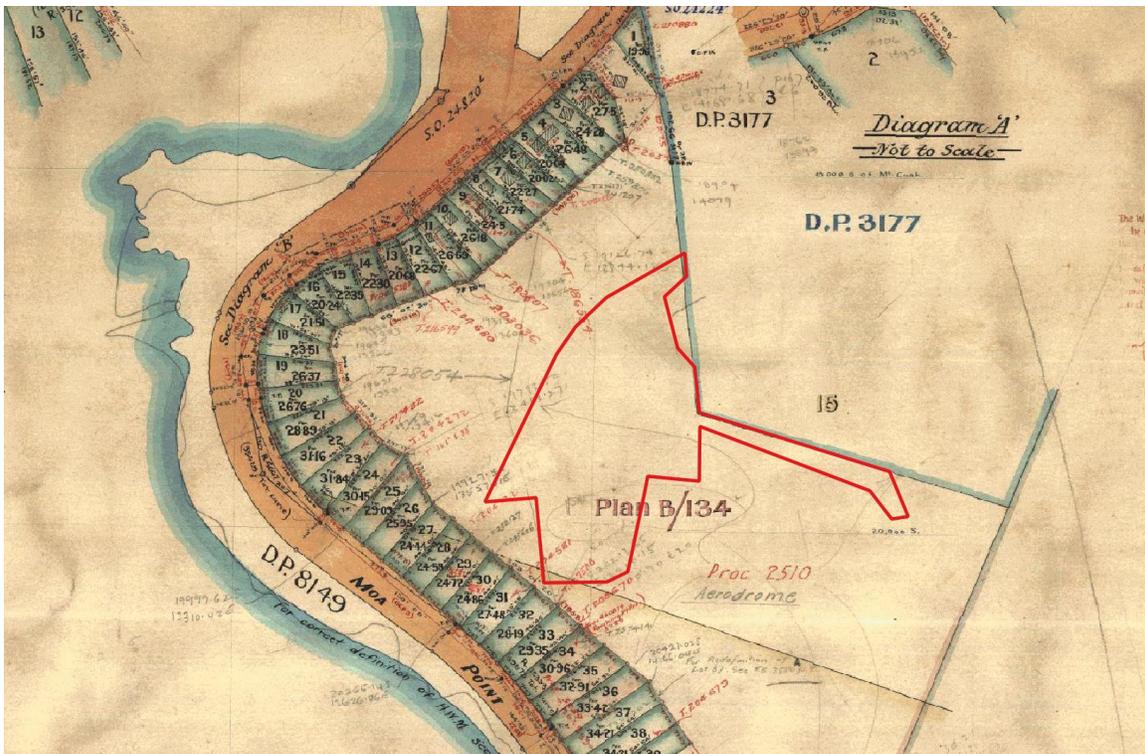


Figure 18 Detail of DP8272 (1927), project area in red

# PLAN OF THE MOA POINT ESTATE LYALL BAY EAST

**UNSURPASSED WEEK END SITES**

**To be Sold at Public Auction by Messrs. J. H. BETHUNE & CO.**  
AT THEIR ROOMS, 154 FEATHERSTON ST., WELLINGTON  
On WEDNESDAY, 8th DECEMBER, 1926, at 2.30 p.m.

## 39 IDEAL SEASIDE SECTIONS ∴ ∴

All having Beach Frontages and facing the finest Marine Drive in New Zealand. The Drive will be bitumenised in the near future.

Positively the last Seaside Resort having sea frontages and situated so handy to the City of Wellington.

All the sections have good Building Sites and the majority are suitable for the erection of permanent Homes.

### Special Attractions

Adjacent to one of the finest **GOLF LINKS** in New Zealand.

Splendid Deep-Sea Fishing, Boating and Bathing.

Handy to the Tram.

Well-formed Road to the Sections.

All City Conveniences should be available shortly.

**Moa Point** has been held for many years by the Estate of the late H. D. Crawford and this is the first opportunity to acquire sites in what is recognised as one of the warmest, sunniest and most sheltered positions in Wellington.

LOCALITY PLAN

**Scale:** 0 40 80 120 160 200 240 280 320 360 400 440 480 520 560 600 640 680 720 760 800 840 880 920 960 1000

Note: Areas and Measurements subject to slight alteration.

SEATON, SLADDEN & PAVITT,  
ENGINEERS & SURVEYORS,  
WELLINGTON.

**EXCEPTIONALLY EASY TERMS.**

10% cash  
10% in 6 months  
10% in 12 months

Balance in 3 years with interest at 5½%  
on unpaid Purchase Money. Right to repay at any time.

Figure 19: 1926 advertisement for Moa Point sections promising 'bitumis[ation] in the near future'.<sup>15</sup>

<sup>15</sup> J.H. Bethune & Co., 1926, Plan of the Moa Point estate, Lyall Bay east / [surveyed by] Seaton, Sladden & Pavitt. <https://natlib.govt.nz/records/40375990>

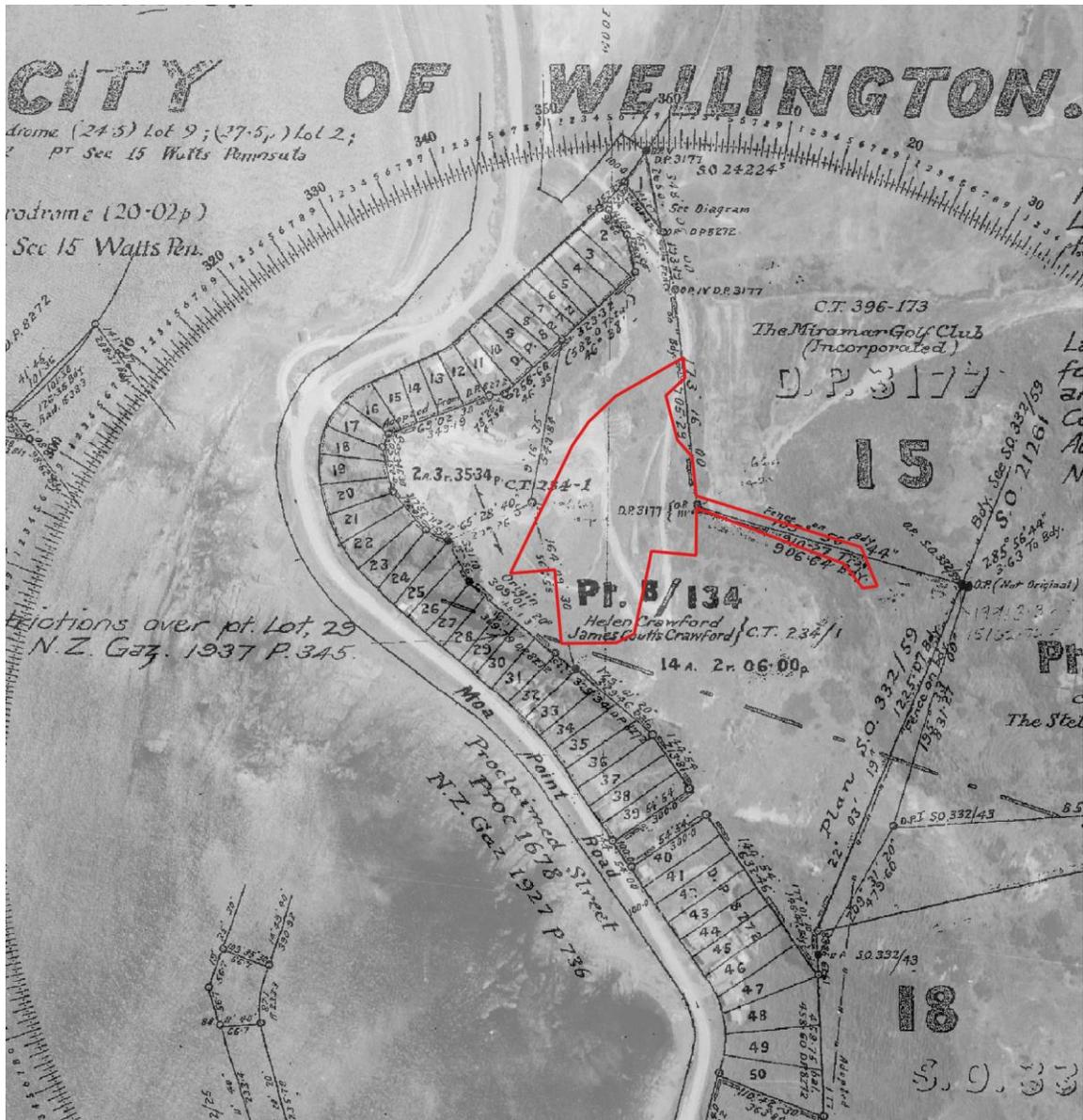


Figure 20: Detail of SO 19628 showing land acquired for aerodrome dated September 1935 (overlaid on 1938 aerial), project area in red

## WELLINGTON AIRPORT

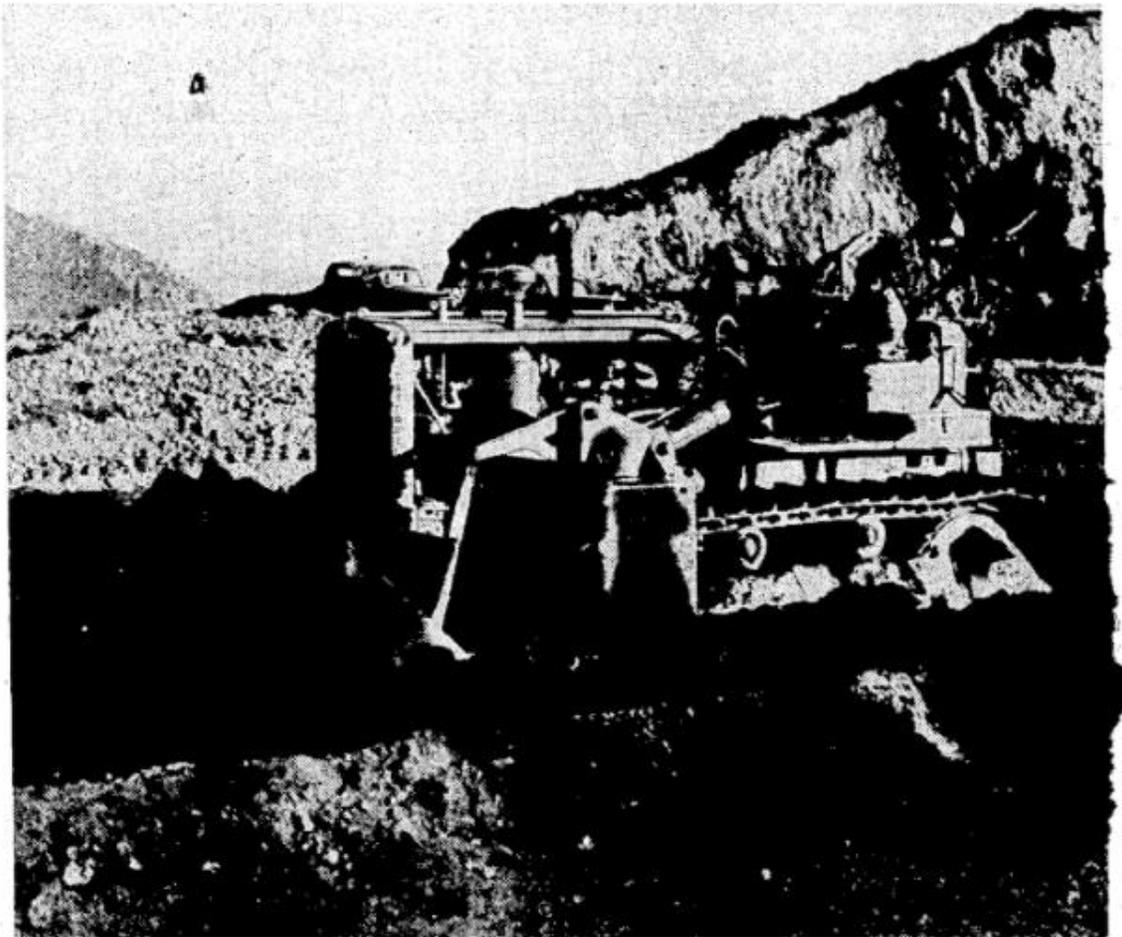
The aerodrome at Rongotai was established in 1929, and briefly opened as an airport in 1935 before being closed down for a period between 1947 and 1959 when it was relocated to its present location. The relocation required substantial excavations into the surrounding spurs and reclamation for expansion into Lyall Bay (Figures 21-35). This included the rocky spur at the southeastern end of Lyall Bay known as Moa Point. The first cuts removed the top of the spur, and during reclamation fill continued to be mined from the spur, a further southern extension to the runway in 1970 involved further quarrying of the Moa Point spur (Figure 35).



"Evening Post" Photo.

**FIRST BIG WORK AT RONGOTAI AERODROME.**—The first heavy cut from the top of the hill behind Moa Point, to give an improved approach and take-off from the Rongotai Aerodrome, will reduce the height of the crest by from 40 to 50 feet, to approximately the line shown on the photograph. The spoil will be shot down at the right of the hill, and will be used mainly for levelling rough portions of the landing field.

Figure 21: Evening Post 18 October 1935, p.7 White line [emphasis added] shows intended cut through spur



"Evening Post" Photo.

**PUSHING THE TOP OF THE HILL OFF.**—Manual labour and machine work are combining in the reduction of the height of the hill above Moa Point for the improvement of the glide to Rongotai Aerodrome into the prevalent north-west wind, but there are thousands of yards of clay and rock to be shifted before the work is completed. This machine literally pushes the top of the hill downhill.

Figure 22: Evening Post 15 August 1936, p.17



*Figure 23: Detail of SN70 C 12 (1938), project area in red*



*Figure 24: Detail of SN373 H 12 (1945), project area in red*



Figure 25: Adkin 1953.<sup>16</sup>



Figure 26: Detail of SN846 D 11 (1954), project area in red

<sup>16</sup> New Rongotai Airport : Moa Point reef from north east hill, 12 July 1953, by Leslie Adkin. Te Papa (A.007959) <https://collections.tepapa.govt.nz/object/130144>



*Figure 27: Airport construction 1955.<sup>17</sup>*



*Figure 28: Detail of 1955 aerial photograph of Moa Point.<sup>18</sup>*

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<sup>17</sup> Aerial view of Rongotai and Moa Point, Wellington. Evening post (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper. Ref: EP/1955/2045-F. Alexander Turnbull Library, Wellington, New Zealand. /records/22849320

<sup>18</sup> Aerial view of Rongotai and Moa Point, Wellington. Evening post (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper. Ref: EP/1955/2042-F. Alexander Turnbull Library, Wellington, New Zealand. /records/22892628



Figure 29: Adkin November 1955, airport construction.<sup>19</sup>



Figure 30: Adkin 1955, airport construction.<sup>20</sup>

<sup>19</sup> Panorama : Rongotai aerodrome constructions from remains of Moa Point Hill, 25 November 1955, by Leslie Adkin. Te Papa (A.008320) <https://collections.tepapa.govt.nz/object/131097>

<sup>20</sup> Panorama : Rongotai aerodrome constructions from remains of Moa Point Hill, 25 November 1955, by Leslie Adkin. Te Papa (A.008321) <https://collections.tepapa.govt.nz/object/131098>



*Figure 31: Dec 1955<sup>21</sup>*



*Figure 32: Detail of SN1038 B 4 (1957), project area in red*

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<sup>21</sup> Aerial view of Moa Point, Lyall Bay and Miramar, Wellington. Evening post (Newspaper. 1865-2002) :Photographic negatives and prints of the Evening Post newspaper. Ref: EP/1955/2993-F. Alexander Turnbull Library, Wellington, New Zealand. /records/23163096



*Figure 33: Detail of SN1065 A1 14 (1958), project area in red*



*Figure 34: Detail of SN3290 F 2 (1970), project area in red*



Figure 35: Detail of SN3751 A 2 (1974), project area in red

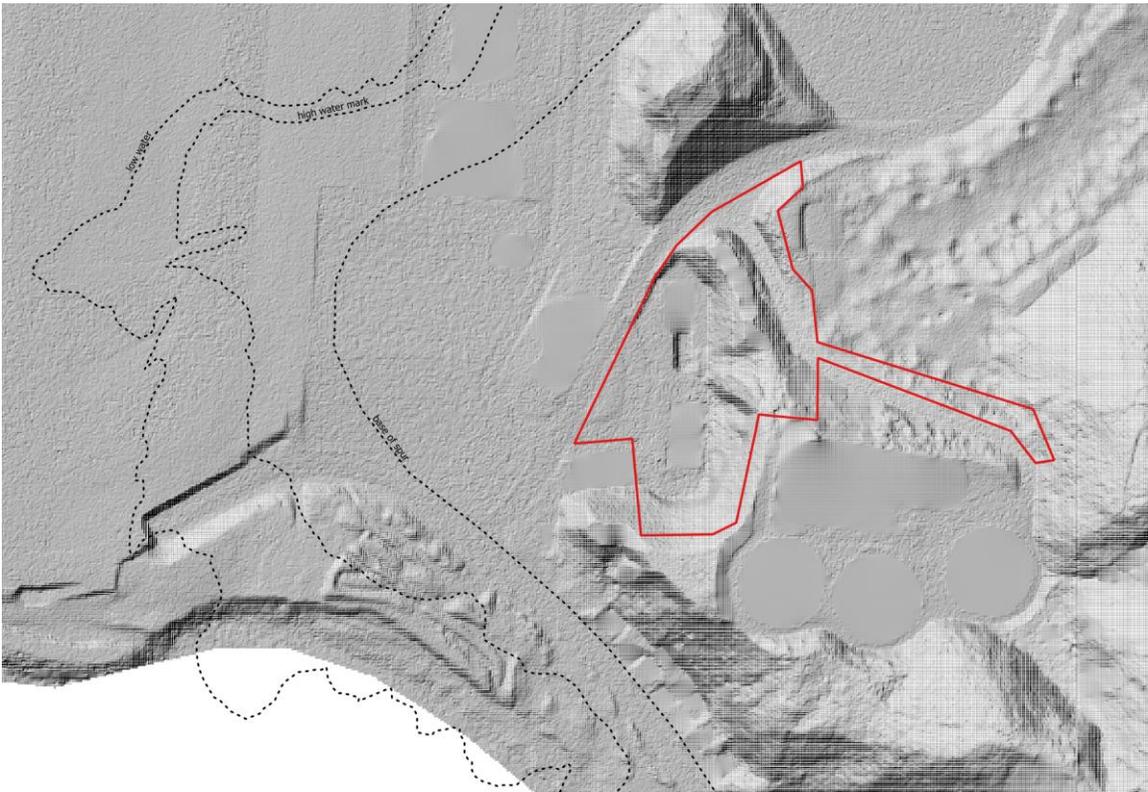


Figure 36: 2013 1m dem showing 1970s quarry approximate locations of coastline and base of spur added in black, project area in red

The west facing slope of the project area is the former quarry slope created in 1970, however in the late 1980s the construction of the AGS building (which was formerly the Moa Point Wastewater Treatment Plant Milliscreen Building) resulted in steepening of the lower 10m of this slope.

Photographs from that time suggest a landslide occurred shortly after construction, and instability appears to have been ongoing with debris periodically accumulating at the slope toe behind the AGS building. The current Wastewater Treatment Plant at Moa Point became operational in 1997/1998.

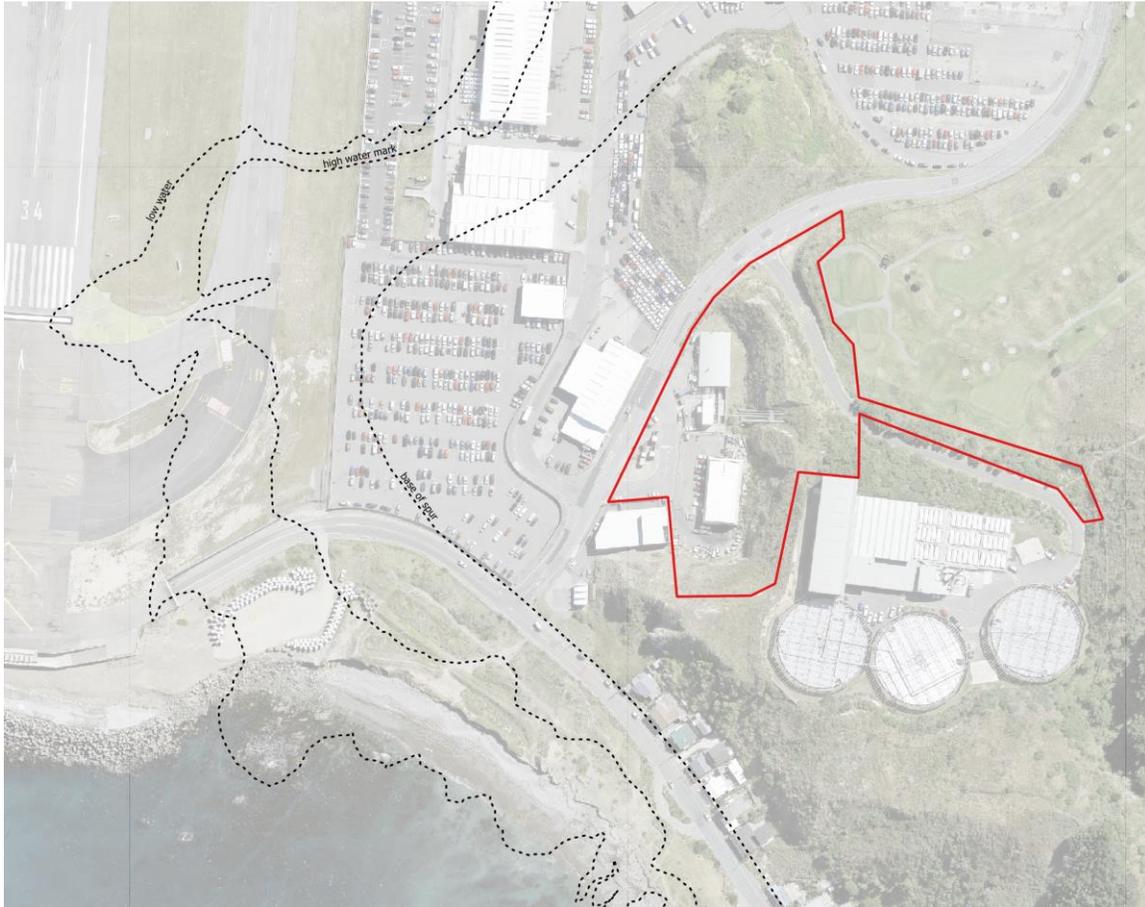


Figure 37: Detail from Figure 34 overlaid on 2017 010m aerial with 0.5m contours, project area in red

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## PREVIOUS ARCHAEOLOGICAL WORK

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Early site recording work around Wellington Harbour was done by researchers and ethnographers.

One of these was James Coutts Crawford, who was an early immigrant and landowner on the Miramar Peninsula. He documented some of the early history as recounted to him which he published in the *Transactions of the Royal Society* (Crawford 1872). Crawford also produced a map showing Māori occupation at a number of locations (Figure 38), which were related to him by the Ngāti Kahungunu chief Te Manihera (1800-1885) who resided at Pirinoa, near Greytown.

Another researcher, Hector McLeod published a postcard showing Māori place names on the Miramar Peninsula in 1907 (Figure 39) and wrote an accompanying article in the *Journal of the Early Settlers & Historical Association of Wellington* in 1913. The locations of several artefact finds were described in general terms.

*The sands of eastern Lyall Bay give sure reward to the seeker; moa shell in particular. A number of cetacean skeletons, crumbling to powder, yet preserved in form in dry sand, lie at heights up to 147 ft above high-water mark. One stretching over 60 ft is half mile inland. Almost every spur of the inner hills reveals the handiwork of old-time toilers.* (McLeod 1913:116).

Elsdon Best published several articles in the *Journal of the Polynesian Society* on the Māori History of Wellington. His first publication in 1901 was followed by a series of articles published between 1917 and 1919 titled 'The Land of Tara and they who settled it'. Best described the section of coastline between Tarakena Bay and Moa Point in part IV (Best 1918:8):

*On the crest of the hill at Hau-te-taka, the eastern headland of Lyall Bay, have been found many fragments of moa egg shell, as also on the sandy area on the lower levels. Old ovens have been seen on the summit of the headland, which is pretty sure to have been occupied in former times, for it is just such a position as appealed to the neolithic Maori. Erosion and drift sands have, however, concealed all evidence of such occupation, save the umu or oven. In the first, second and third gullies east of this hill a number of interesting finds have been made, including shell middens, implements, human, whale and tuatara bones, with fragments of moaegg-shell, and probably the gizzard stones of that creature. Large whale bones have been seen as much as 140 feet above high-water mark on the sandy slope of the second gully; others on the sands between the two first gullies. When exposed these bones soon crumbled away. Further on toward the Golf Links, at the base of Green Spur, the long spur trending down from the Orongo Ridge, are tokens of former occupation in the form of ordinary village refuse, stone and shell.*

He refers to some other places in part V (Best 1918:175)

**Orongo.** The ridge extending from the signal station to the eastern headland of Lyall Bay.

**Hua-te-taka.** The eastern headland of Lyall Bay. Crawford's map gives Hue-te-para as the name of the sandy beach at Lyall Bay, but none of the natives consulted by the writer knew the name.

Best published further notes on the Miramar Peninsula in 1923. He noted that the name for the peninsula Motu-kairangi alluded to it having been an island and related a tradition from the time of Te-Ao-haere-tahi (estimated to have been alive in the fifteenth century) of a violent earthquake which uplifted the seabed to form the isthmus connecting the island with the mainland (Best 1923:785).

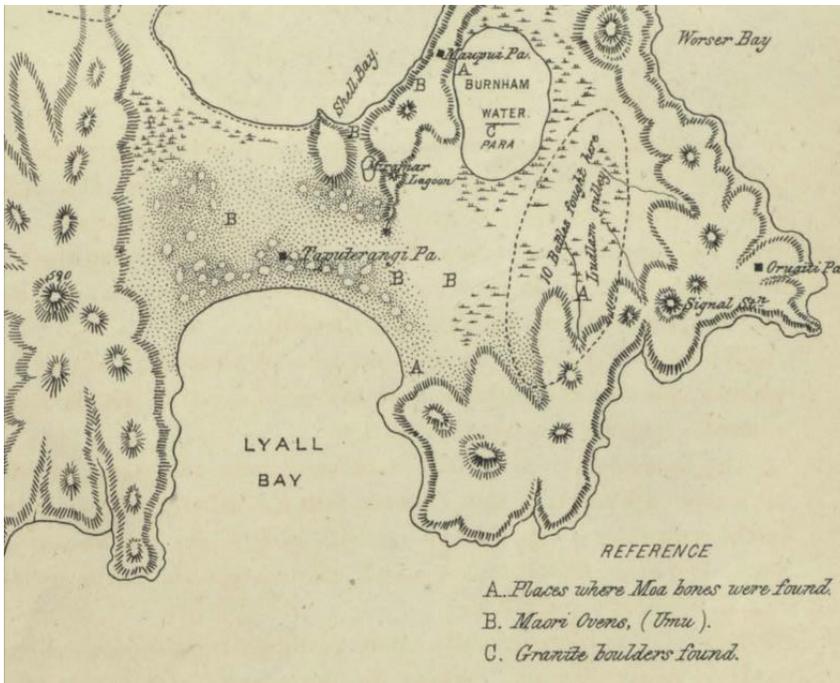


Figure 38: Detail from Crawford's 1872 map of the Miramar Peninsula.<sup>22</sup>

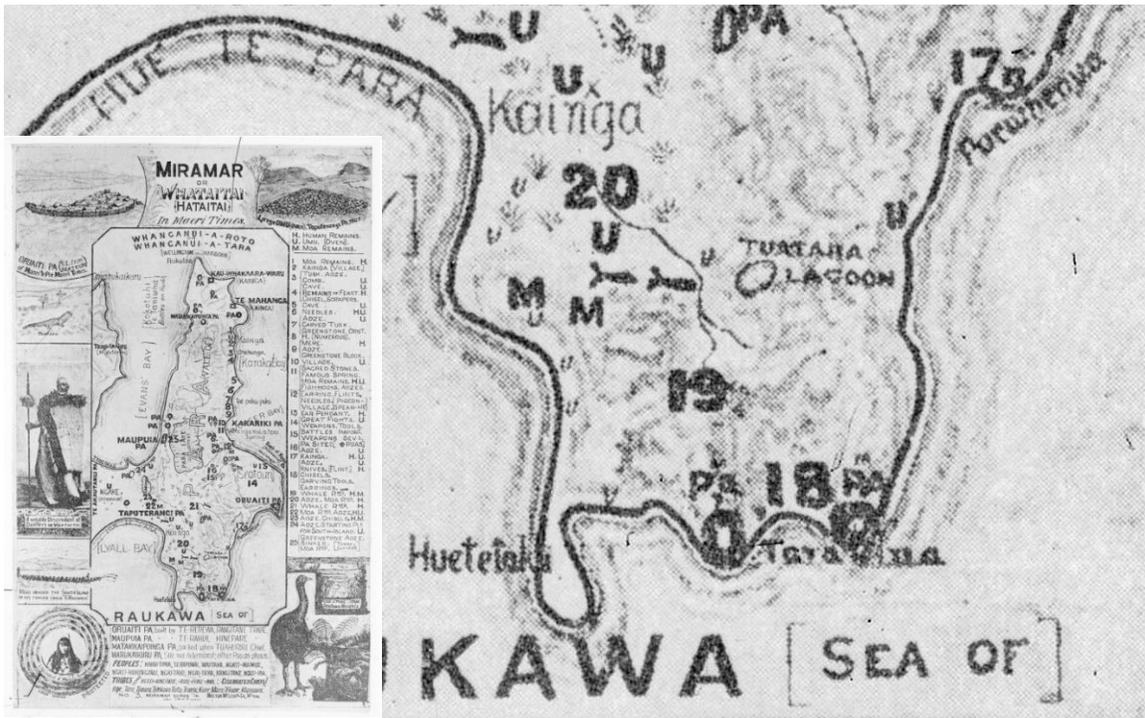


Figure 39: Detail of Hector McLeod & Company 1907 postcard showing moa bone finds (M) and umu (U) around Moa Point, full image of the Miramar Peninsula inset left.<sup>23</sup>

<sup>22</sup> [http://rsnz.natlib.govt.nz/volume/rsnz\\_05/rsnz\\_05\\_00\\_003010.html](http://rsnz.natlib.govt.nz/volume/rsnz_05/rsnz_05_00_003010.html)

<sup>23</sup> Hector McLeod & Company. Map of Miramar Peninsula, Wellington, showing pa sites, published by Hector McLeod and Company 1907. Ref: 1/2-003762-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23055671>

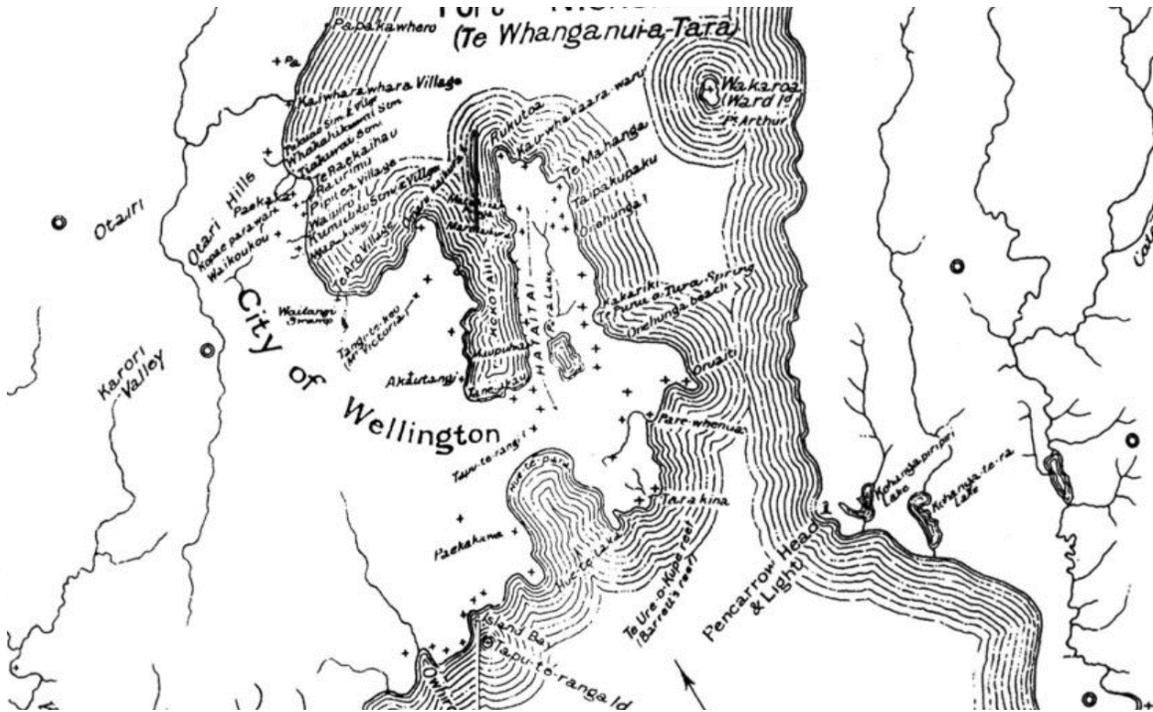


Figure 40: S. Percy Smith's map showing place names (Smith 1910:395).<sup>24</sup>

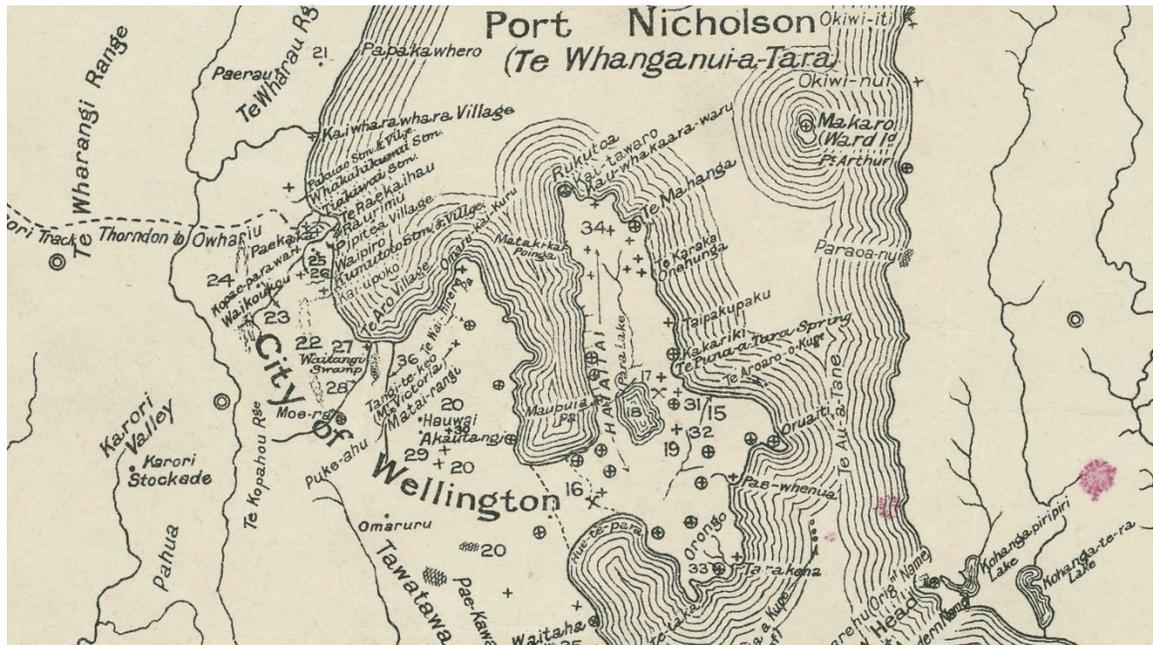


Figure 41: Detail of Best and McLeod's 1916 map showing place names.<sup>25</sup>

<sup>24</sup> <http://nzetc.victoria.ac.nz/tm/scholarly/tei-SmithHist.html>

<sup>25</sup> Best, Elsdon, 1856-1931; McLeod, H. N.: Wellington country district, shewing native names [cartographic material] / from information supplied by Elsdon Best & H.N. McLeod, Wellington [N.Z.]: Lands and Survey Department [1916]. Ref: MapColl 832.47cc [1916] 635. Alexander Turnbull Library, Wellington, New Zealand. <https://natlib.govt.nz/records/21359662>



The places mentioned by Adkin in close proximity to Moa Point are given below.

**Hue-te-para** beach. The name of the concave sweep of the beach at Lyall Bay... This name was originally supplied by James Coutts Crawford, and S. Percy Smith and Elsdon Best adopted it (on their respective maps of the Wellington area) as correct.

**Hue-te-taka** peninsula. The small projecting peninsula of raised shore platform with conspicuous stack rocks and raised shingle beaches, at the eastern head of Lyall Bay. This name makes use of a simile – an apt descriptive comparison of the shape of this peninsula with objects familiar in Māori livelihood and signifies ‘a gourd (*hue*) fastened to the land as a fish-hook is fastened (*taka*) to a line’.

**Orongo** ridge. ‘The ridge extending from the signal station to the eastern headland of Lyall Bay.

Adkins use of the term Waitaha to describe earlier sites containing moa bone was criticised by archaeologist Jack Golson (1960) who saw the term as more accurately depicting a tribal grouping rather than culture phase. Golson preferred the term ‘archaic’ (Roger Duff had used the term moa-hunter), and considered Adkin was attempting to make the archaeological data fit the model rather than the other way around. Of the moa bone bearing sites in the Wellington region (1957) noted:

*The early period of Wellington settlement is represented by middens with moa bones in primary association on the one hand and by finds of moa-hunter artefacts on the other. Middens with moa bones seem well authenticated on the evidence of Christie, who worked them before they were destroyed at Lyall Bay and Seatoun. The distribution of moa hunter artefacts is much wider. They have been recovered at many points along the coastline of the area under discussion, often from middens where no moa bones have been found. They comprise adzes, reels and minnow shanks, and all the main adze types well authenticated at Wairau, apart from the side-bafted adze, are represented. It is interesting to note Mr. Palmer's statistics showing that the proportions between the various types are almost identical with the Wairau proportions. Statistically the number of localised moa hunter adzes, fifty-one, discovered in the Wellington area is not negligible.*

*The typological similarity of the Wellington adzes with those of Wairau is perhaps further evidence of the cultural unity of the Cook Strait region noted by both Skinner and Duff. After all, the Wellington coast is within site of the Wairau camp. Perhaps the moa bones found in Wellington middens are those of South Island rather than local North Island birds.*

#### PREVIOUS ARCHAEOLOGICAL REPORTING

The New Zealand Archaeological Association began its archaeological site recording scheme in 1958. It began as an amalgamation of several regional recording initiatives, including the Dominion Museum Archaeological Group which started recording sites around the Wellington Region in 1959 (Daniels and McFadgen 2004). Much of the early recording was undertaken on a volunteer basis and focused on the coastline. Rangitatau pā (R27/55) was one of the sites recorded in the first few years of the site recording scheme.

In 1986 Department of Conservation archaeologist Kevin Jones, compiled a summary of Māori archaeology in Wellington which included notes on the Miramar Peninsula including a map showing various place names and reported sites. He noted that by 1500AD the landscape had been largely deforested and that the sandy soils found in parts of the Miramar Peninsula would have been suitable for gardening (Jones 1986). The WWII era military sites were recorded in 1989 and 2006 by Department of Conservation archaeologist and NZAA central file keeper, Tony Walton.

In 2009 and 2015 archaeologist Victoria Grouden carried out work for the Wellington City Council in the Historic Reserve around Rangitatau pā. Grouden’s reports compiled and summarized much of the archaeological earlier research for this area.

In more recent years Kevin Jones has undertaken archaeological monitoring for Wellington International Airport Ltd (WIAL) at the site of the Maupuia pā (Jones 2012) and at the control tower site on Tirangi Road (Jones 2016a, 2017). Although no insitu archaeological remains were exposed in these works he observed that although the former dune areas were now heavily modified there was still potential for archaeological deposits to be preserved in former swales that had been fill in (Jones 2016a:4). Jones also carried out further assessment work for WIAL with regards to the removal of the spur remnant on the north side of Stewart Duff Drive for the purposes of a southern extension to the airport runway (Jones 2016b). Jones noted that soils on top of the bedrock exhibited limited soil formation and older soils which might contain archaeological evidence appeared to have been removed (Jones 2016b:10-11). Jones also reported that he had inspected the then proposed wastewater treatment plant site in 1990, and that at the time the surface of the ridge had been ‘exposed bedrock with patches of gleyed sand and with a cover of sedges’. He reported that there was no evidence of archaeological sites.

#### RECORDED ARCHAEOLOGICAL SITES AND LISTED PLACES

Archsite contains details of 7 recorded archaeological sites between Moa Point and Palmer Head. These are predominantly related to Māori occupation or WWII coastal defence structures, and only represents the number of investigated and reported sites. Because of its relatively undeveloped state the total number of surviving archaeological deposits along this part of the Wellington Coastline will likely be higher. Much of the archaeological work around the Miramar Peninsula noted in the preceding sections of this report has not been captured in the Site Recording Scheme. Because the process for recording sites is now largely development driven, the distribution of sites in Wellington better reflects the areas that have been subject to formal assessment as part of the authority process.

Sites recorded in the NZAA Site Recording Scheme and listed in the District Plan in close proximity to the project area are listed in the figures and tables below (Figures 44 and 45):

<b>NZAA</b>	<b>Site type</b>	<b>Location</b>	<b>Recorded by</b>
R27/55	Rangitatau pā	Rangitatau Historic Reserve	Daniels, 1960
R27/113	Midden/oven	Tarakena Bay	Daniels, 1972
R27/171	Military (non-Māori) WWII 6” guns	Orongo ridge	Walton, 1989
R27/172	Military (non-Māori) WWII radar station	Orongo ridge	Walton, 1989
R27/263	Military (non-Māori) WWII trenches	Tarakena Bay	Walton, 2006
R27/264	Military (non-Māori) WWII searchlights	Palmer Head	Walton, 2006
R27/457	Midden/oven	Moa Point Road	Bowron-Muth, 2012

*Figure 44: Recorded Archaeological sites Moa Point to Palmer Head*

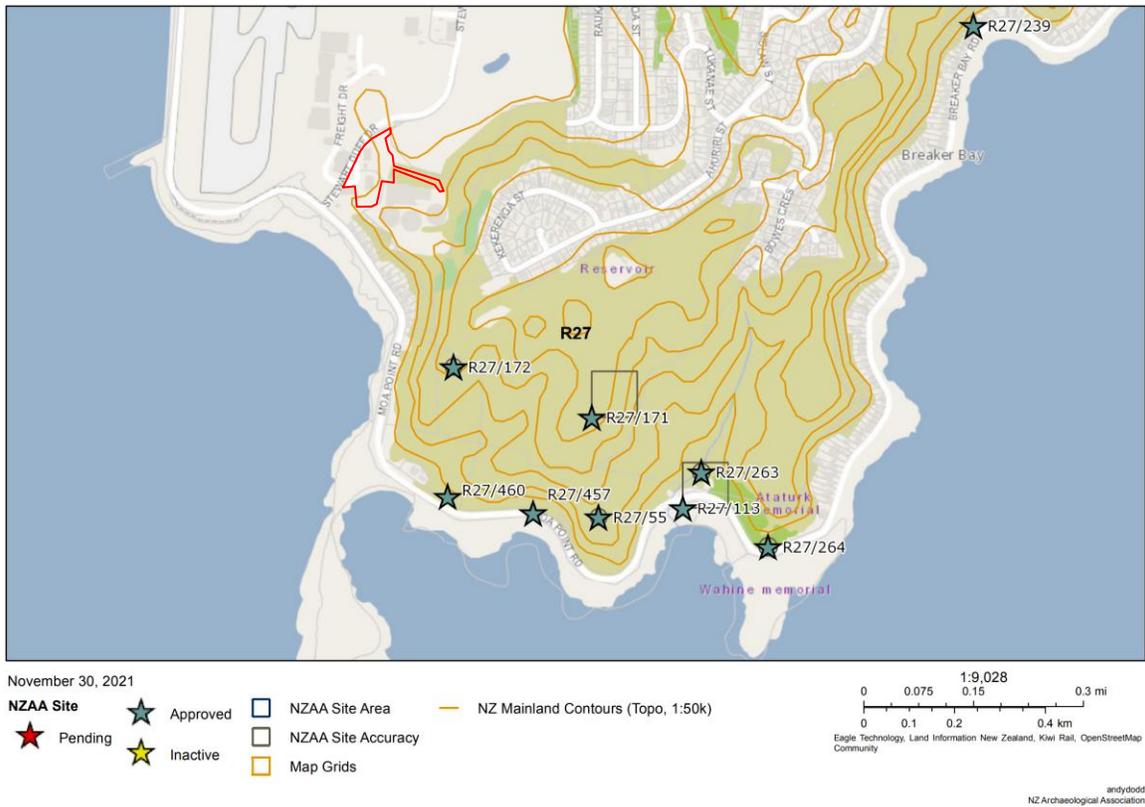


Figure 45: Archsite map generated 30 Nov 2021 showing locations of recorded archaeological sites in vicinity.

The nearest places to be included on the New Zealand Heritage List are associated with Rangitatau pā which is listed as a Wāhi Tapu Area (No. 9648) and a Historic Place (No.6158). Rangitatau is also scheduled in the 2021 Draft District Plan as a Māori precinct and under individual sites of significance to Māori M110-112 (Schedule 7).

WCC	Site name	Location	List
M110	Poito pā	Tarakena Bay	
M111	Rangitatau pā	Tarakena Bay	6158 / 9648
M112	Tarakena pā	Tarakena Bay	
	Rangitatau cultural precinct		

Figure 46: Listed and scheduled heritage sites in the vicinity of the project area.



Figure 47: Detail of Wellington City Operative District Plan in proximity to the project area.<sup>26</sup>

<sup>26</sup> <http://wellington.govt.nz/webmap/wccmap.html> accessed 30.11.2021

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## ASSESSMENT

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The site was inspected over the course of a 1-hour visit on 24 March 2022. During this time the author walked up the spur remnant on the west side of Stewart Duff Drive to photograph the project area, observed the exposed quarry face from outside of the perimeter fence from several locations, walked up onto and across the top of the spur remnant proposed to be cut away for the SMF development and inspected area proposed for landscaping on the north side of the WWTP access road.

The entire area has clearly been heavily modified from its original topography, and the author concurs with Jones (2016b) assessment that there appears to be very limited topsoil development indicating that original ground surfaces which might have included archaeological deposits have been largely cut away. The possible exception to this is the area proposed for landscaping on the north side of the WWTP access road bounding on the golf course, although the lower portion of the road too, has been cut away. Vegetation across the top of the ridge remnant is now dominated by knee high kikuyu and gorse. Bedrock is still exposed in places on the sides of the quarried face.

No recorded archaeological sites have been identified and there is little to no potential for unrecorded insitu deposits to be present except in the area bounding the golf course on the north side of the WWTP access road. This is because of the comparatively lighter development of this area (for a golf course) as well as the depositional context (sand) which is more conducive to the preservation of archaeological deposits than exposed greywacke. Photos taken during the inspection are included below (Figures 48-60).



*Figure 48: Quarried slope behind the present buildings. Note stepped quarry face and areas of exposed bedrock (24.03.2022)*



Figure 49: Intersection of WWTP access road and Stewart Duff Drive (24.03.2022)



Figure 50: Area on the north side of the WWTP access road to be repurposed for roading (24.03.2022)



Figure 51: Area on the southeast side of the WWTTP access road to be used for export silo location (24.03.2022)



Figure 52: Looking southeast along Stewart Duff Drive showing the extent of the road cutting (24.03.2022)



*Figure 53: Looking southwest down WWTP access road, area proposed for landscaping on RHS (24.03.2022)*



*Figure 54: Looking northwest across WWTP access road towards area proposed for landscaping (24.03.2022)*



*Figure 55: Looking northeast up WWTP access road, area proposed for landscaping on LHS (24.03.2022)*



*Figure 56: Top of remnant of ridge near pipe cutting, WWTP top of frame RHS (24.03.2022)*



*Figure 57: Top of remnant of ridge looking across pipe cutting, WWTP in background (24.03.2022)*



*Figure 58: Looking southwest along remnant of ridge proposed to be removed (24.03.2022)*



*Figure 59: Looking southwest further along remnant of ridge proposed to be removed (24.03.2022)*



*Figure 60: Looking southwest across pipe cutting from WWTP with airport in background (24.03.2022)*

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## ARCHAEOLOGICAL SIGNIFICANCE

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Archaeological reports usually contain a statement of significance prepared according to accepted guidelines (Gumbley 1995, Walton 1999; NZHPT 2006, NZHPT 2013). Because there is no potential for unrecorded sites no statements have been prepared for this report

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## EFFECTS ON ARCHAEOLOGICAL VALUES

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Because there appears to be little to no extant original ground within the proposed works footprint there are likely to be no effects on archaeological deposits.

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## CONCLUSION

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The name Moa Point was at one time given to the spur and headland at the southeast end of Lyall Bay beach now truncated by the runway for Wellington International airport. The name is not of Māori origin but derives from early finds of Moa bone and eggshells in the late nineteenth and early twentieth centuries which were likely associated with archaeological deposits in that area.

Much of the spur has been completely cut away and/or levelled within the area that is the subject of this report so the potential for encountering insitu archaeological deposits at the former ground level is almost nonexistent. Redeposited archaeological material may be encountered in fill layers but is not protected by the archaeological provisions of the *Heritage New Zealand Pouhere Taonga Act*.

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## RECOMMENDATIONS

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- That Wellington City Council does not need to apply to Heritage New Zealand for an authority to modify archaeological deposits for the works assessed by this report.
- There are no additional archaeology related rules or policy considerations under the Operative District Plan

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## REFERENCES

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### PRIMARY SOURCES

#### LAND PLANS

DP 1849 (1929); DP 8149 (1927); DP 8272 (1927);  
SO 10242 (n.d.); SO 10243 (n.d.); SO 10244 (n.d.); SO 10414 (1842);  
SO 10429 (1843); SO 10430 (1843); SO 10432 (1843); SO 10434 (1843);

SO 11017 (1872); SO 13870 (1894); SO 19628 (1935);  
B134 (1901)

#### NEWSPAPERS AND PERIODICALS

*New Zealand Gazette and Wellington Spectator* 15.12.1841, p.2; 18.12.1841, p.3  
*Evening Post* 18.10.1935, p.7; 15.08.1936, p.17

#### LEGISLATION

*Heritage New Zealand Pouhere Taonga Act* 2014  
*Ngāti Toa Rangatira Claims Settlement Act* 2014  
*Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act* 2009  
*Resource Management Act* 1991

#### AERIAL PHOTOGRAPHS

SN70 C 12 (1938); SN373 H 12 (1945); SN846 D 11 (1954); SN1038 B 4 (1957);  
SN1065 A1 14 (1958); SN3290 F 2 (1970); SN3751 A 2 (1974)

#### ARCHIVAL PLANS

Barnett, Thomas, active 1826. Barnett, Thomas (Capt), fl 1826 :Port Nicholson or Wangenne'tera in New Zealand [ms map]. Surveyed by T. Barnett, May 1826.. Ref: MapColl-832.47aj/1826/Acc.379. Alexander Turnbull Library, Wellington, New Zealand. <https://natlib.govt.nz/records/23240278>  
Wylde, James, 1839, Chart of Port Nicholson, New Zealand / surveyed by E.M. Chaffers. <https://natlib.govt.nz/records/38994188>  
Port Nicholson / surveyed by E.M. Chaffers, 1839; J. & C. Walker sculpt., 1842 <https://natlib.govt.nz/records/40710390>  
Great Britain. Hydrographic Department.; 1856; Stokes, John Lort, 1811-1885.; J. & C. Walker (Firm)Port Nicholson surveyed by J.L. Stokes ... [et al.], 1849; J. & C. Walker, sculpt. Ref: Digital Collection 81268192800002836 Alma Collection. National Library of New Zealand, Wellington, New Zealand. [http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps\\_pid=IE212156](http://ndhadeliver.natlib.govt.nz/delivery/DeliveryManagerServlet?dps_pid=IE212156)  
Plan of Hataitai or Watts Peninsula, Evans Bay district, the property of J.C. Crawford / [surveyed by E. Holroyd Beere]. <https://natlib.govt.nz/records/22246937>  
J.H. Bethune & Co., 1926, Plan of the Moa Point estate, Lyall Bay east / [surveyed by ] Seaton, Sladden & Pavitt. <https://natlib.govt.nz/records/40375990>

#### ARCHIVAL IMAGES

Crawford, James Coutts, 1872, Map of the Miramar Peninsula. Alexander Turnbull Library, Wellington, New Zealand [http://rsnz.natlib.govt.nz/volume/rsnz\\_05/rsnz\\_05\\_00\\_003010.html](http://rsnz.natlib.govt.nz/volume/rsnz_05/rsnz_05_00_003010.html)  
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