

Application for resource consent or fast-track resource consent

(Or Associated Consent Pursuant to the Resource Management Act 1991 (RMA)) (If applying for a Resource Consent pursuant to Section 87AAC or 88 of the RMA, this form can be used to satisfy the requirements of Schedule 4). Prior to, and during, completion of this application form, please refer to Resource Consent Guidance Notes and Schedule of Fees and Charges — [both available on the Council's web page](#).

1. Pre-Lodgement Meeting

Have you met with a council Resource Consent representative to discuss this application prior to lodgement? Yes No

2. Type of Consent being applied for

(more than one circle can be ticked):

- Land Use
- Fast Track Land Use*
- Subdivision
- Consent under National Environmental Standard
(e.g. Assessing and Managing Contaminants in Soil)
- Other (please specify) _____
- Discharge
- Change of Consent Notice (s.221(3))
- Extension of time (s.125)

* *The fast track is for simple land use consents and is restricted to consents with a controlled activity status.*

3. Would you like to opt out of the Fast Track Process?

Yes No

4. Consultation

Have you consulted with Iwi/Hapū? Yes No

If yes, which groups have you consulted with?

Who else have you consulted with?

For any questions or information regarding iwi/hapū consultation, please contact Te Hono at Far North District Council tehonosupport@fndc.govt.nz

5. Applicant Details

Name/s:

New Zealand Transport Agency Waka Kotahi (NZTA)

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

6. Address for Correspondence

Name and address for service and correspondence (if using an Agent write their details here)

Name/s:

Alex Erceg

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

** All correspondence will be sent by email in the first instance. Please advise us if you would prefer an alternative means of communication.*

7. Details of Property Owner/s and Occupier/s

Name and Address of the Owner/Occupiers of the land to which this application relates (where there are multiple owners or occupiers please list on a separate sheet if required)

Name/s:

Sandra Anne Kitchen

**Property Address/
Location:**

6770 SH1

Kaitaia

Postcode

0482

8. Application Site Details

Location and/or property street address of the proposed activity:

Name/s:

**Site Address/
Location:**

Postcode

Legal Description:

Val Number:

Certificate of title:

Please remember to attach a copy of your Certificate of Title to the application, along with relevant consent notices and/or easements and encumbrances (search copy must be less than 6 months old)

Site visit requirements:

Is there a locked gate or security system restricting access by Council staff? Yes No

Is there a dog on the property? Yes No

Please provide details of any other entry restrictions that Council staff should be aware of, e.g. health and safety, caretaker's details. This is important to avoid a wasted trip and having to re-arrange a second visit.

9. Description of the Proposal:

Please enter a brief description of the proposal here. Please refer to Chapter 4 of the District Plan, and Guidance Notes, for further details of information requirements.

If this is an application for a Change or Cancellation of Consent Notice conditions (s.221(3)), please quote relevant existing Resource Consents and Consent Notice identifiers and provide details of the change(s), with reasons for requesting them.

10. Would you like to request Public Notification?

Yes No

11. Other Consent required/being applied for under different legislation

(more than one circle can be ticked):

- Building Consent**
- Regional Council Consent (ref # if known)**
- National Environmental Standard consent**
- Other (please specify)**

12. National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health:

The site and proposal may be subject to the above NES. In order to determine whether regard needs to be had to the NES please answer the following:

Is the piece of land currently being used or has it historically ever been used for an activity or industry on the Hazardous Industries and Activities List (HAIL) **Yes** **No** **Don't know**

Is the proposed activity an activity covered by the NES? Please tick if any of the following apply to your proposal, as the NESCS may apply as a result. **Yes** **No** **Don't know**

- Subdividing land**
- Changing the use of a piece of land**
- Disturbing, removing or sampling soil**
- Removing or replacing a fuel storage system**

13. Assessment of Environmental Effects:

Every application for resource consent must be accompanied by an Assessment of Environmental Effects (AEE). This is a requirement of Schedule 4 of the Resource Management Act 1991 and an application can be rejected if an adequate AEE is not provided. The information in an AEE must be specified in sufficient detail to satisfy the purpose for which it is required. Your AEE may include additional information such as Written Approvals from adjoining property owners, or affected parties.

Your AEE is attached to this application **Yes**

13. Draft Conditions:

Do you wish to see the draft conditions prior to the release of the resource consent decision? **Yes** **No**

If yes, do you agree to extend the processing timeframe pursuant to Section 37 of the Resource Management Act by 5 working days? **Yes** **No**

14. Billing Details:

This identifies the person or entity that will be responsible for paying any invoices or receiving any refunds associated with processing this resource consent. Please also refer to Council's Fees and Charges Schedule.

Name/s: (please write in full)

New Zealand Transport Agency Waka Kotahi

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

Fees Information

An instalment fee for processing this application is payable at the time of lodgement and must accompany your application in order for it to be lodged. Please note that if the instalment fee is insufficient to cover the actual and reasonable costs of work undertaken to process the application you will be required to pay any additional costs. Invoiced amounts are payable by the 20th of the month following invoice date. You may also be required to make additional payments if your application requires notification.

Declaration concerning Payment of Fees

I/we understand that the Council may charge me/us for all costs actually and reasonably incurred in processing this application. Subject to my/our rights under Sections 357B and 358 of the RMA, to object to any costs, I/we undertake to pay all and future processing costs incurred by the Council. Without limiting the Far North District Council's legal rights if any steps (including the use of debt collection agencies) are necessary to recover unpaid processing costs I/we agree to pay all costs of recovering those processing costs. If this application is made on behalf of a trust (private or family), a society (incorporated or unincorporated) or a company in signing this application I/we are binding the trust, society or company to pay all the above costs and guaranteeing to pay all the above costs in my/our personal capacity.

Name: (please write in full)

Kim Harris Cottle

Signature:

(signature of bill payer)

[Redacted Signature]

Date 17-Feb-2025

MANDATORY

15. Important Information:

Note to applicant

You must include all information required by this form. The information must be specified in sufficient detail to satisfy the purpose for which it is required.

You may apply for 2 or more resource consents that are needed for the same activity on the same form. You must pay the charge payable to the consent authority for the resource consent application under the Resource Management Act 1991.

Fast-track application

Under the fast-track resource consent process, notice of the decision must be given within 10 working days after the date the application was first lodged with the authority, unless the applicant opts out of that process at the time of lodgement. A fast-track application may cease to be a fast-track application under section 87AAC(2) of the RMA.

Privacy Information:

Once this application is lodged with the Council it becomes public information. Please advise Council if there is sensitive information in the proposal. The information you have provided on this form is required so that your application for consent pursuant to the Resource Management Act 1991 can be processed under that Act. The information will be stored on a public register and held by the Far North District Council. The details of your application may also be made available to the public on the Council's website, www.fndc.govt.nz. These details are collected to inform the general public and community groups about all consents which have been issued through the Far North District Council.

15. Important information continued...

Declaration

The information I have supplied with this application is true and complete to the best of my knowledge.

Name: (please write in full)

Signature:

Date

A signature is not required if the application is made by electronic means

Checklist (please tick if information is provided)

- Payment (cheques payable to Far North District Council)
- A current Certificate of Title (Search Copy not more than 6 months old)
- Details of your consultation with Iwi and hapū
- Copies of any listed encumbrances, easements and/or consent notices relevant to the application
- Applicant / Agent / Property Owner / Bill Payer details provided
- Location of property and description of proposal
- Assessment of Environmental Effects
- Written Approvals / correspondence from consulted parties
- Reports from technical experts (if required)
- Copies of other relevant consents associated with this application
- Location and Site plans (land use) AND/OR
- Location and Scheme Plan (subdivision)
- Elevations / Floor plans
- Topographical / contour plans

Please refer to Chapter 4 of the District Plan for details of the information that must be provided with an application. Please also refer to the RC Checklist available on the Council's website. This contains more helpful hints as to what information needs to be shown on plans.



Image: Northern Laydown Area - 6770 State Highway 1 taken on 19 August 2024

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Northern Laydown Area

New Zealand Transport Agency Waka Kotahi
Mangamuka Slip Response Project 2022

18 FEBRUARY 2025

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QUALITY REVIEW AND APPROVAL RECORD

Item	Name	Date
Prepared by:	Alex Erceg Senior Planner, Stellar Projects	18 February 2025
Reviewed by:	Stuart Brooke Planning Manager, Stellar Projects	10 December 2024
Reviewed by:	Stephanie Kane Principal Planner, Environmental Planning (Auckland/Northland), New Zealand Transport Agency Waka Kotahi	17 January 2024
Approved for lodgement by:	Kim Cottle Principal Planner – Poutiaki Taiao / Environmental Planning Team, New Zealand Transport Agency Waka Kotahi	17 February 2025

ACRONYMS, TERMS AND ABBREVIATIONS

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
FNDC	Te Kaunihera o Te Hiku o te Ika/Far North District Council
FNDP	Operative Far North District Plan 2009
Gorge	Mangamuka Gorge
GRPA	Government Roding Powers Act 1989
LTMA	Land Transport Management Act 2003
LUC	Land Use Classification
NES	National Environmental Standard(s)
NPS	National Policy Statement
NPSHPL	National Policy Statement for Highly Productive Land 2022
NZCPS	New Zealand Coastal Policy Statement 2010
NZTA	New Zealand Transport Agency Waka Kotahi
pFNDP	Proposed Far North District Plan 2024
Project	Northern Laydown Area
pRPN	Proposed Regional Plan for Northland 2024
RMA	Resource Management Act 1991
RoT	Record of Title
RPS	Regional Policy Statement for Northland
SH1	State Highway 1
Site	Lot 1 DP 153400, 6770 State Highway 1
Slip Response	Mangamuka Slip Response Project 2022

EXECUTIVE SUMMARY

On 19 August 2022, Te Tai Tokerau/ Northland was hit with a Severe Weather Event which resulted in a large number of landslides through the Mangamuka Gorge on State Highway 1 making it impassable. New Zealand Transport Agency Waka Kotahi established the “*Mangamuka Slip Response Project 2022*” to progress the remedial works required to reopen the road.

Zealand Transport Agency Waka Kotahi has undertaken slip remediation works over the length of State Highway 1 through the Mangamuka Gorge as part of the Mangamuka Slip Response 2022 project. The Northern Laydown Area at 6770 SH1 was established in February 2023 to support the Phase 1 slip remediation works on the northern section of the Gorge. It was established in an existing industrial yard with the only work undertaken to prepare the yard for this project was the laying of additional aggregate to stabilise the site for heavy equipment.

The works were undertaken under the s330 Emergency Works Provisions of the RMA, whereby resource consent is required to be *sought retrospectively*, as it is considered that there are on-going adverse effects associated with the laying of additional aggregate.

Resource consents are required under the operative Far North District Plan, in relation to the laying of aggregate surface, deemed to be an “*impermeable surface*” as per the provisions of the District Plan.

Overall, the activity is not considered to give rise to minor or more adverse effects on persons nor the environment and is consistent with the relevant policies and objectives of the relevant statutory documents.

On-going consultation and engagement has been on-going throughout the Slip Response with relevant stakeholders, including Te Kaunihera o Te Hiku o te Ika/Far North District Council and man whenua.

The application can and should proceed non-notified and there are no reasons why resource consent cannot be granted for the activity.

1 BACKGROUND

On 19 August 2022, Te Tai Tokerau/ Northland was hit with a Severe Weather Event which resulted in a large number of landslides through the Mangamuka Gorge (the Gorge) on State Highway 1 (SH1) making it impassable. New Zealand Transport Agency Waka Kotahi (NZTA) established the “*Mangamuka Slip Response Project 2022*” (the Slip Response) to progress the remedial works required to reopen the road.

To aid in the Slip Response, the Northern Laydown Area was established at 6770 State Highway 1 for the purpose of storage of materials and for the fabrication of mesh for the pile foundations (the Project).

2 INTRODUCTION

2.1 Report Purpose

NZTA is lodging applications for resource consent for land use consents under the provisions of the Resource Management Act 1991 (RMA).

This Assessment of Effects on the Environment (AEE) report has been prepared in support of the Application, in accordance with Section 88 of the RMA.

This application is accompanied and supported by the “*Summary of Applications*” report. The “*Summary of Applications*” report should be read in conjunction with this report as it provides the high-level overview of the Mangamuka Slip Response Project 2022.

The separate resource consent application form has been prepared in accordance with the requirements of Form 9 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 and the relevant Council application form requirements.

2.2 New Zealand Transport Agency Waka Kotahi

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989 (GRPA). The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

Its core functions can be summarised as:

- investing in land transport activities;
- managing the state highway network; and
- providing access to and regulation for land transport.

Section 96(1)(a) of the LTMA requires that NZTA exhibits a sense of social and environmental responsibility when undertaking its work. This statutory requirement is reflected in a raft of strategic and policy documents. One of the core position statements is that NZTA will responsibly manage the land transport system’s interaction with people, places, and the environment.

NZTA is also a network utility operator approved as a requiring authority under Section 167 of the RMA.

2.3 Project Overview

NZTA has undertaken slip remediation works over the length of State Highway 1 through the Mangamuka Gorge as part of the Mangamuka Slip Response 2022 project. A Laydown Area at 6770 SH1 was established in February 2023 to support the Phase 1 slip remediation works on the northern section of the Gorge. It was established in an existing industrial yard operated by Brian Kitchen Contracting Ltd and the only work undertaken to prepare the yard for this project was the laying of additional aggregate to stabilise the site for heavy equipment.

This AEE relates to the establishment and operation of a Laydown Area at 6770 SH1, which included the laying of additional aggregate to stabilise the site for heavy equipment.

The works were undertaken under the s330 Emergency Works Provisions of the RMA, whereby resource consent is required to be sought retrospectively, as it is considered that there are on-going adverse effects associated with the laying of additional aggregate.

2.4 Resource Consents Sought

NZTA is submitting an application to Te Kaunihera o Te Hiku o te Ika/Far North District Council (FNDC) for the following resource consents, being sought retrospectively:

- Land-use Consent under s9(3) of the RMA for:
 - non-compliance with the stormwater management requirements due the deposition of aggregate surface resulting in impervious areas exceeding 20% of the site area, pursuant to Rule 8.6.5.4 of the Far North District Plan (FNDCP).

3 DESCRIPTION OF THE EXISTING ENVIRONMENT

3.1 Site Location

The subject site is located at 6770 SH1, Kaitaia. It is situated approximately 5.8km north of the northern end of the Gorge and approximately 12km south of Kaitaia. The location of the site is shown in **Figure 1** below.

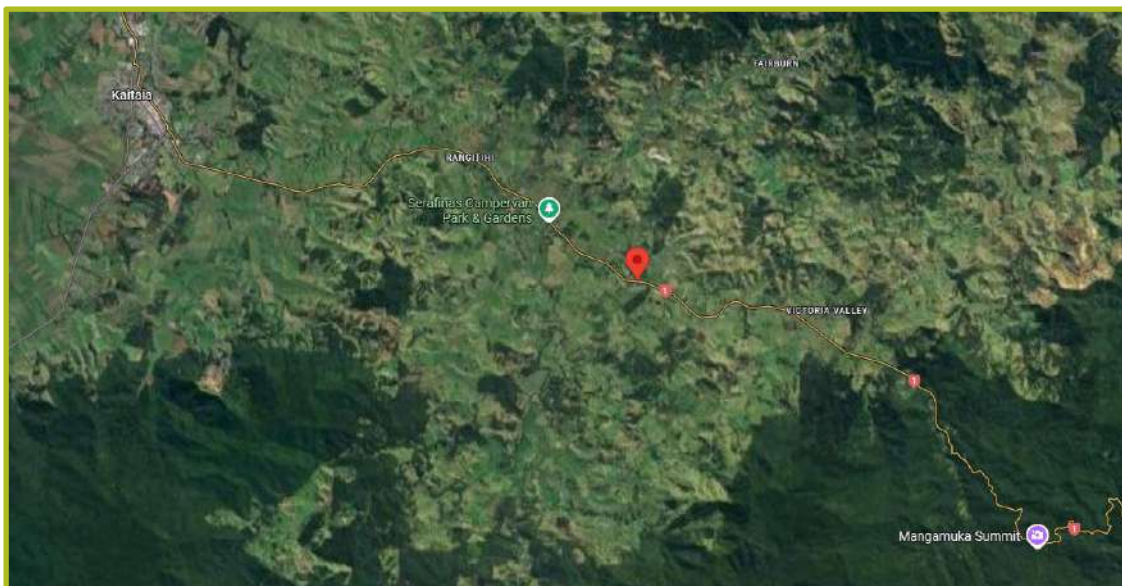


Figure 1: Site Locality (Red Pin) (Source: GoogleMaps - accessed 25 November 2024)

3.2 Record of Title

The Site, legally described as Lot 1 DP 153400, is owned by Sandra Anne Kitchen and is held in Record of Title (RoT) NA133C/184 (refer **Appendix A**).

The following interests on the RoT are considered to be relevant:

- *Gazette Notice (NZ Gazette 1.3.1979, p464) declaring the adjoining State Highway No. 1 to be a limited access road.*

3.3 Consenting History

There are a number of resource consents associated with the Site authorising the existing activities:

- RC-2161 granted 16 November 1992 to erect and operate an apple export pack house and shop
- RC-202051 granted 8 April 2002 to operate a contractor's depot, including retail sales of timber and garden supplies.

Copies of these resource consents are included as **Appendix B**.

3.4 Site Description

The Site contains an existing and lawfully established industrial yard, with ingress/egress directly onto SH1. The Site is bordered by existing mature vegetation and is surrounded by rural residential properties.



Figure 2: Aerial Image of 6770 State Highway 1 (Source: GoogleEarth - accessed 25 November 2024)

Effectively, the Site is split into two halves. The half fronting SH1 was the more utilised area of the Site by the contracting company at the Site, with the rear half of the Site being used informally for activities such as bulk storage. Historic aerial imagery shows the Site devoid of all vegetation (except for planting around the site boundary) and having some form of aggregate surface already existing (refer **Figure 3**).



Figure 3: Aerial Imagery of Site (2015-2020) (Source: GoogleEarth - accessed 26 November 2024)

3.4.1 Natural Hazards

The Site is identified on Northland Regional Council’s Hazard Property Viewer as being within a “*one-in-100-year flood extent (plus climate change)*” (refer **Figure 4**). A Hazard Summary Report is attached as **Appendix C** and indicates that 38.7% of the Site is within the flood extent.

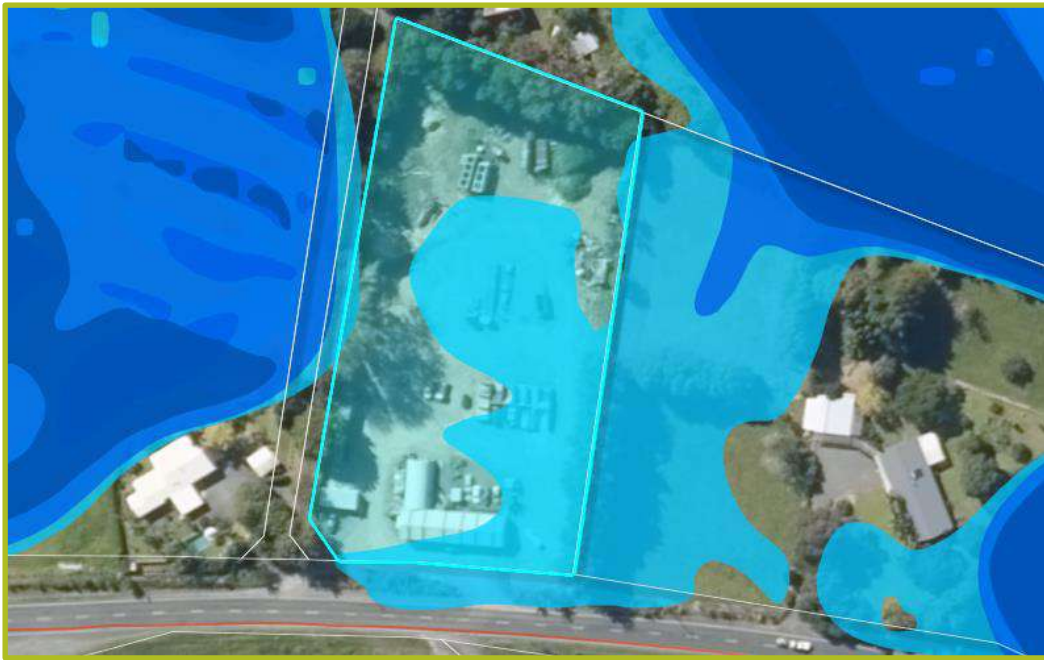


Figure 4: Flood Hazard Extent (Source: NRC GIS Hazard Property Viewer - accessed 25 November 2024)

The entire Site is identified on FNDC's Operative District ePlan as being within the "NRC flood susceptible land" (refer **Figure 5** below). It is, however, considered that this out of date, and the extent shown in **Figure 4** (above) is more up-to-date and accurate.



Figure 5: NRC Flood Susceptible Land over the Site (blue marker pin) (Source: FNDC Operative District ePlan - accessed 25 November 2024)

3.4.2 Land Use Classification

The soils on the site have a land use classification (LUC) of LUC 2 (refer **Figure 6**). A LUC report and map is attached as **Appendix D**. Soils with a classification of LUC 2 are considered to be Highly Productive Land (HPL).

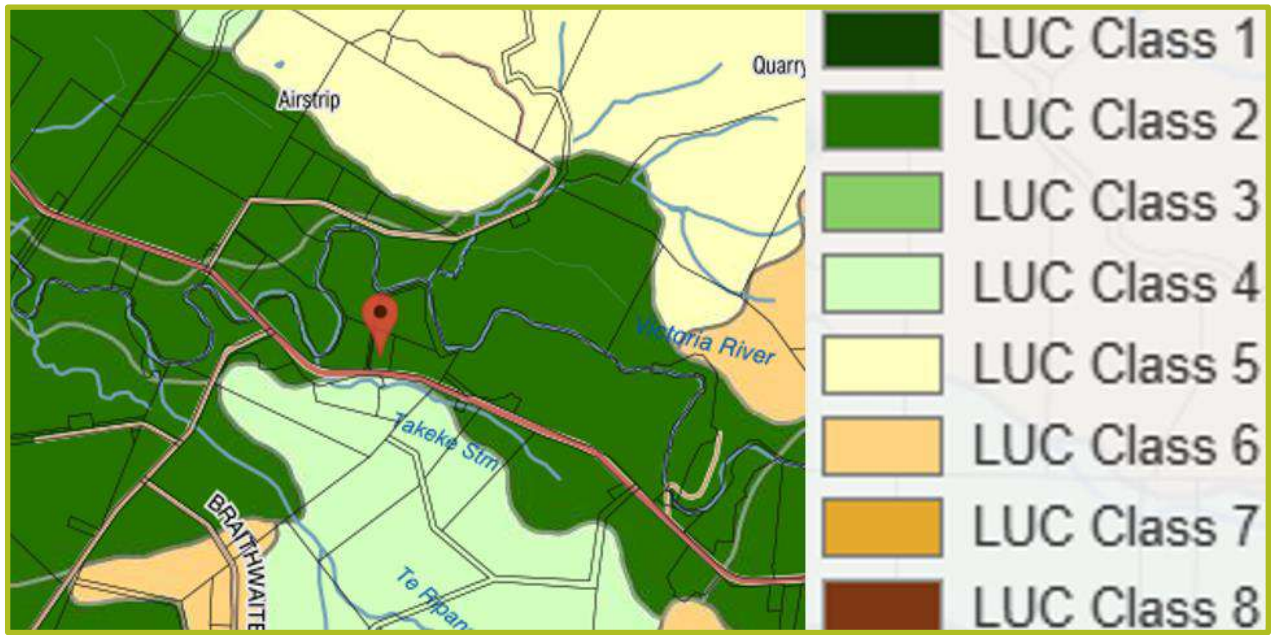


Figure 6: Land Use Classification of Site (Red Pin) (Source: OURENVIRONMENT Manaaki Whenua Landcare Research - accessed 25 November 2024)

3.5 Surrounding Environment

The surrounding environment is largely rural production land, with the nearest urban area being Kaitiaki. Mangamuka Gorge is located approximately 5.8km to the south of the site.

The Site fronts SH1 and is clustered with several rural residential properties. The Victoria River runs to the north of the Site, before arching around the east of the Site and continuing south.



Figure 7: Aerial Imagery indicating Surrounding Environment (Source: GoogleMaps - accessed 25 November 2024)

4 PLANNING CONTEXT

Table 1 sets out the relevant matters and planning provisions under the far FNDP and Proposed Regional Plan for Northland (pRPN) relating to the Site.

Table 1: Planning Context and Features

FNDP Zone (Operative):	Rural Production
FNDP Zone (Proposed):	Rural Production
FNDP Resource area	N/A
FNDP Notations	Nil
Soil classification:	LUC 2
Significant indigenous vegetation & significant habitats of indigenous fauna:	N/A
Surface Water Protection zone:	N/A
NRC Natural Hazards:	One-in-100-year flood.
Designations:	N/A
Statutory Acknowledgement Area:	Treaty Settlement Area of Interest: Te Rarawa
HAIL:	The site is not identified as a recognized HAIL site on Northland Regional Council's Selected Land Use Register.
Heritage & Archaeology:	No known heritage or archaeological sites have been identified on, or in proximity to, the site on the New Zealand Archaeological Association online maps or FNDC GIS maps.
Regional Plan notations and requirements:	<ul style="list-style-type: none"> • Hill Country and Lowland Areas: Lowland Area • River Water Quantity Management Units: Small River • Groundwater Management Units: Other Aquifers
Other relevant planning documents:	N/A
Reserves and protected areas and relevant management plans / strategies:	N/A

5 THE PROJECT

5.1 Reason for the Project

SH1 runs through the Mangamuka Gorge which is bordered, largely by the Mangamuka Scenic Reserve. On either side of the roadway, due to the topography of the Gorge itself, there is limited to room for Laydown Areas or storage of materials. Due to the amount of machinery and number of workers and vehicles on-site, it was also not feasible to store materials in the roadway. Consequently, a remote Laydown Area was required for such purposes. 6770 SH1, which was already an established industrial yard, was utilised for such purposes.



Figure 8: Northern Laydown Area (red square) Drone Photo

5.2 Description of the Project

In order to establish and operate the Northern Laydown Area, an area of approximately 3,500m² within the existing industrial yard at 6770 SH1 was required (refer **Figure 9** and **Appendix E**).



Figure 9: Area of 6770 SH1 Required (Source: Hoskins Civil Land Requirement Plan)

This Laydown Area at 6770 SH1 was established in February 2023 to support the Phase 1 slip remediation works on the northern section of the Gorge. The Laydown Area is maintained in a coarse, open graded granular aggregate surface and occupies approximately 3,500m² of flat, low-lying land at the rear of an existing industrial yard. Whilst the Site contained aggregate prior to its use by NZTA, further aggregate was deposited, which resulted in more than 20% of the Site being covered in it, being the permitted activity threshold under the Far North District Plan.

The only work undertaken to prepare the yard for this project was the laying of additional aggregate to stabilise the site for heavy equipment. The material was not compacted during placement.

6 STATUTORY CONTEXT

6.1 Overview

As has been detailed, particularly in the “*Summary of Application*”, the works have been undertaken utilising the emergency works provisions, pursuant to s330 of the RMA. Therefore, only the activities determined to have on-going adverse effects following the completion of the works require resource consent (s330A(2)).

All works associated with the Laydown Area have been completed, and it has been determined there are on-going adverse effects associated with the laying of the aggregate surface. Consequently, resource consent is required *retrospectively* where there has been an infringement of any District or Regional rules.

An assessment against the rules of the following statutory documents is therefore required:

- Operative Far North District Plan (FNDP)
- Proposed Far North District Plan (pFNDP)

6.2 Reasons for Consent

The assessment against the rules of the following statutory documents is set out in the sections below:

- Operative Far North District Plan (FNDP)
- Proposed Far North District Plan (pFNDP)

For completeness, it is not considered that there are any relevant National Environmental Standards, namely as there were no earthworks required or works described in the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 as part of the establishment nor operation of the Laydown Area.

6.2.1 Proposed Far North District Plan

In 2022 FNDC notified the proposed Far North District Plan (pFNDP). Currently, only certain provisions have immediate legal effect, such as provisions relating to earthworks and indigenous biodiversity. In the case of this application, there are no provisions in the pFNDP that are relevant and have legal effect, therefore the pFNDP is not applicable and not considered further in this AEE.

6.2.2 Operative Far North District Plan (FNDP)

6.2.2.1 Impermeable v Permeable Surface

As has been detailed, the establishment of the Laydown Area required the use of an open graded granular aggregate.

The FNDP defines impermeable surface as (my emphasis added):

In relation to any site means any building or surface on or over the land which creates a barrier to water penetration into the ground. This definition includes but is not restricted to:

- (a) decks (including decks less than 1m in height above the ground) excluding open slatted decks where there are gaps between the boards;*
- (b) pools, but does not include pools designed to operate as a detention pond;*
- (c) any surfaced area used for parking, manoeuvring, access or loading of motor vehicles, including areas covered with aggregate;*
- (d) areas that are paved with concrete, asphalt, open jointed slabs, bricks, gobi or materials with similar properties to those listed;*
- (e) roof coverage area on plan;*

But excludes:

- i. Water storage tanks occupying up to a maximum cumulative area of 20m² ; and*
- ii. Paths and paving less than 1m wide, provided they are separated from other Impermeable Surfaces by a minimum of 1m.*

Whilst, in reality, the aggregate surface is free draining, and site observations support this conclusion, and therefore it is permeable, it is accepted that such areas would be considered impermeable as per the above definition.

6.2.2.2 FNDP Rules Assessment

Table 2 below sets out the reasons for resource consent and the resource consents that are required and hereby sought.

Table 2: FNDP Resource Consent Triggers

Rule	Activity	Activity Status
8.6.5.4	For non-compliance with the stormwater management requirements due the deposition of aggregate surface resulting in impervious areas exceeding 20% of the site area.	Discretionary

6.3 Overall Application Status

The overall activity status of this application is **Discretionary**.

7 OTHER STATUTORY APPROVALS

The “*Summary of Applications*” sets out all other statutory approvals required for the Slip Response as a whole. For this activity in particular, no other approvals under any legislation, nor any additional resource consents, including Regional, are required.

8 CONSULTATION AND ENGAGEMENT

The “*Summary of Applications*” sets out all consultation and engagement undertaken with respect of the overall Mangamuka Slip Response Project.

Landowner approval was obtained and an agreement entered to utilise their land for the cleanfill.

Throughout the project, as per the “*Summary of Applications*” on-going consultation has been had with FNDC. In particular, formal pre-application meetings have been held, via Microsoft Teams on:

- 22 October 2024

9 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

Resource consent is being sought retrospectively for activities associated with the establishment and operation of the Laydown Area, undertaken as emergency works pursuant to s330 of the RMA, and now completed. Resource consent is only required for activities that have on-going effects. Therefore, this assessment is limited to an assessment of the on-going effects on the environment, and excludes activities that do not have on-going effects.

9.1 Effects that “may” or “must” be disregarded

Section 95D of the RMA provides that:

A consent authority that is deciding, for the purpose of section 95A(8)(b), whether an activity will have or is likely to have adverse effects on the environment that are more than minor—

- (a) must disregard any effects on persons who own or occupy—

 - i. the land in, on, or over which the activity will occur; or*
 - ii. any land adjacent to that land; and**
- (b) may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect; and*
- (c) in the case of a restricted discretionary activity, must disregard an adverse effect of the activity that does not relate to a matter for which a rule or national environmental standard restricts discretion; and*
- (d) must disregard trade competition and the effects of trade competition; and*
- (e) must disregard any effect on a person who has given written approval to the relevant application.*

9.1.1 Owners/Occupiers of the land in, on or over which the activity will occur and any land adjacent to that land.

When assessing whether an activity will have or is likely to have adverse effects on the environment that are more than minor, Section 95D of the Act states that the consent authority must disregard effects on persons who own or occupy the land in, on or over which the activity will occur and any land adjacent to that land.

Therefore, effects on the landowner have been disregarded.

With respect to “any land adjacent to that land”, the following land is considered adjacent: (refer **Table 3** and **Figure 10**)

Table 3: Properties Considered Adjacent

Legal Description	Registered Owner(s)
Lot 2 Deposited Plan 162463	Debbie Leanne Thompson
Lot 1 Deposited Plan 162463	Kathleen Ann Mason and Ross Edwin Mason
Lot 2 Deposited Plan 153400	Jared Bradley Olsen
Lot 1 Deposited Plan 97911	Deborah Elizabeth Hopkins
Lot 2 Deposited Plan 97911	Jo-Ann Margaret Chapman and Raymond Herbert Chapman
Lot 2 Deposited Plan 106434	Vilja Mjelva Hjelden



Figure 10: Land Considered Adjacent

The effects on the owners and occupiers of the land in **Figure 10** have been disregarded. An assessment of effects on adjacent landowners is considered in **Section 10.2.3.1**, pursuant to s95E of the RMA.

9.1.2 Written Approvals

Council must disregard any effects on persons who has given written approval to the application.

No written approvals have been obtained.

As stated, landowner approval was obtained in order to use the land, however formal written approval, with respect of this application itself has not been obtained. Nevertheless, effects on owners of the land are not a relevant consideration and effects should be disregarded regardless.

9.1.3 Permitted Baseline

A council “*may disregard an adverse effect if a rule or national environmental standard permits an activity with that effect*”. This is known as the permitted activity baseline test. With respect to this application, the relevant permitted activities that form the basis of the permitted baseline is impermeable surfaces of up to 15% of the gross site area. However, as the entirety of the Site is now covered in aggregate, the permitted baseline is largely unhelpful and has not been applied.

9.2 Receiving Environment

Any resource consent application must include an assessment of effects on the environment. The receiving environment is the environment upon which a proposed activity might have effects. It is permissible (and often desirable or necessary) to consider the future state of the environment upon which effects may occur.

The receiving environment consists of:

- The existing environment and associated effects from lawfully established activities,
- The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activities; and
- The environment as it might be modified by implementing resource consents that have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented.

This “*environment*” upon which effects should be assessed is therefore the existing and reasonably foreseeable future environment.

In this case, the existing environment comprises the industrial yard as authorised by the existing resource consents and associated activities as described in **Section 3.3** (also refer **Appendix B**) of this report.

There are no relevant unimplemented resource consents on the subject site or surrounding site that I am aware of.

9.3 Assessment of Effects

An application for resource consent requires an assessment of the “*actual or potential*” effects on the environment of the activity. As the works to establish the Laydown Area are complete, the effects are known, and therefore this assessment addresses the actual on-going effects on the environment.

The “*actual*” and “*on-going*” effects relate to the increase in impervious surface associated with the deposition of the aggregate.

Whilst the application is not a restricted discretionary activity, it is considered that the matters of restricted discretion for the restricted discretionary stormwater management activity (Rule 8.6.5.2.1) provide a basis for undertaking an assessment of effects, including:

- the extent to which building site coverage and impermeable surfaces contribute to total catchment impermeability and the provisions of any catchment or drainage plan for that catchment;
- any cumulative effects on total catchment impermeability.
- the extent to which building site coverage and impermeable surfaces will alter the natural contour or drainage of the site or disturb the ground and alter its ability to absorb water;
- the extent to which paved, impermeable surfaces are necessary for the proposed activity;
- the extent to which landscaping and vegetation may reduce adverse effects of run-off;

The following effects have been considered:

- Stormwater Effects (including cumulative)
- Effects on Natural Hazards

- Cultural and Archaeological Effects
- Rural Character and Amenity
- Reverse Sensitivity
- Positive Effects

9.3.1 Stormwater Effects (including cumulative)

As has been noted, coarse, open graded granular aggregate was deposited over the Site to enable movement of heavy machinery. Whilst there was an existing industrial yard already present on the Site, the Site surface was not suitable for heavy machinery use required by NZTA.

As set out in **Section 6.2.2.1**, whilst it is accepted that the aggregate surface meets the definition of impermeable surface in the FNDP, the aggregate is considered impermeable, the aggregate is considered to provide permeability whereby stormwater will and does percolate through the surface rather than generate run off.

With respect to its permeability (refer **Appendix F**), this can be summarised as follows:

- The natural ground has been surfaced with loosely placed granular material;
- The granular material used is open graded (i.e. minimal or no fine material);
- Site observations through the project (February 2022 to present) confirm that this aggregate is free draining, with no surface runoff observed to neighbouring properties.

Overall, it is considered that the aggregate surface provides a level of permeability that ensures stormwater can percolate through the surface and not result in minor or more adverse effects. As the aggregate was placed loosely and not compacted, and does not contain fine material, it has not become compacted and remains permeable. Whilst run-off is not considered likely, and certainly not to any great extent, the area is surrounded by vegetation, largely pasture, which would absorb any stormwater run-off. Further, the use of the Laydown Area is now complete, so its use, particularly by heavy vehicles and machinery will have considerably decreased and will be back to the levels that existed prior to the use of the yard by NZTA, which is authorised by the existing resource consents for the Site.

The cumulative increase in impermeable surfaces within the catchment is minimal. The surrounding area is rural pastoral land, and, with the exception of the State Highway, there is minimal impermeable surface within the wider catchment, and large areas of pastoral land.

Thus, it is considered adverse stormwater effects, including when considered cumulatively, are less than minor.

9.3.2 Effects on Natural Hazards

The aggregate surface does not increase, exacerbate or in any way worsen the flood risk identified over the Site and surrounding area. In fact, due to the minor increase of “*impermeable*” surface in the catchment, any effect on flood risk is likely to be *de minimis*, particularly when considering the permeability of the aggregate as laid on-site.

An assessment of the activity with respect its effects on the flood hazard (refer **Appendix F**) concludes:

“The flooding that occurs in the 100-year flood is backwater flooding- i.e. the area flooded on this site forms part of the flood plain but is not part of the main flood channel. Raising the ground level at the site will therefore not constrict water flow during flooding but will result in a small loss of storage. An area of 655 m² is flooded. If an average depth of 200 mm of aggregate has been placed over this area and we conservatively assume that the flood depth in this area is at least the full depth of the new aggregate, there will be a loss of 131 m³ of water storage on the floodplain in the 100-year event. This is negligible in the context of the catchment.

Therefore, the works will have negligible effect on flooding in the area”.

Overall, any effect on natural hazard and natural hazard risk is negligible.

9.3.3 Cultural and Archaeological Effects

There are no known sites of cultural or archaeological importance within the area of the cleanfill operations. Hapū have been heavily involved with the project as set out in the “*Summary of Applications*” and hapū Kaitiaki have been involved during the works and have not raised any concerns.

On this basis, it is considered that works have not had any adverse effects on cultural and archaeological values.

9.3.4 Rural Character and Amenity

The increase in impermeable area created by the additional aggregate deposited on the Site does not detract from the rural character and amenity of the area, and the current condition of the site is consistent with the lawfully established and existing uses within the Site prior to its use by NZTA. .

Effects on rural character and amenity are *de minimis*.

9.3.5 Reverse Sensitivity

The Site was already authorised for use as an industrial yard for the contracting business, so its temporary use by NZTA as a Laydown Area is not materially different. The laying of aggregate (or the consequential uses (including future use by the landowner) enabled by the laying of aggregate) will not result in actual or potential conflicts with rural land uses.

The additional impermeable area does not give rise to potential reverse sensitivity effects.

9.3.6 Positive Effects

The positive effects associated with this Laydown Area largely relate to its use provided in order for NZTA to undertake their emergency response to the severe weather events on the Mangamuka Gorge and remediate the road in order to safely reopen it.

The Site provided a Laydown Area in close proximity to the Gorge, reducing the distance vehicles, including heavy machinery, had to travel to store and collect machinery and tools to use in the Gorge, thus reducing emissions and their consequent effects.

Further, the additional aggregate has provided a stabilised surface that can continue to be used for activities consistent with the existing resource consents in a manner that avoids actual and potential adverse effects.

9.4 Conclusion on Effects

As set out above, it is considered that the actual residual ongoing effects at the completion of the Laydown Area activity are **less than minor**.

10 NOTIFICATION

10.1 Public Notification Assessment

10.1.1 Step 1 – Mandatory public notification in certain circumstances

Mandatory public notification is **not required** as:

- the applicant has not requested that the application is publicly notified (s95A(3)(a)); and
- the application does not involve any exchange of recreation reserve land under s15AA of the Reserves Act 1977 (s95A(3)(c)).

10.1.2 Step 2: If not required by step 1, public notification precluded in certain circumstances

The application is **not precluded** from public notification as:

- the activities are not subject to a rule or national environmental standard (NES) which precludes public notification (s95A(5)(a)), and
- the application for resource consent is for a Discretionary Activity and is not solely a controlled activity, or boundary activity and therefore not precluded from public notification (s95A(5)(b)).

10.1.3 Step 3: If not precluded by step 2, public notification required in certain circumstances

The application is not required to be publicly notified as:

- the activities are not subject to a rule or national environmental standard (NES) which require public notification (s95A(8)(a)), and
- As concluded in **Section 9.4** above, the activity will not have adverse effects on the environment that are more than minor (s95A(8)(b)).

10.1.4 Step 4: Public notification in Special circumstances

Section 95(9) of the Act states that an application may be publicly notified if '*special circumstances*' exist, notwithstanding the satisfaction of the statutory tests that would allow for non-notification.

'Special circumstances' are not defined in the Act. Case law has identified '*special circumstances*' as something outside the common run of things which is exceptional, abnormal or unusual but less than

extraordinary or unique. A ‘*special circumstance*’ would be one which makes notification desirable despite the general provisions excluding the need for notification. The local authority should be satisfied that public notification may elicit additional information on the aspects of the project requiring resource consent.

This project is not special nor out of the ordinary in any way and as such public notification is **not required** under this step.

10.1.5 Public notification Conclusion

Public notification of the application under ss95A and 95C-D is not required and the application can proceed **without** public notification.

10.2 Limited Notification Assessment

10.2.1 Step 1: Certain affected groups and affected persons must be notified

There are no protected customary rights groups or customary marine title groups affected by the proposed activity and the proposed activity is not on or adjacent to, or likely to affect, a Statutory Acknowledgement Area.

Accordingly, limited notification is **not required** under s95B(2) or (3).

10.2.2 Step 2: Limited notification precluded in certain circumstances

The application is **not precluded** from limited notification as:

- the activities are not subject to a rule or national environmental standard which precludes public notification (s95B(6)(a));
- the project is not for a controlled activity (s95B(6)(b)).

10.2.3 Step 3: If not precluded by Step 2, certain other affected persons must be notified

Limited notification is not required pursuant to s95B(9) as:

- The activity is not a boundary activity and therefore there are no persons in accordance with s95E that are considered affected by an infringed boundary (s95B(7));
- No other person is considered to be affected in accordance with s95E as set out in **Section 10.2.3.1** below

10.2.3.1 Affected Persons Assessment pursuant to s95E of the RMA

Section 95E of the RMA provides that:

For the purpose of giving limited notification of an application for a resource consent for an activity to a person under section 95B(4) and (9) (as applicable), a person is an affected person if the consent

authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor).

As identified in **Section 9.1.1**, the properties identified in **Figure 11** are considered to be adjacent, and an assessment in accordance with s95E is required to determine whether the owners and/or occupiers of the identified land are considered to be affected persons.



Figure 11: Adjacent Land for s95E Assessment

With respect to all the properties identified as adjacent, the owners/occupiers may have been affected by the following activities:

- Transport related effects, including increase in traffic and traffic associated noise;
- Construction/Operational noise;
- Loss of amenity during operation of the cleanfill, including through increased level of machinery and activity on the site.

However, as pursuant to s330, resource consent is not required for any infringement (if any) relating to transport and noise, and the operation of the Laydown Area is complete, whereby any effects of the activities set out above are no longer occurring. As resource consent is not required for the activities above, and any associated effects, no persons are considered affected in that regard.

With respect to the residual adverse effects, the potential effects of the increased impermeable surface on the adjacent land, and its owners/occupiers, particularly in relation to stormwater run-off and natural hazard risk need to be considered.

With respect to the properties identified in **light blue**, being the “*Adjacent – Directly*” these properties are directly adjacent to 6770 SH 1, whereby, any stormwater runoff, if it occurred, would likely occur. As has been discussed and concluded in **Section 9.3**, it is not considered that stormwater would run-off beyond the boundary of the Site. However, even if it did, the immediate portions of the adjacent properties are vegetated (largely in pasture) and there is existing mature trees and vegetation around the boundary of the Site, whereby it is considered that any stormwater run-off would be easily absorbed by the vegetation and therefore any effect of the run-off would not be minor or more. Further due to the nature of the Site as it existed prior to its use by NZTA has a Laydown Area, and factoring in the permeability of the aggregate, it is not considered that the surface would exacerbate the flood risk that exists over the Site and adjacent properties. An assessment of stormwater flow (refer **Appendix F**) also concludes that the direction of flow of stormwater will not be dissimilar to that that would have occurred prior to the works, therefore, not resulting in, for example, stormwater being directed onto a property that did not receive runoff in the first place.

Therefore, the effects on the owners/occupiers of the properties identified in light blue, is considered to be less than minor (at most).

With respect to the properties in **dark blue**, being the “*Adjacent – Opposite Side of SH 1*”, it is not considered that should stormwater run-off occur, it would reach these properties, due to the separation as a result of the State Highway, aided by stormwater management within the State Highway network. Further due to the nature of the Site as it existed prior to its use by NZTA has a Laydown Area, and factoring in the permeability of the aggregate, it is not considered that the surface would exacerbate the flood risk that exists over the Site, to an extent that it would result in these properties becoming susceptible to flooding (noting that they are currently not identified as being within the flood hazard).

Therefore, the effects on the owners/occupiers of the properties identified in dark blue, is considered to be less than minor (at most).

Overall, it is not considered the on-going adverse effects associated with the Laydown Area give rise to any adverse effects that are minor or more on the owners and/or occupiers of the adjacent properties.

With respect to any other potentially affected persons, I do not consider there would be any other person or group that would be considered affected. Iwi and Hapū have been engaged and consulted with, and form part of the project team, with Kaitiaki on-site, therefore, it is not considered in accordance with s95E that any hapū or iwi would be considered an affected person.

10.2.4 Step 4: Limited notification in special circumstances

No special circumstances warranting limited notification of the application exist, therefore limited notification under Step 4 is **not required**.

10.2.5 Limited Notification Conclusion

Limited notification of the application under s95B is **not required**, for the reasons set out above.

10.3 Notification Conclusion

Overall, this application satisfies the relevant statutory steps under S95A, 95B and 95E, so can lawfully be assessed **without** notification or the requirement for written approvals from any person, group, or organisation.

Consequently, the application can and should be processed on a **non-notified** basis.

11 STATUTORY ASSESSMENT

11.1 Statutory Considerations

The follow statutory documents require consideration:

- National Policy Statements (NPS)
 - National Policy Statement for Highly Productive Land 2022 (NPSHPL)
- Regional Policy Statement for Northland 2016 (RPS)
- Proposed Far North District Plan 2024 (pFNDP)
- Far North District Plan (FNDP)

For completeness, it is not considered any other NPS, other than the NPSHPL, nor any National Environmental Standards (NES) are relevant to this application.

11.2 National Policy Statements

As identified above, the only NPS considered relevant to this application is the National Policy Statement for Highly Productive Land.

11.2.1 National Policy Statement for Highly Productive Land 2022

The NPSHPL sets out the objective and policies for the management of HPL under the RMA.

The NPSHPL came into effect on 17 October 2022 and was amended on 14 September 2024 to give effect to the National Policy Statement for Highly Productive Land 2022 Amendment No 1 *gazetted* on 16 August 2024.

11.2.1.1 Determination of Highly Productive Land

THE NPSHPL defines HPL as:

Land that has been mapped in accordance with clause 3.4 and is included in an operative regional policy statement as required by clause 3.5 (but see clause 3.5(7) for what is treated as highly productive land

before the maps are included in an operative regional policy statement and clause 3.5(6) for when land is rezoned and therefore ceases to be highly productive land).

Clause 3.4 requires that every regional council must map as HPL any land that:

- (a) is in a general rural zone or rural production zone; and*
- (b) is predominantly LUC 1, 2, or 3 land; and*
- (c) forms a large and geographically cohesive area.*

In Northland, land is yet to be mapped in accordance with clause 3.4 of the NPSHPL and is not included in an operative RPS, therefore clause 3.5(7) of the NPSHPL applies.

Clause 3.5(7) requires that:

Until a regional policy statement containing maps of highly productive land in the region is operative, each relevant territorial authority and consent authority must apply this National Policy Statement as if references to highly productive land were references to land that, at the commencement date:

- (a) Is:*
 - i. zoned general rural or rural production; and*
 - ii. LUC 1, 2, or 3 land; but*
- (b) is not:*
 - i. identified for future urban development; or*
 - ii. subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

With respect of 6770 SH 1, it is land that:

- (a) is:*
 - i. zoned rural production; and*
 - ii. LUC 2; but*
- (b) Is not:*
 - i. Identified for future urban development; or*
 - ii. subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.*

Therefore, pursuant to the NPSHPL, in the interim, the land at 6770 SH 1 is considered to be Highly Productive and therefore the NPSHPL applies. It is also considered that in accordance with clause 3.4, it is likely that Northland Regional Council would map the land within the site as HPL.

11.2.1.2 Objective and Policies Assessment

As set out in Part 2 of the NPSHPL, the objective of the NPS is to protect HPL for use in land-based primary production, both now and for future generations. Part 2 further sets out, at clause 2.2 of the NPSHPL, the

policies of the NPSHPL, of which an assessment against said policies is included in **Appendix G**. This should be read in conjunction with the “*Part 3 Assessment*” also included in **Appendix G**.

Overall, as the Site had an already established existing industrial activity, it is not considered that the additional impermeable surface which enables the Sites use as a Laydown Area would be contrary or inconsistent with the NPSHPL. At the (and well before) commencement of the NPSHPL, the Site had effectively been retired from land based primary and rural production activities and had no potential to accommodate such activities.

Therefore, it is considered the project is consent with the Polices and objective of the NPSHPL, particularly as it does not result in any expansion beyond the established activities, nor loss of HPL, or productive potential of HPL. It is further considered the project is enabled and provided for under the NPSHPL and the activities associated with the Laydown Area would not have been required to be “*avoided*” under the requirements of the NPS.

11.3 National Environmental Standards

There are no relevant National Environmental Standards.

11.4 District Plans

The Far North currently has the operative and proposed Far North District Plans. As is identified in **Section 6.2.1**, there are no relevant provisions within the pFNDP that are relevant to this project. Therefore, only an assessment against the relevant objectives and policies of the operative FNDP is required, and this is set out in **Table 4** below.

As determined, it is considered the project is consistent with the policies and objectives of the FNDP.

Table 4: FNDP Objectives and Policies Assessment

Objective/Policy	Consistent with (Y/N)	Comment
<p>Objective 8.3.1</p> <p><i>To promote the sustainable management of natural and physical resources of the rural environment.</i></p>	Y	As identified, the Site is an existing and lawfully established industrial yard whereby a contracting business operates. The Laydown Area did not expand beyond the Site, nor increase the footprint of the activity. Adverse effects, as set out in Section 9.4 are considered to be less than minor.
<p>Objective 8.3.2</p> <p><i>To ensure that the life supporting capacity of soils is not compromised by inappropriate subdivision, use or development.</i></p>	Y	The project does not compromise the life-supporting capacity of soils. There is an existing and lawfully established industrial yard on the Site, whereby it is not considered the laying of the aggregate associated with the Laydown Area

		activity would have a materially different effect on soil.
<p>Objective 8.3.3</p> <p><i>To avoid, remedy or mitigate the adverse and cumulative effects of activities on the rural environment</i></p>	Y	It is not considered that the activity resulted in an adverse cumulative increase in impermeable surfaces within the rural environment. The Site is a lawfully established industrial yard, of which the laying of the aggregate is consistent with that type of use. The Site was not used for rural purposes. Overall, the increase in impermeable surfaces in the wider catchment is minimal
<p>Objective 8.3.6</p> <p><i>To avoid actual and potential conflicts between land use activities in the rural environment.</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land uses.
<p>Objective 8.3.6</p> <p><i>To promote the maintenance and enhancement of amenity values of the rural environment to a level that is consistent with the productive intent of the zone.</i></p>	Y	It is not considered the laying of aggregate has detracted from the rural amenity considering the lawfully established activities within the Site.
<p>Objective 8.3.9</p> <p><i>To enable rural production activities to be undertaken in the rural environment.</i></p>	Y	The Site is already authorised for uses of industrial activities and the associated contracting business. The laying of the aggregate did not extend beyond the Site and does not prevent or hinder rural production activities to be undertaken in the surrounding environment,
<p>Objective 8.3.9</p> <p><i>To enable the activities compatible with the amenity values of rural areas and rural production activities to establish in the rural environment</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the

		landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land uses.
<p>Policy 8.6.4.1</p> <p><i>That the Rural Production Zone enables farming and rural production activities, as well as a wide range of activities, subject to the need to ensure that any adverse effects on the environment, including any reverse sensitivity effects, resulting from these activities are avoided, remedied or mitigated and are not to the detriment of rural productivity.</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land uses. Adverse effects, as set out in Section 9.3 are not considered to be at a level that would be minor or more, and it is not considered the activity has a detrimental effect on rural productivity.
<p>Policy 8.6.4.2</p> <p><i>That standards be imposed to ensure that the off-site effects of activities in the Rural Production Zone are avoided, remedied or mitigated.</i></p>	Y	Adverse effects, as set out in Section 9.3 are not considered to be at a level that would be minor or more. The effects of the activity are for the most part confined within the boundary of the Site.
<p>Policy 8.6.4.3</p> <p><i>That land management practices that avoid, remedy or mitigate adverse effects on natural and physical resources be encouraged.</i></p>	Y	Adverse effects, as set out in Section 9.3 are not considered to be at a level that would be minor or more.
<p>Policy 8.6.4.4</p> <p><i>That the type, scale and intensity of development allowed shall have regard to the maintenance and enhancement of the amenity values of the Rural Production Zone to a level that is consistent with the productive intent of the zone.</i></p>	Y	It is not considered the laying of aggregate has detracted from the rural amenity considering the lawfully established activities within the Site. The increase in impermeable surface is minimal compared to the wider rural environment and is largely not noticeable, particularly at a scale that would negatively alter the amenity of the rural area.
<p>Policy 8.6.4.7</p> <p><i>That although a wide range of activities that promote rural productivity are appropriate in the Rural Production Zone, an underlying goal is to avoid the actual and potential adverse effects of conflicting land use activities.</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the

		landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land use, nor is it considered the activity has a detrimental effect on rural productivity.
<p>Policy 8.6.4.8</p> <p><i>That activities whose adverse effects, including reverse sensitivity effects, cannot be avoided remedied or mitigated are given separation from other activities</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land uses. Overall, it is considered reverse sensitivity effects do not arise and have therefore been avoided.
<p>Policy 8.6.4.9</p> <p><i>That activities be discouraged from locating where they are sensitive to the effects of or may compromise the continued operation of lawfully established existing activities in the Rural Production zone and in neighbouring zones.</i></p>	Y	The Site was already authorised for use as an industrial yard for the contracting business, whereby its use by NZTA as a temporary Laydown Area is not materially different. It is not considered that reverse sensitivity effects arise. It is not considered that the laying of aggregate (or the consequential uses (including future use by the landowner) enabled by the laying of aggregate) result in actual or potential conflicts with rural land uses. It is not considered that the activity compromised the continued operation of lawfully established activities in the rural production zone.

11.5 Regional Policy Statement for Northland

As set out in **Section 11.4** it is considered that the activity is consistent with the proposed FNDP and is therefore considered to be consistent with the policies and objectives of the RPS. For completeness, an assessment against the most relevant provisions of the RPS is included as **Appendix H**.

11.6 Statutory Assessment Items for Resource Consent

The following sections provide an assessment against the relevant Sections of the RMA.

11.6.1 Section 104 Assessment

11.6.1.1 Actual and Potential Effects - Section 104(1)(a)

When considering an application for resource consent, the consent authority must, subject to Part 2, have regard to any actual and potential effects on the environment of allowing the activity. In the Act, the term effect includes both adverse and positive effects.

As has been identified, as this resource consent is being sought retrospectively, consideration is only required of the actual effects, as these are known, and only the on-going or residual effects associated with the increase in impermeable surface.

An assessment of the actual environmental effects on the environment arising from the project has been undertaken and is included in **Section 9** of this report. It provides an assessment of the actual and potential effects on rural character and amenity, stormwater and natural hazards.

It is concluded that the adverse effects of the project are less than minor. As discussed in **Section 9.3.6**, the project resulted in positive effects, in that it enabled NZTA to undertake important and necessary remediation to SH1 to restore this vital Far North transport link.

Overall, the actual ongoing effects of the project are less than minor and therefore acceptable.

11.6.1.2 Relevant Statutory Documents – Section 104(1)(b)

When considering an application for resource consent, the consent authority must, subject to Part 2, have regard to any relevant provisions of a national environmental standard; other regulations; a national policy statement; a New Zealand coastal policy statement; a regional policy statement or proposed regional policy statement; and a plan or proposed plan.

Section 104(1)(b)(i) – National Environmental Standards

This section of the Act requires that regard is given to any relevant provisions of a National Environmental Standard (NES).

There is no NES relevant to the application.

Section 104(1)(b)(ii) – Other Regulations

There are no “*other regulations*” considered relevant to this application.

Section 104(1)(b)(i) – National Policy Statements

This section of the Act requires regard is given to any relevant provisions of a NPS.

With respect to this application, the only NPS considered to be relevant is the NPSHPL. An assessment against the NPSHPL has been undertaken at **Section 11.2.1**. It is not considered that the activities subject to this application were required to be “*avoided*” as per the provisions of the NPSHPL, and overall, the activity is consistent with the objective and policies of the NPSHPL.

Section 104(1)(b)(iv) – New Zealand Coastal Policy Statement

This section of the Act requires that regard is given to any relevant provisions of a New Zealand Coastal Policy Statement (NZCPS).

The Site is not within the coastal marine area, nor in its vicinity. Therefore, the NZCPS is not a relevant consideration for this application.

Section 104(1)(b)(v) – Regional Policy Statement

Section 104(1)(b)(v) of the Act requires that regard is given to any relevant provisions of a regional policy statement or proposed regional policy statement.

The proposed works are considered consistent with RPS and an assessment against the relevant objectives and policies of the RPS has been undertaken at **Section 11.5**.

Section 104(1)(b)(vi) – District Plans

Section 104(1)(b)(vi) of the Act requires that regard is given to any relevant provisions of a plan or proposed plan.

As identified in **Sections 6.2.1** and **11.4**, there are no provisions within the proposed FNDP that have legal effect and are relevant to this application. An assessment of the project against the relevant policies and objectives of the operative FNDP has been undertaken in **Section 11.4**.

This assessment concluded that the project is consistent with the provisions of the FNDP.

11.6.1.3 Other Matters – Section 104(1)(c)

Section 104(1)(c) provides for consideration of “*any other matter the consent authority considers relevant and reasonably necessary to determine the application*”.

It is not considered that there are any “*other matters*” that require consideration.

11.7 Consideration of Part 2 Matters

Part 2 of the RMA provides a common set of principles to be applied to the management of all resources.

Section 5 in Part 2 identifies the purpose of the RMA as being:

“To promote the sustainable management of natural and physical resources”.

This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems; and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 sets out a number of matters of national importance which need to be recognised and provided for. These include the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga, the protection of historic heritage, and the management of significant risks from natural hazards.

Section 7 identifies a number of “*other matters*” to be given particular regard by the council in considering an application for resource consent. These include kaitiakitanga, the efficient use of natural and physical

resources, the maintenance and enhancement of amenity values, intrinsic value of ecosystems and maintenance and enhancement of the quality of the environment.

Section 8 requires a council to take into account the principles of the Treaty of Waitangi.

The project is considered to be consistent with the relevant statutory documents, which in turn give effect to Part 2 of the RMA. As such, it is not considered necessary to provide a direct assessment against Part 2 of the RMA.

However, for completeness, it is considered the project is consistent and in no way contrary to, the purpose and principles of the RMA, as it promotes the sustainable management of natural and physical resources as adverse effects on the environment have been avoided, remedied or mitigated and are considered to be acceptable. The project enables the management of significant natural hazard risks and does not exacerbate them and does not affect any matters related to the provisions on the Treaty of Waitangi/ Te Tiriti o Waitangi. With respect to Section 7, the project has not and will not adversely or significantly alter nor change the amenity values of the area and does not exacerbate the effects of climate change.

The ongoing adverse effects of the activity are less than minor, and the project is consistent with relevant policies and objectives of the relevant statutory documents and is therefore considered to be consistent with Part 2 of the RMA.

12 DRAFT CONDITIONS

We welcome the opportunity to review and provide comments on draft conditions prior to a decision being made on the application.

13 CONCLUSION

NZTA is seeking resource consents as a **Discretionary Activity** retrospectively, pursuant to the emergency works provisions of the RMA, relating to the laying of aggregate, associated with the establishment and operation of a temporary Laydown Area, which exceeds the impermeable surface area permitted under the FNDP.

This AEE concludes that any ongoing adverse effects on the environment will be less than minor and have been sufficiently mitigated or avoided. The project is consistent with the relevant statutory provisions, including the relevant objectives and policies of the NPSHPL and FNDP.

In accordance with Section 95 of the Resource Management Act, this project should be processed without the requirement for public or limited notification and without the requirement for the written approval of any specific persons.

Furthermore, it is considered that the statutory requirements of Section 104 and 104B of the Resource Management Act 1991 are satisfied.

On this basis, the retrospective resource consent can be granted subject to any reasonable and necessary conditions of consent required to manage the ongoing adverse effects of the activity.

APPENDIX A RECORD OF TITLE



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier NA133C/184
Land Registration District North Auckland
Date Issued 23 August 2000

Prior References
NA91C/252

Estate Fee Simple
Area 9670 square metres more or less
Legal Description Lot 1 Deposited Plan 153400

Registered Owners
Sandra Anne Kitchen as Executor

Interests

808272.1 Gazette Notice (NZ Gazette 1.3.1979, p464) declaring the adjoining State Highway No. 1 to be a limited access road - 7.8.1979 at 10.45 am

Appurtenant hereto is a right of way specified in Easement Certificate B574457.3 - 29.8.1986 at 9.02 am

The easements specified in Easement Certificate B574457.3 are subject to Section 309 (1) (a) Local Government Act 1974

Appurtenant hereto are rights of way and telecommunications and electricity rights specified in Easement Certificate D534880.3 - 23.8.2000 at 2.18 pm

12768065.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by His Majesty The King - 26.6.2023 at 11:31 am

B574457.3EC

Approved by the District Land Registrar, South Auckland No: 351560
Approved by the District Land Registrar, North Auckland, No. 4380/81
Approved by the Registrar-General of Land, Wellington, No. 436748.1/81

EASEMENT CERTIFICATE

(IMPORTANT: Registration of this certificate does not of itself create any of the easements specified herein).

I/We MICHAEL DAVID PRAM of Victoria Valley, Farmer and BEVERLEY KAY PRAM his wife (as to Certificate of Title 53B/996) and STANLEY THOMAS HODSON, of Rawene, County Overseer and KATHERINE PATRICIA HODSON his wife (as to Certificate of Title 53B/995)

being the registered proprietor(s) of the land described in the Schedule hereto hereby certify that the easements specified in that Schedule, the servient tenements in relation to which are shown on a plan of survey deposited in the Land Registry Office at **Auckland** on the day of **19** under No. **106434** are the easements which it is intended shall be created by the operation of section 90A of the Land Transfer Act 1952.

SCHEDULE DEPOSITED PLAN NO. 106434

Nature of Easement (e.g., Right of Way, etc.)	Servient Tenement		Dominant Tenement Lot No.(s) or other Legal Description	Title Reference
	Lot No.(s) or other Legal Description	Colour, or Other Means of Identification, of Part Subject to Easement		
Right of Way	Part Lot 2 on Deposited Plan 97911	"A"	Lot 2 on Deposited Plan 106434) 53B/995)))) and))
Right of Way	Part Lot 2 on Deposited Plan 106434	"B"	Lot 2 on Deposited Plan 97911) 53B/996)

State whether any rights or powers set out here are in addition to or in substitution for those set out in the Seventh Schedule to the Land Transfer Act 1952.

1. Rights and powers:

CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

I JOHN ROBIN AUSTIN of Auckland in New Zealand, Bank Officer

HEREBY CERTIFY —

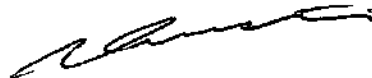
1. **THAT** by Deed dated the 1st March 1985 copies of which are deposited in the Land Registry Offices at —

AUCKLAND (North Auckland Registry) and there numbered B418278.1
BLENHEIM (Marlborough Registry) and there numbered 125067.1
CHRISTCHURCH (Canterbury Registry) and there numbered 548200/1
DUNEDIN (Otago Registry) and there numbered 635859/1
GISBORNE (Poverty Bay Registry) and there numbered G158526.1
HAMILTON (South Auckland Registry) and there numbered H591825.1
HOKITIKA (Westland Registry) and there numbered 071270.1
INVERCARGILL (Southland Registry) and there numbered 118831.1
NAPIER (Hawkes Bay Registry) and there numbered 448436.1
NELSON (Nelson Registry) and there numbered 249949.1
NEW PLYMOUTH (Taranaki Registry) and there numbered 320964.1
WELLINGTON (Wellington Registry) and there numbered 690413.1

WESTPAC BANKING CORPORATION duly incorporated in the State of New South Wales in the Commonwealth of Australia and having its principal place of business in New Zealand at 318-324 Lambton Quay Wellington and carrying on the business of banking appointed me its attorney on the terms and subject to the conditions set out in the said Deed.

2. **THAT** at the date hereof I was Manager Legal of the Said Bank.
3. **THAT** at the date hereof I have not received any notice or information of the revocation of that appointment by the winding up or dissolution of the said **WESTPAC BANKING CORPORATION** or otherwise.

SIGNED at Auckland)
this 11th day of March)
1986)



2. Terms, conditions, covenants, or restrictions in respect of any of the above easements:

Dated this 20th day of December 1985

Signed by the above-named
MICHAEL DAVID PRAM and
BEVERLEY KAY PRAM

M.D. Pram
B.K. Pram

in the presence of

Witness *P.J. Johnson*

Occupation *Scholar*

Address *Whangarei*

SIGNED by the above-named)
STANLEY THOMAS HODSON and)
KATHERINE PATRICIA HODSON)
in the presence of:)

ST Hodson

K.P. Hodson

Witness *[Signature]*

Occupation *Scholar*

Address *Farukata*

EASEMENT CERTIFICATE

(IMPORTANT): Registration of this certificate does not of itself create any of the easements specified herein.

Correct for the purposes of the Land Transfer Act

[Signature]

Solicitor for the registered proprietor

CONSENTS

ANZ BANKING GROUP (NEW ZEALAND) LIMITED as Mortgagee under Mortgage No. B214261.2 of the lands contained in Certificate of Title 53B/995 North Auckland Registry HEREBY CONSENTS to the creation of the Rights of Way herein created but without prejudice to its rights and remedies under the said mortgage.

DATED the 20th day of December 1985

ANZ BANKING GROUP (NEW ZEALAND) LIMITED
By its Attorney

.....
..... AREA MANAGER

Witness to the execution by
ANZ BANKING GROUP (NEW ZEALAND) LIMITED
by its Attorney JOHN CROZIER HANNA

Witness: Name John Crozier Hanna
Occupation Bank Officer
Address Auckland

WESTPAC BANKING CORPORATION as Mortgagee under Mortgage No. B179385.1 of the lands contained in Certificate of Title 53B/996 (North Auckland Registry) HEREBY CONSENTS to the creation of the Rights of Way herein created without prejudice to its rights and remedies under the said mortgage.

DATED the 25th 11th day of March December

WESTPAC BANKING CORPORATION
By its Attorney
JOHN ROBIN AUSTIN

Westpac Banking Corp
BY ITS ATTORNEY

in the presence of
Witness: Name [Signature]
Occupation Bank Officer
Address Auckland

3F EC 730

JOHNSON HOOPER
SOLICITORS
WHANGAREI

19.02 29.AUG86 B 574457
PARTICULARS ENTERED IN REGISTER
LAND REGISTRY AUCKLAND
ASST. LAND REGISTRAR
53B/996



APPENDIX B EXISTING RESOURCE CONSENTS

RECORD OF DECISION ON
RESOURCE CONSENT APPLICATIONS

Participants:

GFP _____
JVK _____

Jeth _____



Decision Date:
9 November 92

RC Number : 2161

Lodged : 19 August 92

Received : 26 August 92

Applicant : Stan Thomas Hodson

Location : State H/way #1, Victoria Valley

Zoning : Rural A

Proposal : To establish an apple export pack house, and retail sales

Type : Discretionary [Controlled for shop]

Issues : Traffic safety, visual, noise, on-site traffic and parking, retail sales, adjoining organic produce grower

Approvals : One adjoining neighbour

Notified : 24 September 92

Hearing : No

Decision : Approve, with conditions

Findings : All activity-specific effects can be adequately mitigated by the imposed conditions. Transit's concerns have all been imposed by condition, and the applicant agreed to these in a pre-hearing, and in earlier consultation with the roading authority.

Discussion : Transit's "do shoulder widening if necessary" note may be ultra vires, but it is in the consent as information only.

FAR NORTH
DISTRICT COUNCIL



Our Reference
RC 2161
If calling, please ask for

Kaitaia Service Centre
Redan Road, P.O. Box 262, Kaitaia
Telephone (09) 408-1400, Fax (09) 408-1404

Greg Phillips

16 November 1992

S T Hodson
Victoria Valley
R D 1
KAITAIA

ONE WRITTEN APPROVAL

ONE SUBMISSION

Dear Sir

APPLICATION FOR RESOURCE CONSENT -- VICTORIA VALLEY

I enclose herewith a copy of Council's decision in respect of this application.

Yours faithfully

G F Phillips
RESOURCE PLANNER

P\3PRC2161.DEC

FAR NORTH DISTRICT COUNCIL

FAR NORTH DISTRICT COUNCIL OPERATIVE DISTRICT PLAN [MANGONUI COUNTY SECTION]

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of an application under
the aforesaid Act, by:

Stan Thomas Hodson

APPLICATION:

APPLICATION FOR RESOURCE CONSENT to erect and operate an apple export pack house and for retail apple sales.

The property in respect of which the application is made, is situated at State Highway No 1, Victoria Valley and is legally described as a portion of Lot 1 DP 106434, Blk VII Takahue SD, being Lot 1 on subdivision plan No RC 2127.

DECISION:

That following consideration of the application and the information submitted by the Applicant and the Submitter, the Far North District Council made the following decision on the 9th November, 1992:

That pursuant to the provisions of Sections 105 (1) (a) and (b) of the Resource Management Act 1991, the Far North District Council grants its consent to the application [being RC 2161] by Stan Thomas Hodson for a Controlled and a Discretionary Activity to erect and operate an apple export pack house and a shop, situated at State Highway No 1, Victoria Valley, in accordance with the plans and information provided with the application, and subject to the following conditions, imposed pursuant to Section 108 of the Act:

- (1) That the proposal comply in all respects with the relevant Building Bylaws and the Drainage and Plumbing Regulations, or the Building Act 1991, and the General Bylaws of the Council, and matters contained within the scope of the Health Act 1956, and that whatever permits or consents are required be granted prior to commencement of construction or earthworks.
- (2) That all metal roofing or cladding be pre-coated, or painted in natural, recessive colours, as soon after completion as practicable.


- (3) That no building, or part thereof, excavation or other work shall be left unfinished, or shall be allowed to fall into such a condition; and no land shall be allowed to deteriorate or to remain in such a condition that it would, in the opinion of the Council, visually detract from the amenities of the property, or adjoining properties, or the neighbourhood.
- (4) That the existing culvert at the site entrance point be extended to sixteen [16] metres in length, and that the entrance be widened and sealed in accordance with the requirements of Transit NZ, as specified on the Diagram 2 included with the submission of Transit NZ.
- (5) That, in order to improve sight distances, vegetation on the road reserve for at least 200 metres in both directions from the site entrance be cut back or trimmed to the satisfaction of Transit NZ, and is to be maintained in such trimmed state by the applicant.
- (6) Conditions (4) and (5) above are to be certified as to compliance, in writing, by Transit NZ prior to the commencement of the consent activity.
- * It should be noted by the applicant that Transit NZ reserves the right to require highway shoulder seal widening, at the applicant's expense, should that become necessary in the future.
- (7) That at least 35 percent of the front yard area and 20 percent of the side and rear yard areas shall be suitably landscaped and maintained as such to the satisfaction of the Council. Front yard landscaping is to be done with approved low-growing shrubbery.
- (8) That the proposed buildings and facilities be generally located as indicated on the application site plan, and that the activity operate within the Performance Standards [noise in particular] of the Rural A Zone. Any consistent noise emitters [such as refrigeration units] shall have adequate acoustic insulation as an integral part of their installation.
- (9) That no less than seven off-street car parking spaces be provided, formed, surfaced and drained in complete accordance with the provisions of Rule 16 of the District Plan, prior to the commencement of the activity.
- (10) Any signage shall be in complete accordance with the provisions of Rule 14 of the District Plan, and with the guidelines of Transit NZ which were included with their submission.

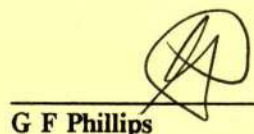
The Reasons for the Decision

In consideration of the application under Section 104 of the Act, the Council has made its decision for the following reasons:

- (1) Written approval has been obtained from the adjoining owner most likely to be adversely affected by the proposed activity.
- (2) There are no apparent conflicts with the purpose of the Act, nor with the matters or principles noted in Sections 6, 7 and 8 of the Act, nor with the objectives and policies of the District Plan.
- (3) The imposed conditions will ensure compliance with the relevant District Plan rules, and will adequately mitigate the expected environmental effects to a minor impact level.
- (4) All the mitigation conditions suggested in the submission of Transit NZ have been adopted and imposed by the Council, and hence the concerns of the submitter have been met in full.

DECISION UNDER DELEGATED AUTHORITY:


_____ **PLANNING MANAGER**
J V Kemp


_____ **RESOURCE PLANNER**
G F Phillips

RIGHT OF OBJECTION

Your attention is drawn to the fact that this decision was made under delegated authority from the Council to an authorised officer, pursuant to Section 34 (4) of the Resource Management Act 1991. You have a right under Section 357 of the Act, if you are dissatisfied with the decision or any part of it, to object in writing to the Council, stating reasons for such objection, within fifteen (15) working days after notification of the decision.

References

Prior C/T 53B/996

29 JUL 1992

Land and Deeds 69

No. 59B/183

Transfer No.

N/C. Order No. B.574457.2



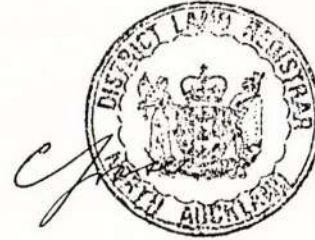
REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 29th day of August one thousand nine hundred and eighty six under the seal of the District Land Registrar of the Land Registration District of NORTH AUCKLAND

WITNESSETH that MICHAEL DAVID PRAM of Kaitaia farmer and BEVERLEY KAY PRAM his wife are seised of an estate in fee simple as tenants in common in equal shares

~~is seised of an estate in fee simple~~ (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 3.1550 hectares more or less being Lot 1 Deposited Plan 106434 and being part Ta Keke Block and Allotment 189 Parish of Maungataniwha



Assistant Land Registrar

808272.1 Gazette Notice (N.Z. Gazette 1.3.1979 page 464) declaring the adjoining road to be a limited access road - 7.8.1979 at 10.45 oc

B.179385.1 Mortgage to ~~the~~ ^{James} Banking Corporation - 27.5.1983 at 20 oc
B655612-1
24 APR 1983
A.L.R.

B.655612.2 Mortgage to ~~the~~ ^{James} Trust Bank - 24.4.1987 at 20 oc
30 JUN 1987
A.L.R.

C.329494.1 Mortgage to National Australia Bank (NZ) Limited - 30 JUN 1991 at 1.37 oc
30 JUN 1991
A.L.R.

C.390294.3 Transfer to Gerard Joseph Ponsonby of Mangatoetoe farmer and Maureen Beverley Ponsonby his wife - 30.6.1992 at 2.53 oc
30 JUN 1992
A.L.R.



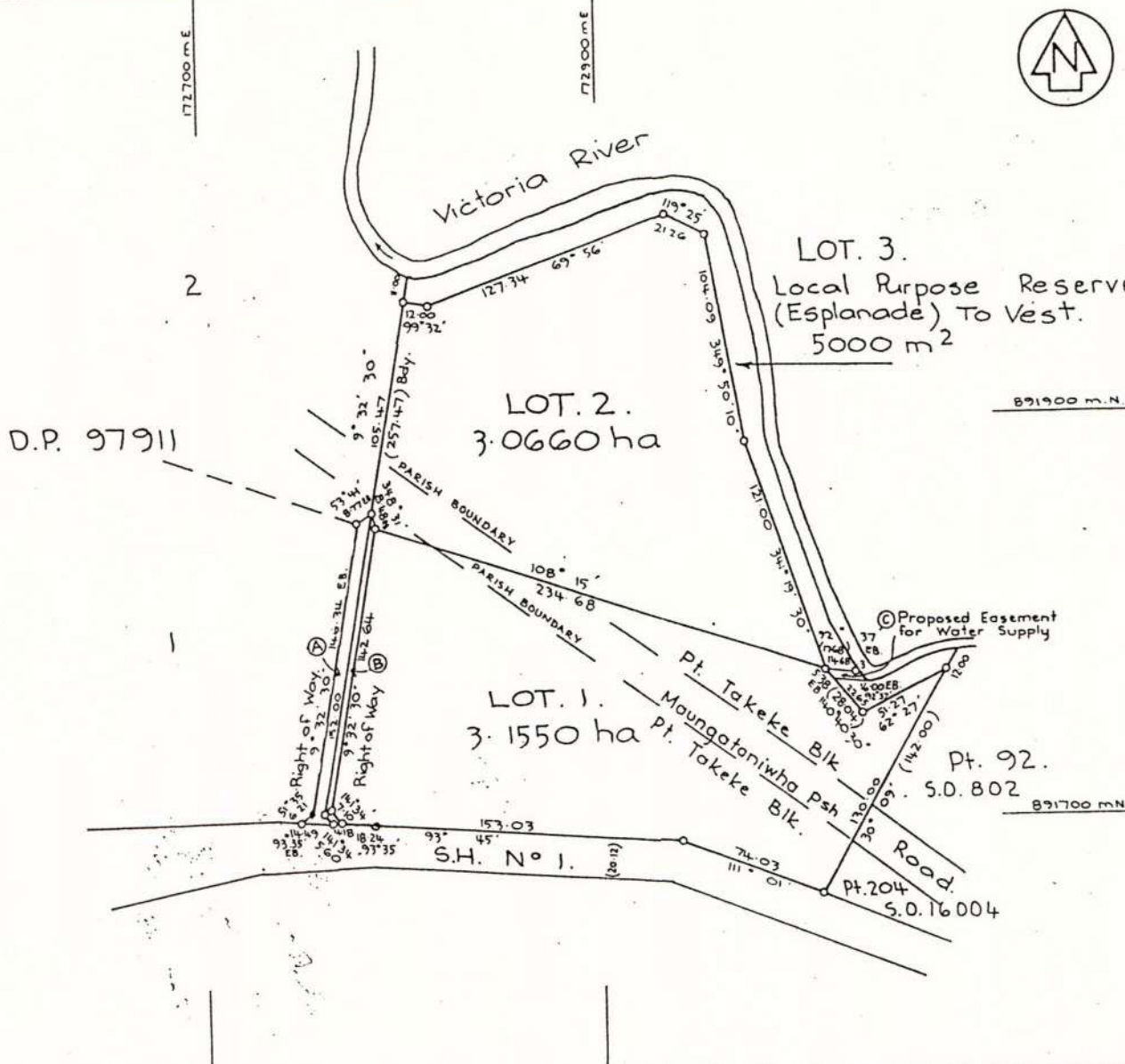
Measurements are Metric

SEARCH COPY

No. 59B/183

29 JUL 1992

CERTIFICATE OF TITLE No.



Road Shown is Legal

Pursuant to a resolution of the Manangou County Council passed on the 27th day of March 1985 approving pursuant to Section 305 of the Local Government Act 1974 this survey plan conditional upon the granting or reserving of the easements shown in the memorandum endorsed hereon and certifying that the survey plan is in accordance with the requirements and provisions of the operative district scheme for the area to which the survey plan relates the common seal of the Manangou County Council was affixed hereto in the presence of



M. S. ...
Chairman
D. ...
County Clerk

Memorandum of Easements			
Purpose	Shown	Serv. Tene	Dom Tene
Right of Way	(A)	Pt Lot 2 DP 97911	Lot 2 hereon
	(B)	Pt Lot 2 hereon	Lot 2 DP 97911

Panel of Proposed Easement			
Purpose	Shown	Serv. Tene	Dom Tene
Water Supply	(C)	Pt Lot 3 hereon	Lot 1 hereon

Approved:
K. P. ... *S. H. ...*
M. P. ... *K. P. ...*
 Registered Owners

New C.T. Allocated
 Lot 1 - 59B/783
 Lot 2 - 59B/784

Total Area 6.7210 ha
 Comprised in C.T. 53B/99C (All)
 53B/995 (Pt) (R.O.W. only)

I, Donald Barrington van Sturmer of Kaitiaki Registered Surveyor and holder of an annual practicing certificate hereby certify that this plan has been made from surveys executed by me or under my direction, that both plan and survey are correct and have been made in accordance with the regulations under the Surveyors Act 1966
 Dated at Kaitiaki this 3rd day of April 1985
 Signature *D. van Sturmer*

Field Book *1* Traverse Book *1*
 Reference Plans
 Examined *R. M. ...* Correct *M. ...*
 Approved as to Survey
 12/7/1985
L. J. ... for Chief Surveyor
 Deposited this 29th day of August 1986
E. ...
 District Land Registrar

AND DISTRICT North Auckland BAYET BLK. & DIST. VII Takahue 12MS SHEET No. 004/3.4	Lots 1, 2 & 3 being Subdivision of Lot 3 D.P. 97911 and R.O.W. over Pt. Lot 2 D.P. 97911	LOCAL AUTHORITY Manangou County Surveyed by D.B. van Sturmer Scale 1:1500 Date Feb. 1985	File Number Instructions D.P. 106434
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SEARCH COPY

35797C-50,000/5/85MK

Prior C/T 34D/1335

Transfer No.
N/C. Order No. B.149479.2



REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

No. 538 / 995

This Certificate dated the 16th day of February one thousand nine hundred and eightythree under the seal of the District Land Registrar of the Land Registration District of NORTH AUCKLAND

WITNESSETH that MICHAEL DAVID PRAM of Victoria Valley farmer and BEVERLEY KAY PRAM his wife are seised of an estate in fee simple as tenants in common in equal shares

~~is seised of an estate in fee simple~~ (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 5.2470 hectares more or less being Lot 2 Deposited Plan 97911 and being part Ta Keke Block and part Allotment 189 Parish of Maungataniwha.



B. Crawford
Assistant Land Registrar

Plan 106474 lodged 16.4.85

Interests at date of issue:

808272.1 Gazette Notice (N.Z. Gazette 1.3.1979 p. 464) declaring the adjoining road to be a limited access road - 7.8.1979 at 10.45 o/c

B.214261.2 Mortgage to ANZ Banking Group (New Zealand) Limited - 12.9.1983 at 2.31 o/c

M. Croft
A.L.R.

755282.1 Mortgage to The Rural Banking and Finance Corporation of New Zealand - 25.10.1979 at 12.00 o/c and varied 5.2.1982 at 11.32 o/c (B.030466.1)

B.574457.3 Easement Certificate specifying easements shown on Plan 106434

847432.1 Mortgage to The Commercial Bank of Australia Limited - 14.5.1981 at 11.40 o/c

Nature	Servient Land	Dominant Land
right of way	part herein marked 'A'	Lot 2 Plan 106434 (C.T. 59B/784) herein

B.149479.3 Easement Certificate affecting Lots on Plan 97911.

right of Way	part Lot 2 Plan 106434 marked 'B'	herein
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Nature	Servient Land	Dominant Land
R.O.W.	Part Herein 'A'	Lot 1 (C.T. 53B/994)

16.2.1983 at 11.21 o/c

- 29.8.1986 at 9.02 oc

A.L.R.

The above easements when created will be subject to Section 309(1)(a) Local Government Act 1974

jms

B.214261.1 Transfer to Stanley Thomas Hodson of Rawene county overseer and Katherine Patricia Hodson his wife - 12.9.1983 at 2.31 o/c

M. Croft
A.L.R.

Y. ...
A.L.R.

B.717842.1 Mortgage to The Rural Banking and Finance Corporation of New Zealand - 17.8.1987 at 8927076.

K. ...
A.L.R.

Measurements are Metric

-OVER-

SEARCH COPY

No. 538 / 995

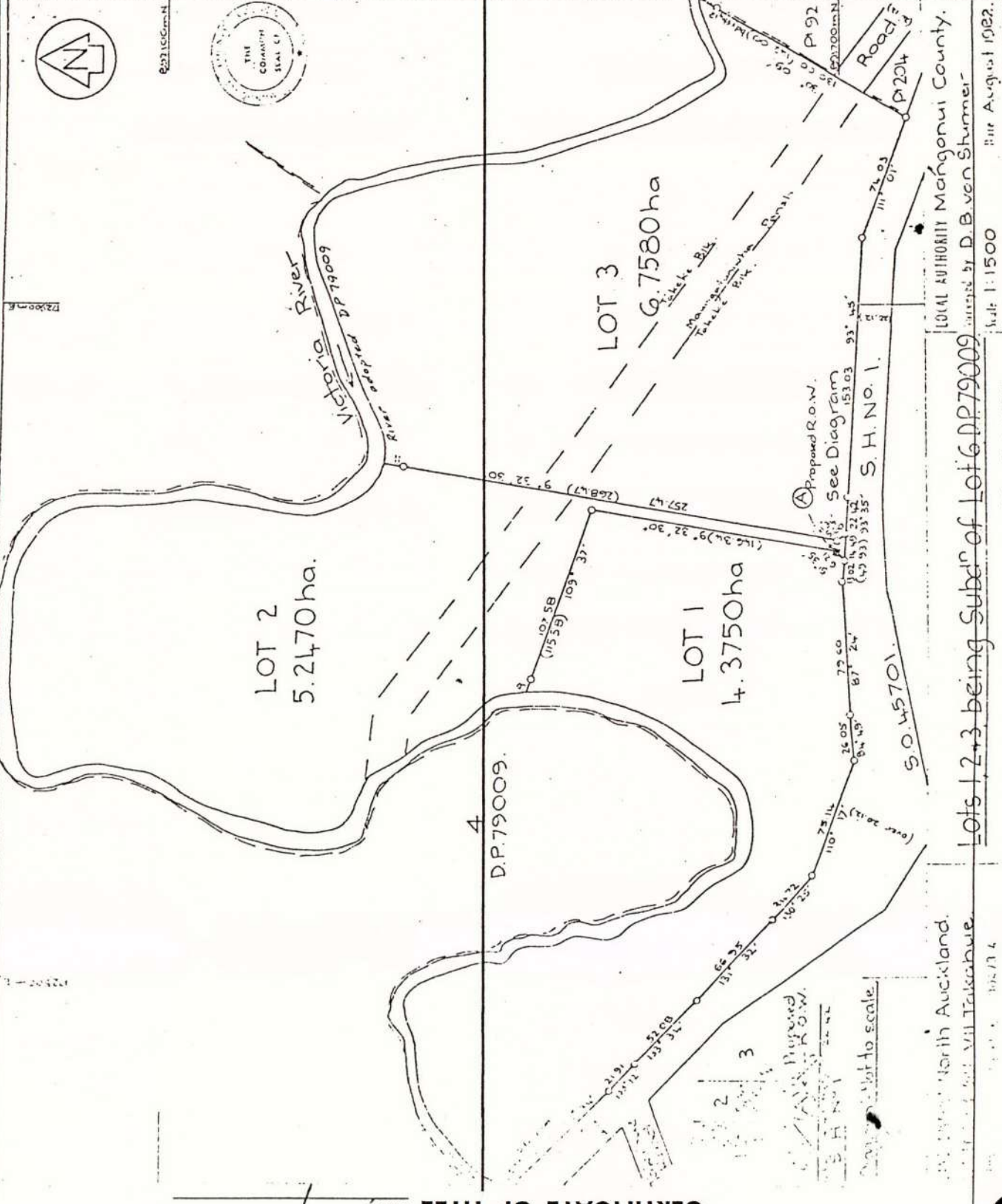
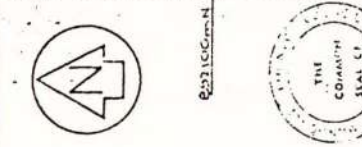
Notes shown are legal.
 Pursuant to a resolution of the Manukau County Council passed on 11.7.85, any of the following approving pursuant to the Local Government Act 1974, that the County Council is satisfied that the County Plan is a sound and validly made instrument and that the area to which the County Plan relates, the Commission of the Manukau County Council is satisfied that the proposed roads shown are legal.

Schedule of Proposed Roads:
 Purpose: Shows Position of Road
 ROW: A
 LTT: Part
 P: Part

NEW CNT ALLOCATED:
 LOT 1 - 53B/994
 LOT 2 - 53B/495
 LOT 3 - 53E/496

Registered Owner:
 Total Area 16.3800ha
 (Comprised in CT. 343/1235 (A1))

1 Donald Cunningham, Director of the Manukau County Council, 100 Victoria Road, Auckland, New Zealand.
 2 Donald Cunningham, Director of the Manukau County Council, 100 Victoria Road, Auckland, New Zealand.
 3 Donald Cunningham, Director of the Manukau County Council, 100 Victoria Road, Auckland, New Zealand.



CERTIFICATE OF TITLE No. 29 JUL 1992

LOCAL AUTHORITY Manukau County.
 Surveyed by D. B. van Stumer
 Date August 1982
 Scale 1:1500

29 JUL 1992

53B/995

B.717842.2 Memorandum of Priority making
Mortgage B.717842.1 a first mortgage and
Mortgage B.214261.2 a second mortgage -
17.8.1987 at 1.31 o/c

Randall

A.L.R.

B.814967.1 Variation of terms of Mortgage
B.717842.1 - 13.4.1988 at 1.40 o/c

[Signature]
A.L.R.

SEARCH COPY

State Highway one.

New Fence 700 High.

CAR PARK.

12m.

27m
pack House.

CAR PARK.

8m

COOK STORE.

12m

Apple Bin area.

6m.

Plan.

6m.

present 6m
Existing
Culvert
Ext &
Seal Area.

Hopkins

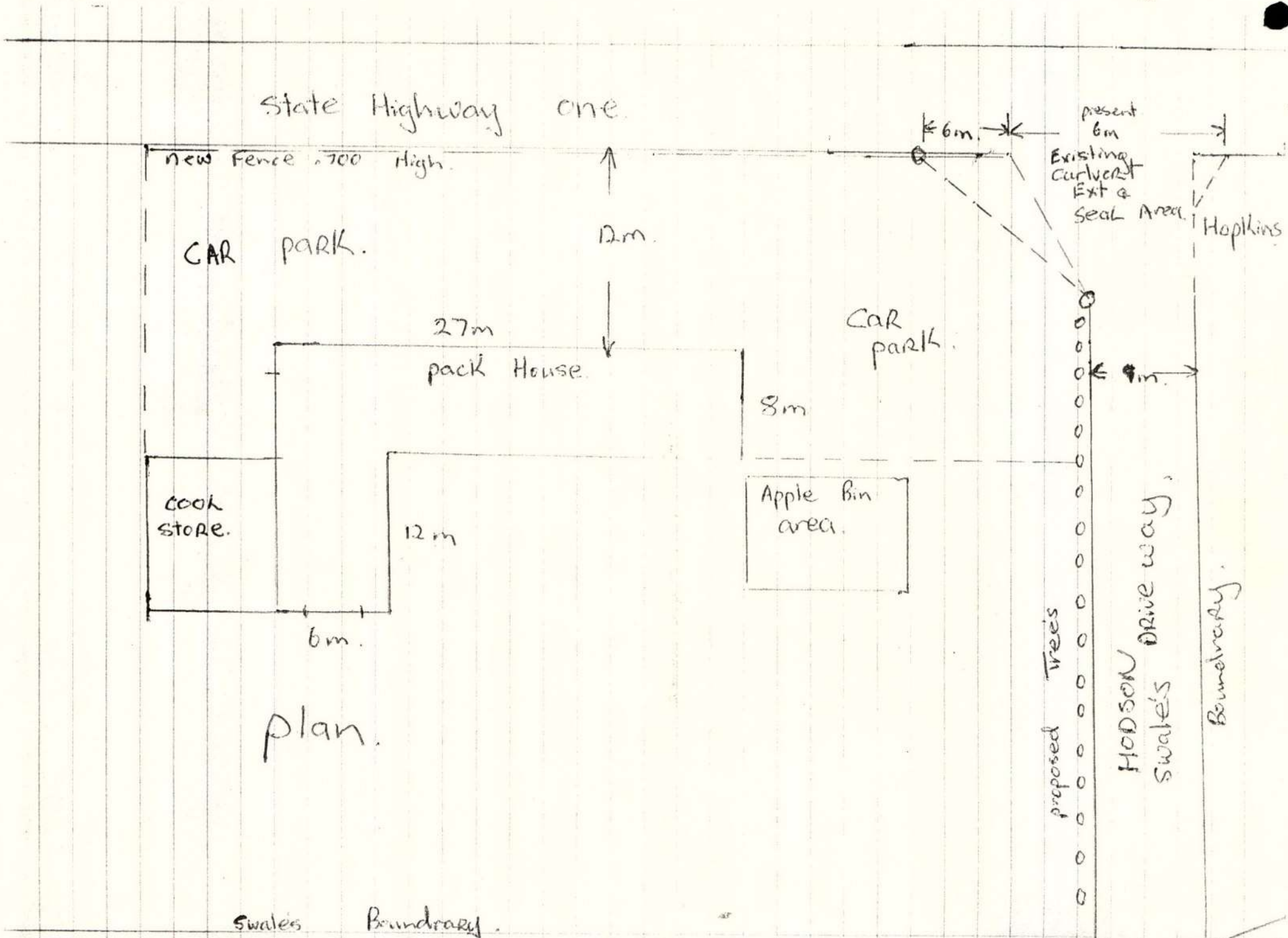
9m.

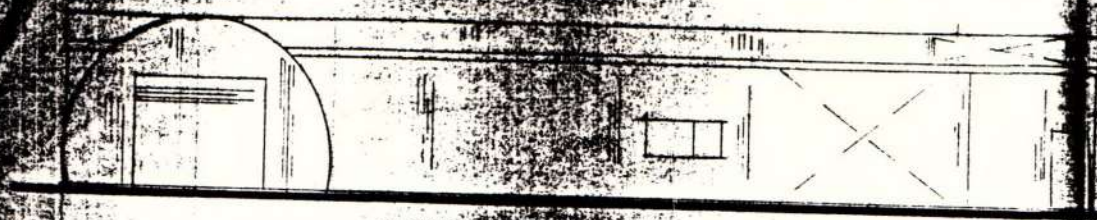
proposed Trees

HODSON
DRIVEWAY,
SWALE'S

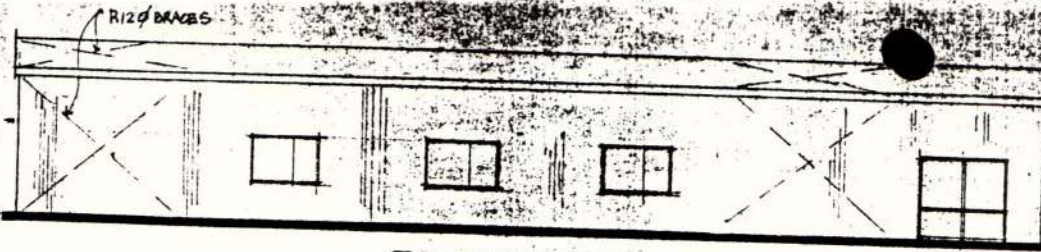
Boundary.

Swale's Boundary.

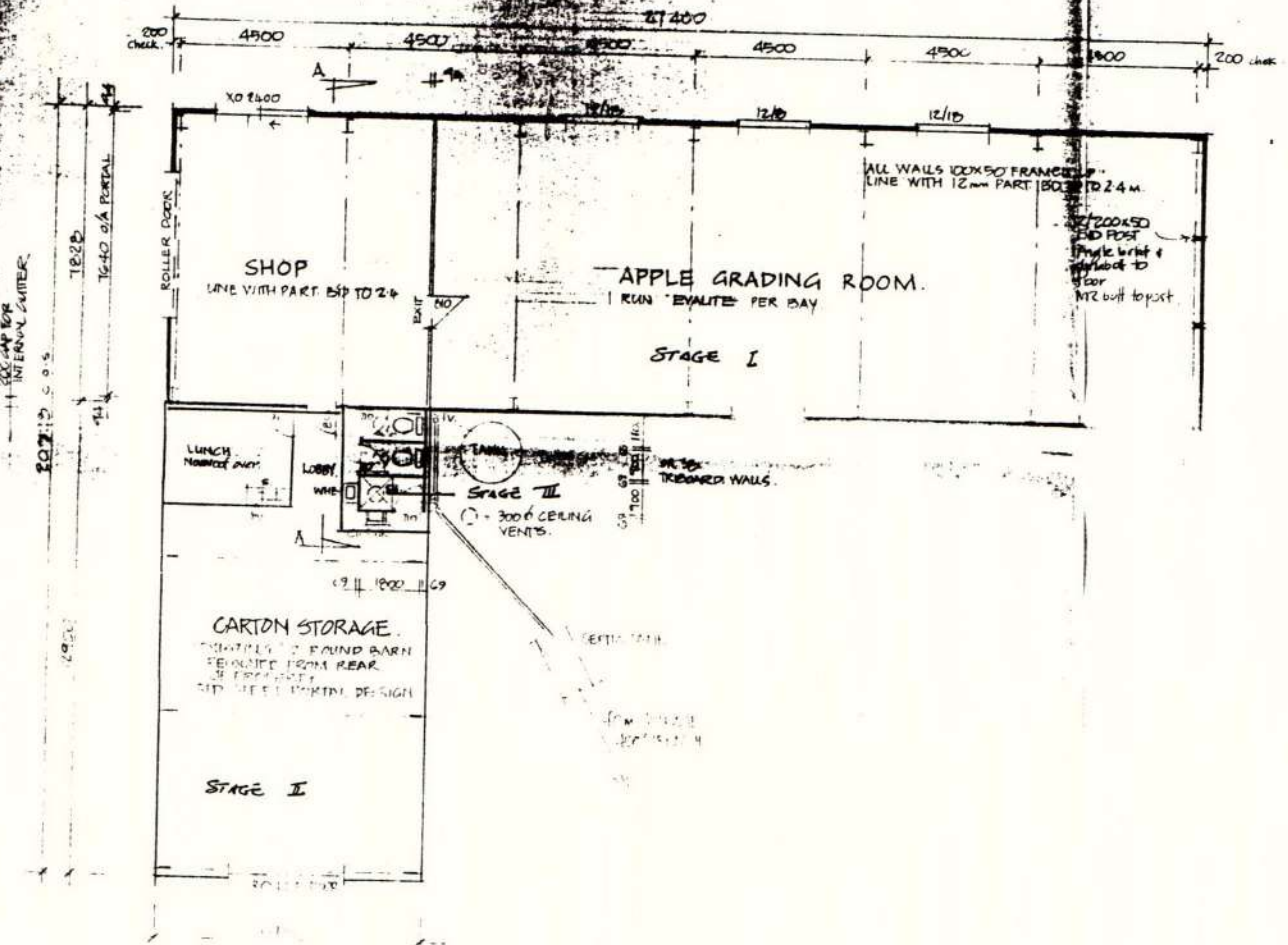




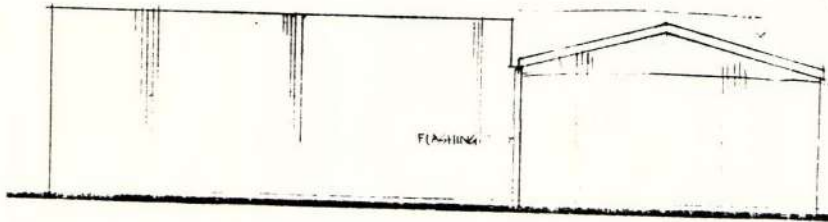
REAR ELEVATION



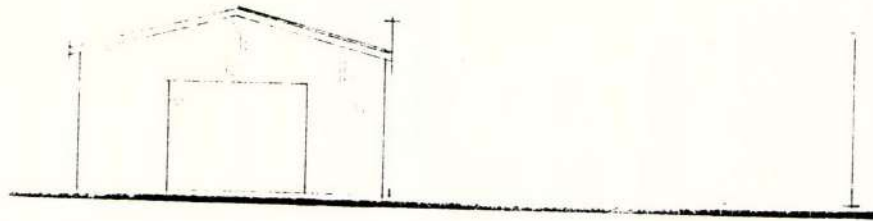
FRONT ELEVATION



FLOOR PLAN 1:100



SIDE ELEVATION

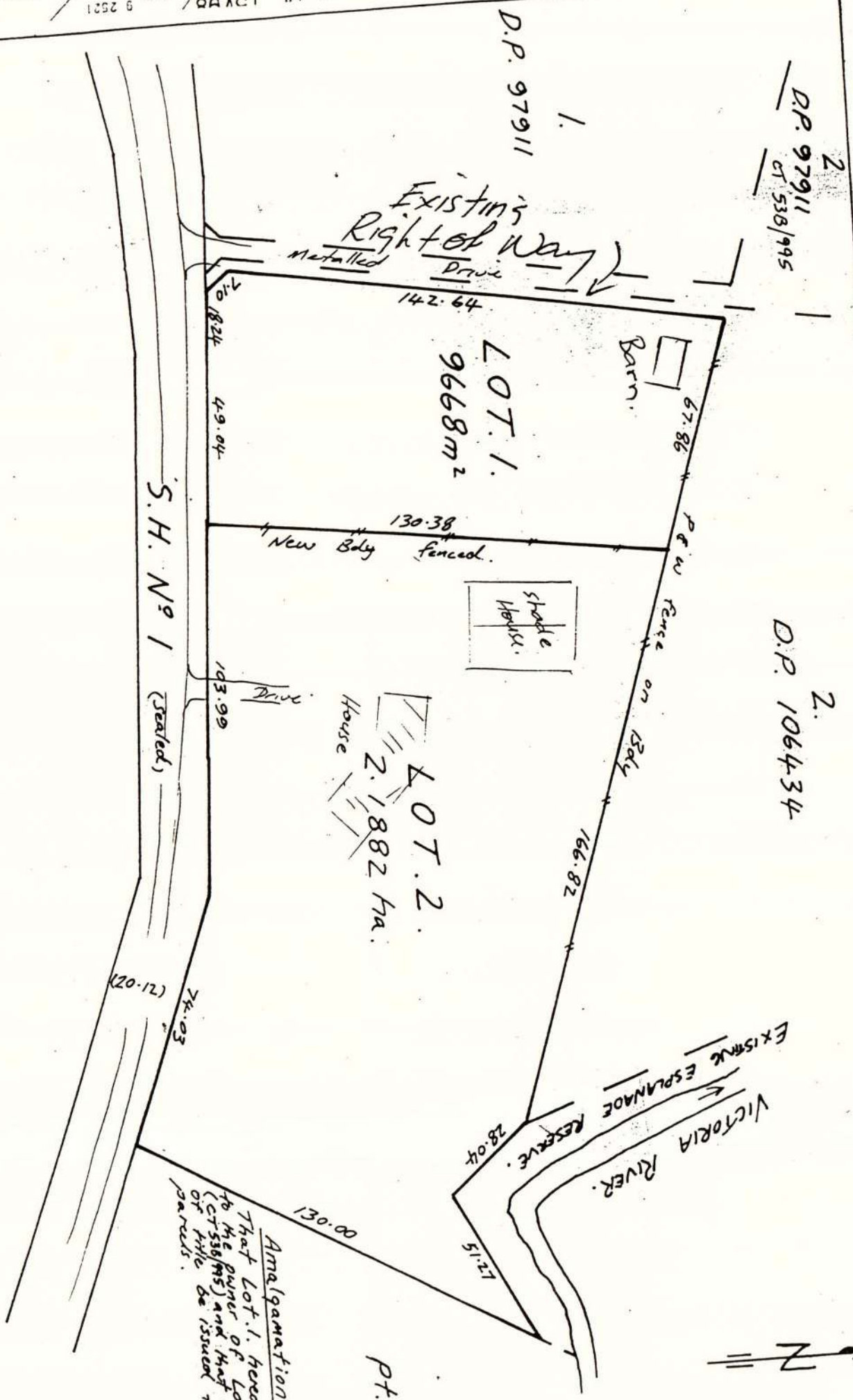


SIDE ELEVATION

APPLE PACKING SHED & FRUIT SHOP FOR S. HODSON - VICTORIA VALLEY

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 D.P. 106434
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SO 39235
 SO 160041
 SO 9 2521
 P1. SE93
 71 7991
 707



EARL NORTH DISTRICT COUNCIL.
 BIK. VII TAKAHUE S.D.

PROPOSED SUBDIVISION OF
 LOT 1 D.P. 106434.

Areas & Measurements Subject
 to Survey.
 SCALE

Amalgamation Condition
 That Lot 1, hereon be the
 to the owner of Lot 2 or
 (CT 538/95) and that one car
 of title be issued to include
 parcels.

Pt. 92

State Highway one.

new Fence 700 High.

CAR PARK.

12m.

27m
pack House

CAR
park

8m

COOK
STORE.

12m

Apple Bin
area.

6m.

plan.

6m.

present.
6m
Existing
Culvert
Ext &
Seal Area

Hopkins

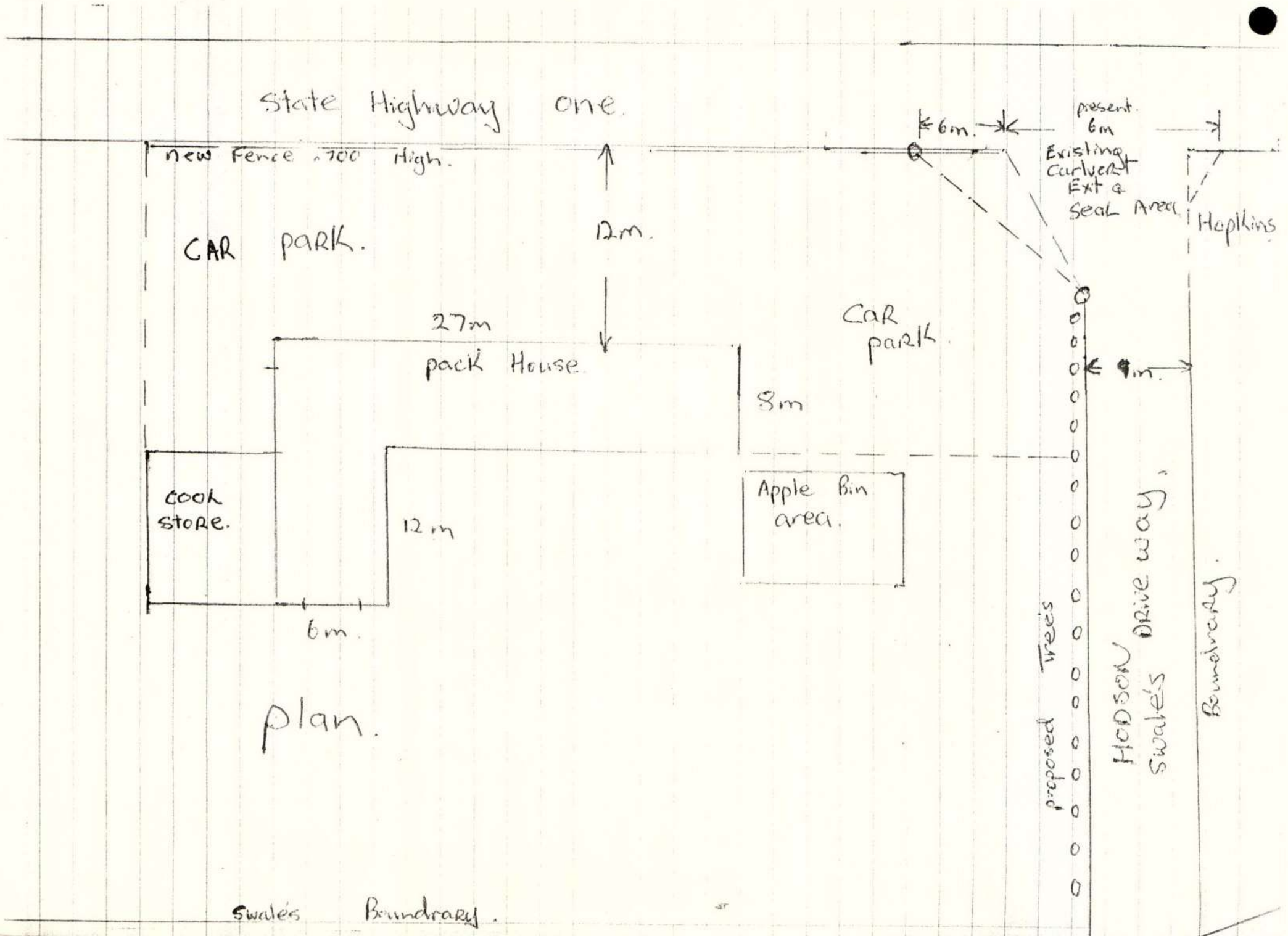
9m.

proposed Trees

HODSON
DRIVE way,
Swale's

Boundary.

Swale's Boundary.



RECORD OF DECISION ON RESOURCE CONSENT APPLICATIONS

Participants:

PJK
AJH

Decision Date: 03 April 2002

Granted Date: 4/04/02

Issued Date: 8-4-02

RMA Number : 2020517
RFS Type : LUC
Val Number : 37 - 7601
Applicant : **B A KITCHEN**
Start Date : 1 - 2 - 02
Location : SH 1, Kaitaia
Hearing Date :
Activity (TDP/PDP) : B20
Outcome : Approved (del)
Zone (TDP/PDP) : M9 / GRR
Area of Site : 0.9670



Proposal : Operate a contractors depot, including retail sales of timber and garden supplies.

Issues : Depot has been in operation for approximately 6 months
 All neighbours approvals obtained – Transit approval subject to conditions. Condition for access formation allows some scope for change of Transit conditions without changing Council consent.
 Retention of trees along internal boundaries by way of condition will address many issues
 Review clause to allow consideration of any future problems with conditions
 Substantial areas available for parking, both in front of and behind the building

Property File	Sewerage (BES)	Roading (GCI)	Com Fac (SMH)	Finance (RAS)	Transit NZ	DoC	Projects (LMN)
✓							
Monitoring (CAS)	Env Health (GB/JG)	Liq License (LAL)	Legal (YAS)	NZHPT	NRC	Building (HAH)	Other
✓	✓						

Done

FAR NORTH DISTRICT COUNCIL

FAR NORTH OPERATIVE DISTRICT PLAN [MANGONUI SECTION]

AND

PROPOSED FAR NORTH DISTRICT PLAN

IN THE MATTER OF
the Resource Management Act 1991

AND

IN THE MATTER OF
an application for Resource Consent
under the aforesaid Act by

B A Kitchen

FILE NUMBER RC 2020517

APPLICATION

Application for **LAND USE CONSENT** to operate a contractors depot, including retail sales of garden supplies and timber products.

The property in respect of which the application is made is situated at State Highway 1, Kaitaia, and is legally described as Lot 1 DP 153400.

DECISION

That pursuant to Section 105 (1)(b) of the Resource Management Act 1991, Council grants its consent to the application [being RC 2020517] by B A Kitchen to operate a contractors depot, including retail sales of garden supplies and timber products, generally as indicated on the plans and information provided with the application.

This consent is subject to the following conditions imposed pursuant to Section 108 of the Act:

- (1) Within 6 months of the issuing date of this consent, the applicant shall undertake and complete the siting, formation, surfacing and drainage of the site access point to the depot to the requirements and satisfaction of Transit NZ. Such approval from Transit NZ is to be sent, in writing, to the Council for authentication.
A copy of Transit New Zealand's requirements are attached to this consent.
- (2) All boundary plantings existing at the date of the issuing of this consent (being those shown as trees running along the three internal boundaries on the site plan provided to Council) are to be maintained and, where necessary, replaced for the duration of the consent. Any plants that require removal due to disease or safety reasons are to be replaced as soon as practicable, or within the following planting season (defined as 1st April to 1st August).

- (3) No machinery or other noise generating equipment (excluding vehicles entering or exiting the site), either permanently or temporarily located on the site, is to exceed the following noise limits:

7am to 10pm	50 dBA L ₁₀
10pm to 7am	45 dBA L ₁₀ and 65dBA L _{max}

Such levels are to be measured in accordance with NZS 6801:1991 Measurement of Sound and assessed in accordance with NZS 6902:1991 Assessment of Environmental Sound.

The cost of any such monitoring, where it is necessary to ensure compliance with the condition, will be recovered by Council from the consent holder.

- (4) No advertising signs are to be erected in addition to those that already exist on the site (consisting of the one advertising sign adjoining the State Highway)
- (5) All aggregate or any similar material that may create a dust nuisance is to be retained within the storage bins depicted on the site plan, and is to be covered by suitable means (tarpaulin, etc) at all times when not in use.
- (6) Retail sales from the site are to be restricted to timber products (being fencing and landscaping timber) and garden supplies (landscaping materials). Additional consent may be required from the Council to expand the range of products sold from the site.
- (7) Pursuant to Section 128 of the Act, Council reserves the right to review the conditions of consent on an annual basis for a period of up to five years from the issuing date of the consent, in order to deal with any adverse effects (particularly those relating to noise and dust) that may arise from the exercise of the consent and which may be appropriate to deal with at a later stage.

REASONS FOR THE DECISION

In consideration of the application under Section 104 of the Act, the Council has made its decision for the following reasons:

- (A) Written approval has been obtained from all persons and interested parties who might be adversely affected by the granting of consent to the proposal.
- (B) There are no apparent conflicts with the purpose of the Act, nor with the matters or principles noted in Sections 6, 7 and 8 of the Act, nor with the objectives and policies of the District Plans.
- (C) The imposed conditions will ensure compliance with the relevant District Plan rules, and will adequately avoid, or mitigate to a minor impact level, the expected effects on the environment.

DECISION PREPARED BY: A J HARTSTONE, SECTION PLANNER

CONSENT GRANTED UNDER DELEGATED AUTHORITY:

P. J. Killeen RESOURCE CONSENTS MANAGER

4th April 2002 DATE
RC 2020517



FAR NORTH DISTRICT COUNCIL

Private Bag 752, Memorial Ave, KAIKOHE
Freephone: 0800 920 029, Ph: (09) 405 2750, Fax: (09) 401 2137

Our Reference: RC 2020517

Attn: Alister Hartstone

03 April 2002

Mr B A Kitchen
Peria Valley Road
R.D. 2
KAITAIA

Dear Sir / Madam

re: **RC 2020517 - APPLICATION BY B A KITCHEN**

Council's decision is attached.

The application was considered and determined under authority delegated to the Manager, Environmental Services of the Far North District Council, pursuant to Section 34(4) of the Resource Management Act 1991. If you are dissatisfied with the decision or any part of it, you have the right (under Section 357 of the Act) to object to the decision. The objection must be in writing, stating reasons for the objection, and must be received by Council within 15 working days of your receipt of this decision.

Yours faithfully

Support Officer
Environmental Services

cc:

← trees →

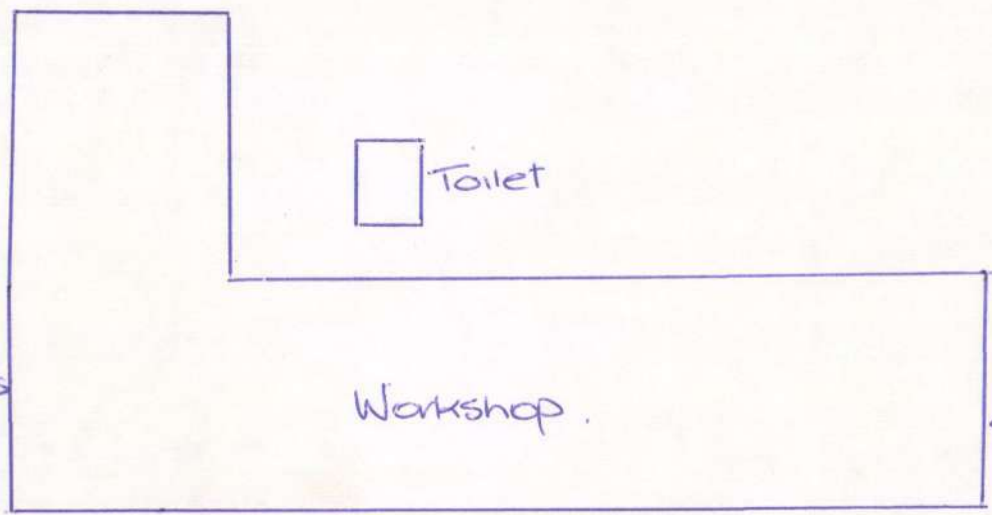
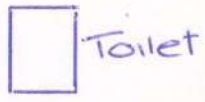
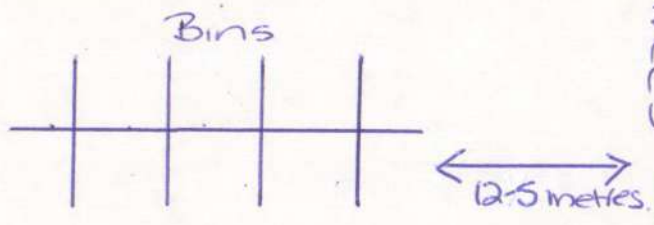


DP 153400

Right of ways to back properties

← trees →

← trees →



22.5 metres

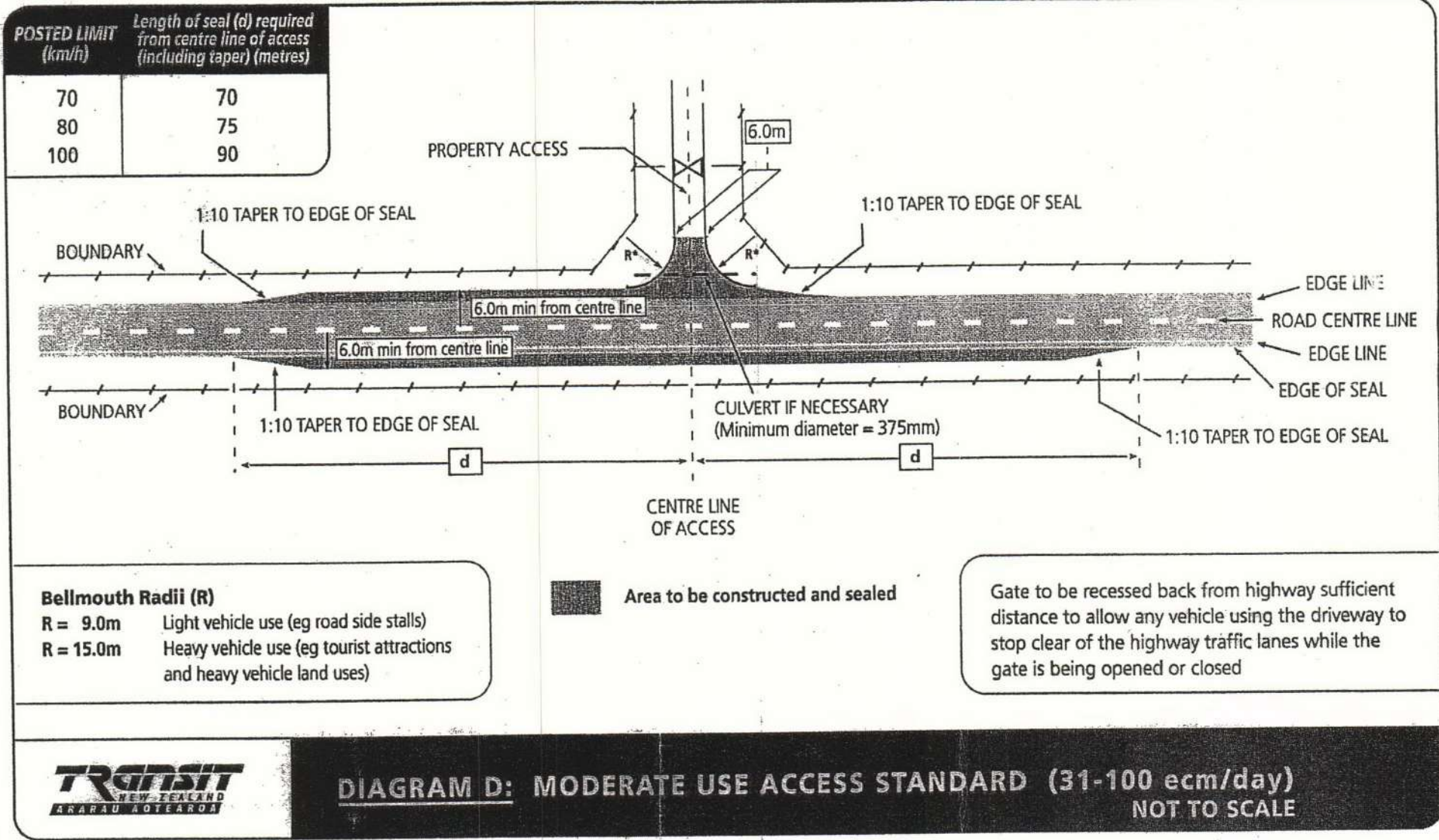
20 metres

14.5 metres

Garden - with sign in middle

Entrance

State Highway 1



With Compliments ---

FAR NORTH DISTRICT COUNCIL

KAITAIA SERVICE CENTRE

P O Box 262

KAITAIA



RCPAD

24 December 1992

Fountain Manning & Co

P O Box 43

KAITAIA

Dear Sir

re: LT 153400 RC - 2127 G J & M B Ponsonby

Enclosed please find the requested Certificate of Compliance for this proposal.
Attached please find an invoice for the cost of this activity.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Joanna Lloyd', written in a cursive style.

Joanna Lloyd

PLANNING ASSISTANT - KAITAIA

FAR NORTH DISTRICT COUNCIL

KAEO - Box 69
Phone (09) 405-0297
Leigh Street, KAEO.
KAIKOHE - Box 246
Phone (09) 401-2101
Memorial Avenue, KAIKOHE.

KAWAKAWA - Box 11
Phone (09) 404-0371
State Highway 1, KAWAKAWA.
KERIKERI - Box 417
Phone (09) 407-7033
5 Homestead Road, KERIKERI.

NORTHERN - Box 262
Phone (09) 408-1400
Redan Road, KAITAIA.
RAWENE - Box 3
Phone (09) 405-7829
Parnell Street, RAWENE.

**CERTIFICATE OF LOCAL AUTHORITY
UNDER SECTION 224 (c)
RESOURCE MANAGEMENT ACT, 1991**

VALUATION NO:	60-76
FILE NUMBER:	RC 2127
APPLICANT:	G J and M B Ponsonby

**IN THE MATTER OF LAND TRANSFER PLAN
NO: 153400**

And pursuant to Section 224 (c) of the Resource Management Act 1991 I hereby certify that all the conditions shown on or referred to on the approved Subdivision Consent have been complied with to the satisfaction of the **FAR NORTH DISTRICT COUNCIL**.

DATED at Kawakawa this 23rd day of December, 1992.




PLANNING MANAGER

RECEIVED
19 AUG 1992

**RECORD OF DECISION ON
RESOURCE CONSENT APPLICATIONS**

Participants:

JVK
GFP



Decision Date:
14 August 92

- RC Number :** 2127
- Lodged :** 18 June 92
- Received :** 28 July 92
- Applicant :** S T and K P Hodson
- Location :** State Highway 1, Victoria Valley
- Zoning :** Rural A
- Proposal :** Boundary adjustment to add to existing apple orchard
- Type :** Controlled
- Issues :** State Highway not a road
- Approvals :** Nil
- Notified :** No
- Hearing :** No
- Decision :** Approve, with conditions
- Findings :** No engineering concerns. Adding on to the section with river frontage, so no need for esplanade. Apple packing house is to come on a later RC application.

Discussion : A fairly simple one

FAR NORTH DISTRICT COUNCIL



Our Reference
RC 2127 Your: 1063
If calling, please ask for

Kaitaia Service Centre
Redan Road, P.O. Box 262, Kaitaia
Telephone (09) 408-1400, Fax (09) 408-1404

Greg Phillips

17 August 1992

D B von Sturmer and Associates
P O Box 128
KAITAIA

Dear Sirs

re S T and K P HODSON and G J and M B PONSONBY -- VICTORIA VALLEY

This is to advise that the Far North District Council has, on 14 August 1992, granted its consent, pursuant to Section 105 (1) (a) of the Resource Management Act 1991, to a Controlled Activity application for a subdivision of Lot 1 DP 106434, Blk VII Takahue SD [as defined on RC 2127], subject to the following conditions imposed pursuant to Sections 108 and 220 of the Act;

- 22
- (1) The applicant shall apply to Transit NZ under Section 93 of the Transit NZ Act 1989 to obtain certification that the State Highway Limited Access Road insofar as it affects the land in question be declared a road for the purposes of subdivision.
 - (2) That Lot 1 on the plan be transferred to the owner of Lot 2 DP 97911 [CT 53B/995] and that one certificate of title be issued to include both parcels.

The Reasons for the Decision

In consideration of the application under Section 104 of the Act, the Council has made its decision for the following reasons:

- (A) Written approval from adjoining owners and interested parties to the proposed activity has not been sought, as the Council is of the opinion that no one will be adversely affected by the proposal.
- (B) There are no apparent conflicts with the purpose of the Act, nor with the matters or principles noted in Sections 6, 7 and 8 of the Act, nor with the objectives and policies of the District Plan.

- (C) The imposed conditions will ensure compliance with the relevant District Plan rules, and will adequately mitigate the expected environmental effects to a minor impact level.

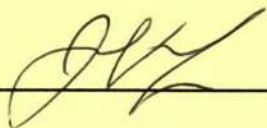
Statutory Information

The following matters are noted as being relevant to the subject land, and possibly requiring additional action for statutory or code compliance. The applicant and any prospective purchasers should be aware of these matters, and hence the information will be placed on the property file and will be cited in any related Project or Land Information Memorandum that may be issued by the Council.

- (1) Any industrial use of the site will require an additional Resource Consent from the Council, and, among other possible conditions, compliance with the 16 July 1992 conditions of Transit NZ.

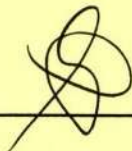
APPROVED UNDER DELEGATED AUTHORITY:

J V Kemp



PLANNING MANAGER

G F Phillips



RESOURCE PLANNER

Right of Objection

Your attention is drawn to the fact that this decision was made under delegated authority from the Council to an authorised officer, pursuant to Section 34 (4) of the Resource Management Act 1991. You have a right under Section 357 of the Act, if you are dissatisfied with the decision or any part of it, to object in writing to the Council, stating reasons for such objection, within fifteen (15) working days after notification of the decision.

cc S T and K P Hodson
Victoria Valley
R D 1
KAITAIA

cc G J and M B Ponsonby
Victoria Valley
R D 1
KAITAIA

29 JUL 1992

References

Prior C/T 34D/1335

Transfer No.

N/C. Order No. B.149479.2



Land and Deeds 69

REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 16th day of February one thousand nine hundred and eightythree under the seal of the District Land Registrar of the Land Registration District of NORTH AUCKLAND

WITNESSETH that MICHAEL DAVID PRAM of Victoria Valley farmer and BEVERLEY KAY PRAM his wife are seised of an estate in fee simple as tenants in common in equal shares

(subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon. be the several admeasurements a little more or less, that is to say: All that parcel of land containing 5.2470 hectares more or less being Lot 2 Deposited Plan 97911 and being part Ta Keke Block and part Allotment 189 Parish of Maungataniwha.

Plan 106474 lodged 16/4/85

Assistant Land Registrar



Interests at date of issue:

808272.1 Gazette Notice (N.Z. Gazette 1.3.1979 p. 464) declaring the adjoining road to be a limited access road - 7.8.1979 at 10.45 o/c

B.214261.2 Mortgage to ANZ Banking Group (New Zealand) Limited - 12.9.1983 at 2.31 o/c

755282.1 Mortgage to The Rural Banking and Finance Corporation of New Zealand - 25.10.1979 at 12.00 o/c and varied 5.11.1982 at 11.32 o/c (B.030466.1)

B.574457.3 Easement Certificate specifying easements shown on Plan 106434

M. Woffler A.L.R.

847432.1 Mortgage to The Commercial Bank of Australia Limited - 14.11.1981 at 11.40 o/c

Nature Servient Land Dominant Land right part herein Lot 2 Plan 106434 (C.T. 59B/784) herein

B.149479.3 Easement Certificate affecting Lots on Plan 97911.

right part Lot 2 of Way Plan 106434 marked 'B'

Nature Servient Land Dominant Land R.O.W. Part Herein 'A' Lot 1 (C.T. 53B/994)

16.2.1983 at 11.21 o/c

- 29.8.1986 at 9.02 o/c

Assistant Land Registrar

A.L.R.

B.214261.1 Transfer to Stanley Thomas Hodson of Rawene county overseer and Katherine Patricia Hodson his wife - 12.9.1983 at 2.31 o/c

The above easements when created will be subject to Section 309(1)(a) Local Government Act 1974

A.L.R.

G. J. J. A.L.R.

B.717842.1 Mortgage to The Rural Banking and Finance Corporation of New Zealand - 17.8.1987 at 2.03 o/c

8927076

A.L.R.

-OVER-

Measurements are Metric

SEARCH COPY

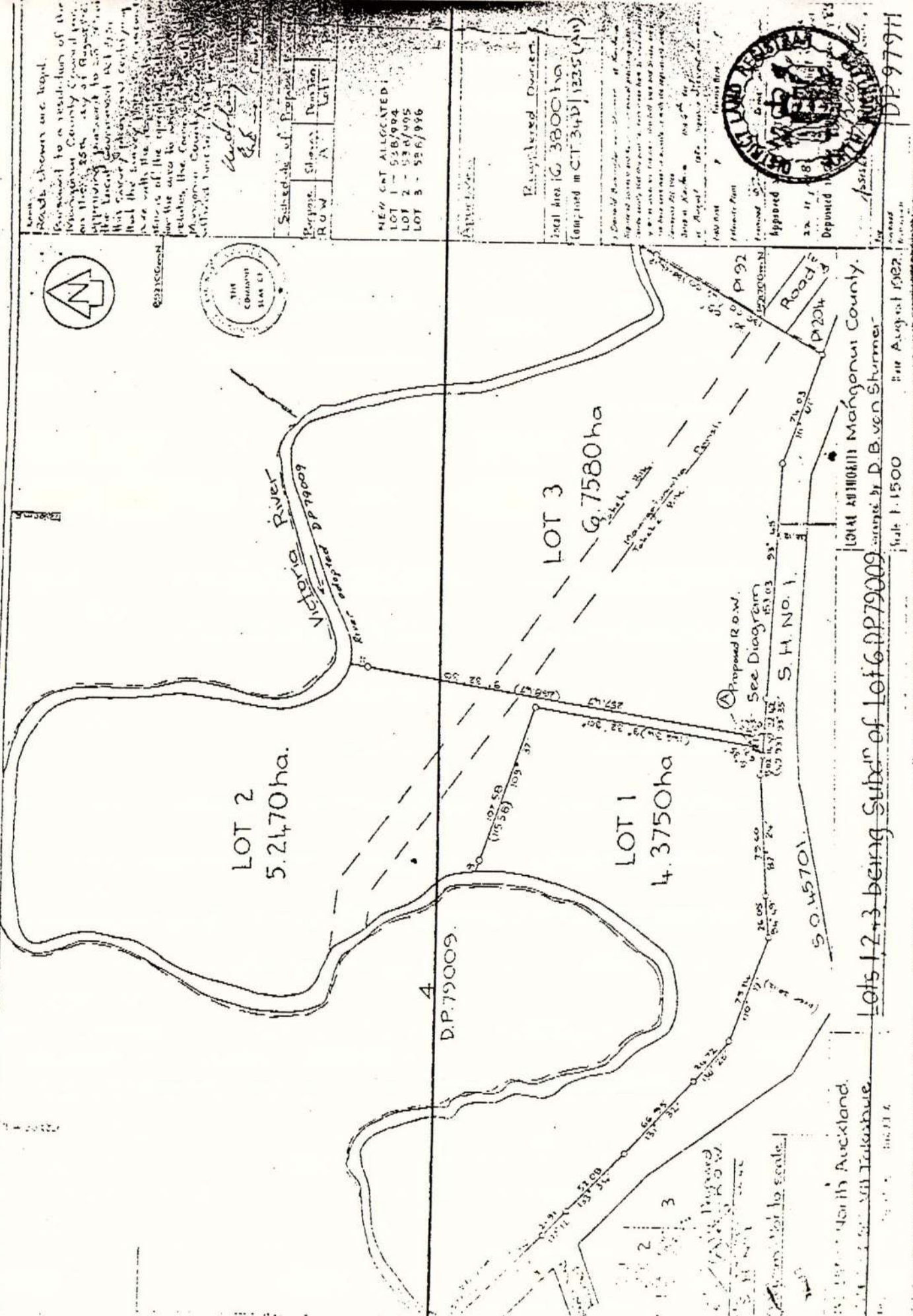
538 / 995

538 / 995

jms

29 JUL 1992

CERTIFICATE OF TITLE No.



NEW CWT ALLOCATED:
 LOT 1 - 526/994
 LOT 2 - 534/995
 LOT 3 - 556/996

Substrate of Proposed	Portion	Shares	Portion	Left
	A			

Proposed Road
 Total Area 6.3800 ha
 (Completed in CT 34P/1235 (AN))

LOCAL AUTHORITY Magalongs County.
 prepared by D. B. von Sturmer
 Date August 1987
 Scale 1:1500

Lots 1, 2 & 3 being Sub of Lot 6 DP 79009

North Auckland
 District Council
 1987



29 JUL 1992

53B/995

B.717842.2 Memorandum of Priority making
Mortgage B.717842.1 a first mortgage and
Mortgage B.214261.2 a second mortgage -
17.8.1987 at 1.31 o/c

Randall

A.L.R.

B.814967.1 Variation of terms of Mortgage
B.717842.1 - 13.4.1988 at 1.40 o/c

~~Stewart~~
A.L.R.

References
Prior C/T 53B/996

29 JUL 1992

Land and Deeds 69

No. 59B/183

Transfer No.
N/C. Order No. B.574457.2



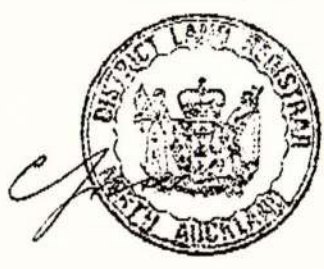
REGISTER

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 29th day of August one thousand nine hundred and eighty six under the seal of the District Land Registrar of the Land Registration District of NORTH AUCKLAND

WITNESSETH that MICHAEL DAVID PRAM of Kaitaia farmer and BEVERLEY KAY PRAM his wife are seised of an estate in fee simple as tenants in common in equal shares

(subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 3.1550 hectares more or less being Lot 1 Deposited Plan 106434 and being part Ta Keke Block and Allotment 189 Parish of Maungataniwha



Assistant Land Registrar

808272.1 Gazette Notice (N.Z. Gazette 1.3.1979 page 464) declaring the adjoining road to be a limited access road - 7.8.1979 at 10.45 oc

B.179385.1 Mortgage to ~~the~~ *Case* Banking Corporation - 21.5.1981 at 20 oc A.L.R.
B655612-) *12 APR 1981* A.L.R.

B.655612.2 Mortgage to ~~the~~ *Case* Trust Bank - 24.4.1987 at 20 oc A.L.R.

C.329494.1 Mortgage to ~~the~~ *Case* National Australia Bank (NZ) Limited - 30.6.1988 at 1.37 oc A.L.R.

C.390294.3 Transfer to Gerard Joseph Ponsonby of Mangatoetoe farmer and Maureen Beverley Ponsonby his wife - 30.6.1992 at 2.53 oc A.L.R.

Measurements are Metric

59B/183

29 JUL 1992

CERTIFICATE OF TITLE No.

D.P. 97911

2

72700 m E

72300 m E

Victoria River

LOT. 3.
Local Purpose Reserve
(Esplanade) To Vest.
5000 m²

LOT. 2.
3.0660 ha

LOT. 1.
3.1550 ha

Pt. Takeke Bik
Maungataniwha psh
Pt. Takeke Bik
Pt. 92.
S.O. 802
Pt. 204
S.O. 16004
Road

891900 m N

891700 m N

Proposed Easement for water supply

S.H. N° 1.

74.03
01° 01'

157.03
45°

108° 15'

234.68

127.34

119° 25'

21.20

104.05

347.50

10.10

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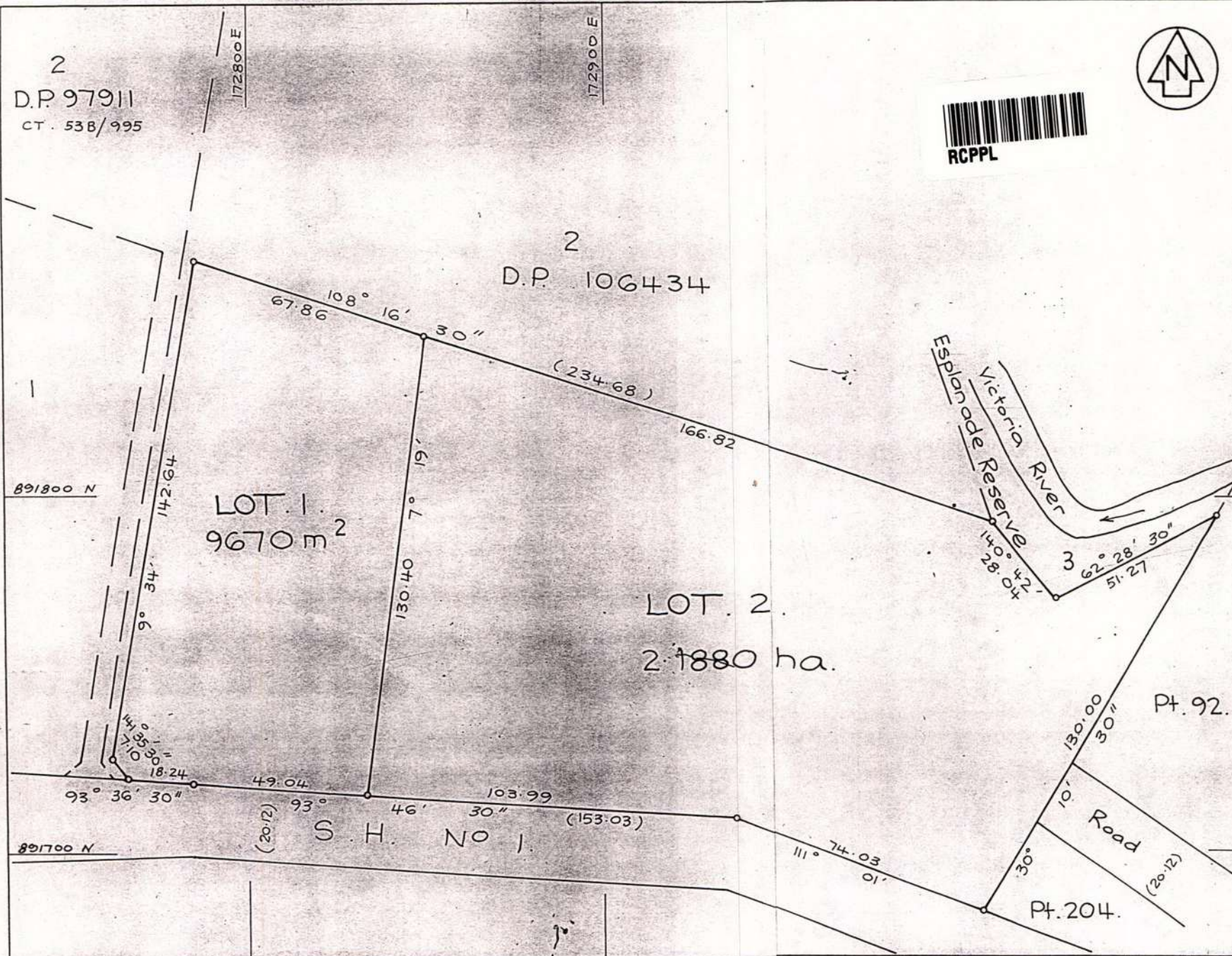
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2
D.P. 97911
CT. 53B/995

2
D.P. 106434

LOT. 1.
9670 m²

LOT. 2.
21880 ha.

S.H. No 1



Approvals
Approved pursuant to section 223 of the Resource Management Act 1991 on the _____ day of 1992
Subject to the amalgamation Condition set out hereon.
The Common Seal of the Far North District Council is affixed hereto in the presence of:
Under Delegated Authority

Director of Planning

Amalgamation Condition
[Sec. 220(1)(b)(iii)]

That Lot.1. hereon be Transferred to the owner of Lot.2. DP 97911 (CT. 53B/995) and that one Certificate of Title be issued to include both parcels.
See A

New cST Allocated
Lot.1.
Lot.2.

Approved
----- X
----- X

Registered Owners

Total Area 3.1550 ha

Comprised in CT 59B/783 (All)

i. Donald Barrington von Sturmer.
Registered Surveyor and holder of an annual practising certificate for who may act as a registered surveyor pursuant to section 25 of the Survey Act 1986 hereby certify that this plan has been made from surveys executed by me or under my directions, that both plan and survey are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof.

Dated at _____ this _____ day of _____ 19... Signature

Field Book _____ p. Traverse Book _____ p.
Reference Plans

Examined _____ Correct

Approved as to Survey
_____/_____/_____ Chief Surveyor

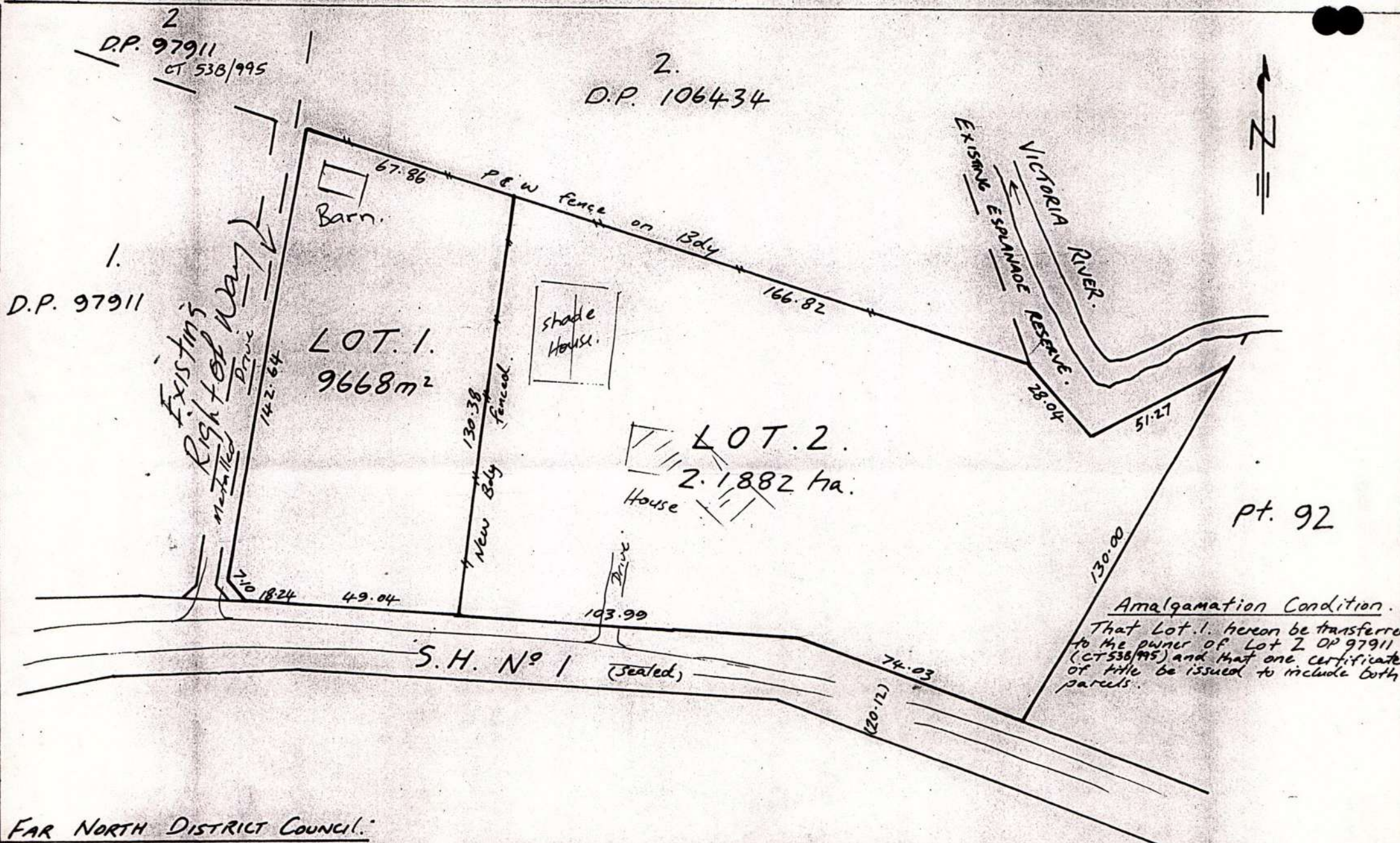
Deposited this _____ day of _____ 19
District Land Registrar

File Received Instructions

LAND DISTRICT North Auckland
Survey Blk. & Dist. VII Takahue
NZMS 261 Sheet Record Map No. 004/3.4

LOTS 1 & 2 / BEING SUBDIVISION OF LOT. 1. D.P. 106434.

TERRITORIAL AUTHORITY Far North District
Surveyed by D. B. von Sturmer
Scale 1:750 Date July 1992

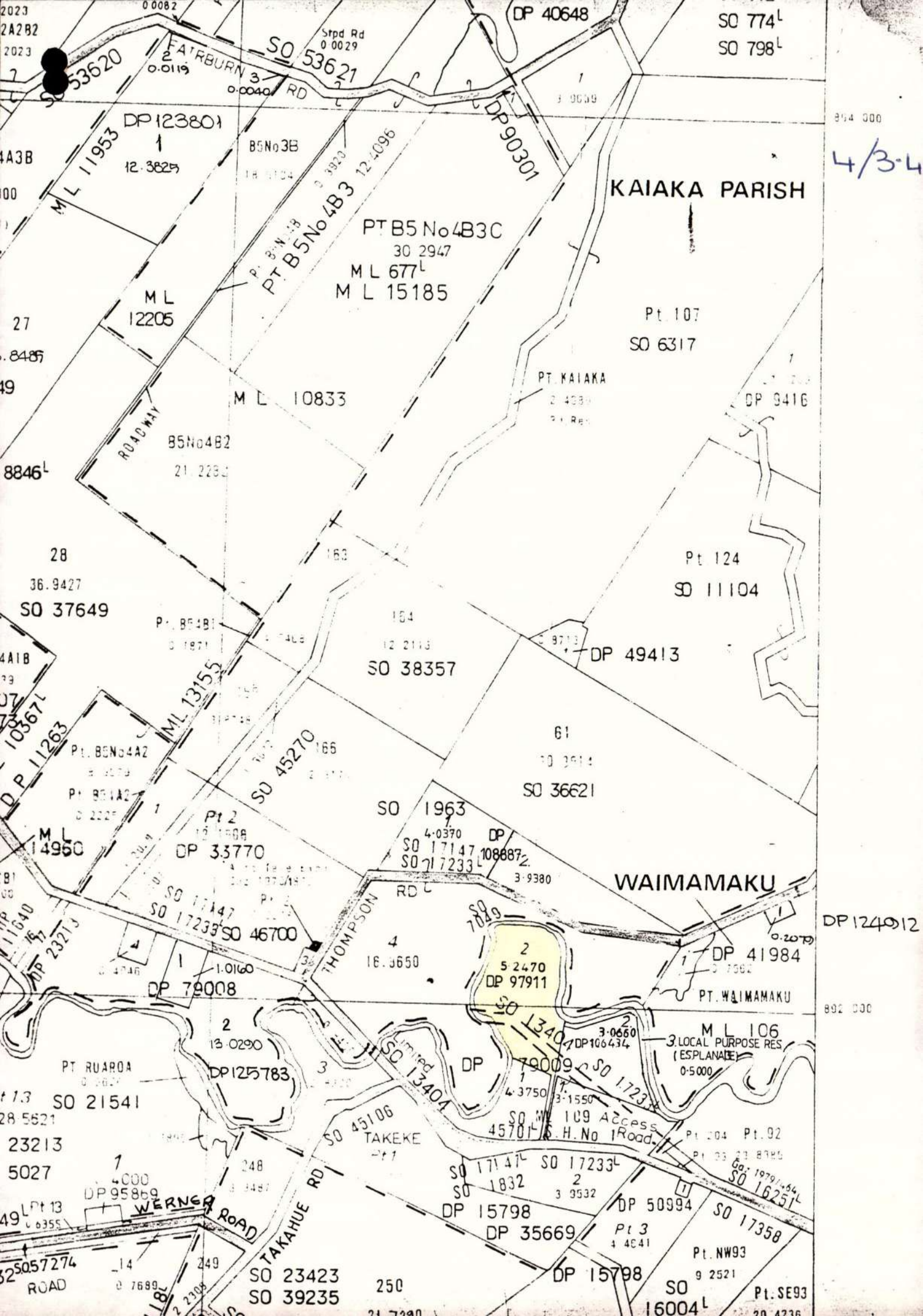


FAR NORTH DISTRICT COUNCIL:
 BIK. VII TAKAHUE S.D.
 RECORD SHEET: 004/3.4.

PROPOSED SUBDIVISION OF
LOT 1 D.P. 106434.

Areas & Measurements Subject
 to Survey.

File 1063
 SCALE 1:1500



SO 774^L
SO 798^L

KAIKA PARISH

WAIMAMAKU

4/3-4

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DP 97911

PT B5 No 4B3C
30 2947
ML 677^L
ML 15185

DP 123801
12 3825

ML 12205

ML 10833

SO 38357

DP 49413

Pt 124
SO 11104

SO 37649

DP 35770

SO 1963

SO 36621

SO 17233^L
SO 46700

DP 79008

4
16 3650

DP 108887
SO 17147
SO 17233^L

DP 41984

SO 21541

DP 125783

SO 45106
TAKEKE

SO 17147^L
SO 1832

DP 15798
DP 35669

DP 50994

SO 17358

WERNER ROAD

TAKAHUE RD

SO 23423
SO 39235

DP 15798

Pt. NW93
9 2521

SO 16004^L

Pt. SE93
20 4236

SO 57274

ROAD

APPENDIX C HAZARD SUMMARY REPORT



Overview

Hazard Property Viewer

Disclaimer



[← Back](#)

Title No. NA133C/184

[Print](#)

Fee Simple, 1/1, Lot 1 Deposited Plan 153400, 9,670 m2











Note : Due to device screen size differences, you may need to adjust your map view for printing.

Far North District




Coastal Hazards



Sea Level Rise (SLR) Scenario	Coastal Flood Hazard Zone (CFHZ)	Intersecting Zone % (rounded to 1 decimal place)	Coastal Erosion Hazard Zone (CEHZ)	Intersecting (Y/N)*
Current	 CFHZ0	0%	 CEHZ0	No
2080 (0.55m SLR)	 CFHZ1	0%	 CEHZ1	No
2130 (1.2m SLR)	 CFHZ2	0%	 CEHZ2	No
2130 (1.5m Rapid SLR)	 CFHZ3	0%	 CEHZ3	No




*Note that a property may still fall within a coastal erosion zone if it does not intersect with an erosion line. Further information here.

River Flooding - Regionwide Models

Scenario	River Flooding Hazard Zone (RFHZ)	Intersecting Zone % (rounded to 1 decimal place)
One-in-10-year flood extent	 RFHZ1	0%
One-in-50-year flood extent	 RFHZ2	0%
One-in-100-year flood extent (plus climate change)	 RFHZ3	38.7%

River Flooding - Priority Rivers

Scenario	River Flooding Hazard Zone (RFHZ)	Intersecting Zone % (rounded to 1 decimal place)
----------	-----------------------------------	--

One-in-10-year flood extent		RFHZ1	0%
One-in-50-year flood extent		RFHZ2	0%
One-in-100-year flood		-----	---



APPENDIX D LAND USE CLASSIFICATION REPORT

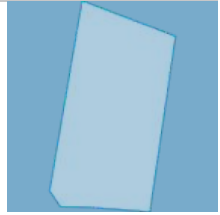
Northern Laydown Yard - Lot 1 DP 153400

Report prepared by Our Environment, 5:15:14 pm 25/11/2024 Manaaki Whenua - Landcare Research

Lot 1 DP 153400

Approximate area

1ha



Land Capability

Land Use Capability

LUC Class 2

< 1ha

Data source: Land Use Capability

The Land Use Capability system categorizes land into eight classes according to its long-term capability to sustain one or more productive uses based on physical limitations and site specific management needs. Productive capacity depends on physical qualities of the land, soil and environment. Differences between ideal and actual land qualities may be regarded as limitations which will affect productivity and land management options. Limitations considered in the LUC include: susceptibility to erosion, steepness of slope, climate, susceptibility to flooding, liability to wetness or drought, salinity, and depth, texture, structure and nutrient supply of the soil. Note that complex map units containing two LUC units may occur. In this case reports provided will describe the dominant LUC unit only.

Data source & provenance

Data source: Land Resource Inventory (LRI)

Pertains to: *Land Use Capability*

This is a single spatial (polygon) layer with national coverage that contains several physical resource themes: land use capability, lithology, soil, etc. In terms of geographical data accuracy the polygon boundaries were originally mapped at 1:63,360 scale, except where more recent mapping was carried out at 1:50,000 scale in Northland, Gisborne-East Coast, Wellington and Marlborough regions. This is regional scale mapping according to the Land Use Capability Survey Handbook (<https://digitallibrary.landcareresearch.co.nz/digital/collection/p20022coll14/id/74/>)(Edition 3). The minimum polygon size for the smallest area of interest in the LRI mapping was nominally 10 hectares, although some 2% of polygons fall below this threshold. Average polygon size for 1:63,360 scale mapping is 335 hectares, and for the more recent 1:50,000 scale mapping is 98 hectares, reflecting both increased mapping scale and improved standards of mapping.

The LRI is a regional-scale database and caution should be used when using these data at larger scales.

In addition to the geographical accuracy of the polygon boundaries, each resource theme is subject to uncertainties about the attributes (e.g., soil classification). Users should download and familiarise themselves with the relevant sections of the LRIS Spatial Data Layers Data Dictionary to ensure that the data are fit for their intended analysis. This is available for download from here (<https://lris.scinfo.org.nz/document/9162-Iris-data-dictionary-v3/>) in the LRIS Portal.

Interpretations in Our Environment based on the LRI and therefore subject to its data accuracy are: Erosion Severity, Surface Geology and all five of the land suitability classifications.

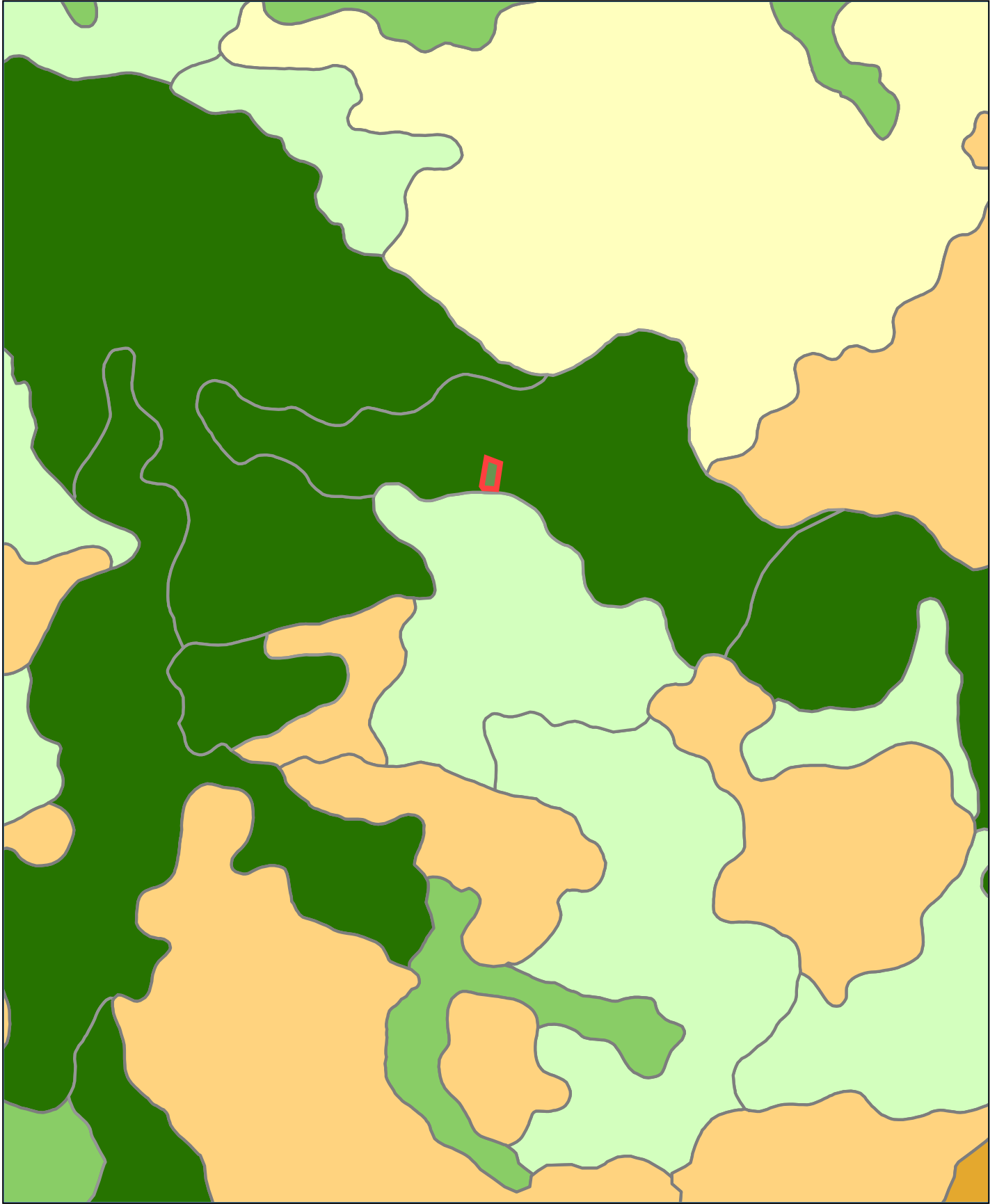
OURENVIRONMENT



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Northern Laydown



OURENVIRONMENT



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Scale: 1:25,000











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Printed: 17:20:48 PM Mon, 25 Nov 2024

Legend

Land Use Capability

-  LUC Class 1
-  LUC Class 2
-  LUC Class 3
-  LUC Class 4
-  LUC Class 5
-  LUC Class 6
-  LUC Class 7
-  LUC Class 8

OURENVIRONMENT



Manaaki Whenua
Landcare Research

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Printed: 17:20:48 PM Mon, 25 Nov 2024

APPENDIX E LAND REQUIREMENT PLAN



- SUBJECT PROPERTY
- LAND REQUIRED

ADDRESS:
6770 STATE HIGHWAY 1
KAITIĀIA

OWNERSHIP:

LEGAL DESCRIPTION:
PARCEL ID: 4701761
LOT 1 DP 153400

(1 of 2) ▶ □ ✕

Parcel: 4701761

Par Id	4701761
Appellation	Lot 1 DP 153400
Affected Surveys	DP 153400
Parcel Intent	DCDB
Statutory Actions	
Titles	NA133C/184
Survey Area	9,670.00
Calc Area	9,322.00
GIS Area	9,322.39

Related tables:

LINZ_NZ_Primary_Parcel - NZ Property ... ▶

[Zoom to](#) ⋮

AREA OF LAND REQUIREMENT

APPROX. 3500m²

PROPERTY BOUNDARY

STATE HIGHWAY 1

LAND REQUIREMENT PLAN 6770 STATE HIGHWAY 1, KAITIĀIA

CLIENT:



DATE:
22 FEBRUARY 2023

SCALE:
NTS

DRAWN:
L WILLIAMS

CHECKED:
J OLSEN

APPROVED:

SHEET No:
1 OF 1

DWG No:



WWW.HOSKINCIVIL.CO.NZ

THE INFORMATION DISPLAYED HERE IS INDICATIVE ONLY.
MEASUREMENTS ARE APPROXIMATE AND SUBJECT TO SURVEY.

APPENDIX F STORMWATER REPORT PREPARED BY WSP



10 December 2024

Hendrik Postma
NZTA / Waka Kotahi
Private Bag 106602
Auckland City
Auckland 1143

Mangamuka Gorge Project- Northern Laydown Area

1-11241.13

Dear Hendrik,

As requested, we have conducted a brief review of the engineering information available concerning the permeability of the Northern Laydown Area (comprising the rear portion of 6670 State Highway 1, Kaitaia).

This is summarised as follows:

1. The natural ground has been surfaced with loosely placed granular material;
2. The granular material used is open graded (i.e. minimal or no fine material);
3. Site observations through the project (February 2022 to present) confirm that this aggregate is free-draining, with no surface runoff observed to neighbouring properties.

The effects of this work on stormwater flow and flooding are considered in the following paragraphs.

Stormwater flow

The area is a vehicle manoeuvring area, which is defined as impermeable in the District Plan.

The Northland 0.4m Rural Aerial Photos 2014-2016 (LINZ) available on the Far North Maps website, show that the area was already an aggregate covered vehicle manoeuvring area before our works. Thus, we have made no change to the impermeability of the surface.

As the before and after surfaces are both impermeable, there is consequently no change to the volume of runoff.

The direction in which the stormwater will flow depends on the slope of the new top surface. We visited the site on 6 December 2024 to observe the topography and to check the fall direction of the ground surface. The fall directions observed are consistent with those before the works as plotted on the above aerial photos. Thus, there is no change to the direction of flow as a result of these works.

Therefore, there is no change to the direction or flow volume due to these works.

Flooding

Northland Regional Council have completed flood mapping of this area. A review of these maps shows that the 50-year flood does not flood the site. There is some flooding of the site in the 100-year flood. Copies of these flood maps are attached to this letter.

The flooding that occurs in the 100-year flood is backwater flooding- i.e. the area flooded on this site forms part of the flood plain but is not part of the main flood channel. Raising the ground level at the site will therefore not constrict water flow during flooding but will result in a small loss of storage. An area of 655 m² is flooded. If an average depth of 200 mm of aggregate has been placed over this area and we conservatively assume that the flood depth in this area is at least the full depth of the new aggregate, there will be a loss of 131 m³ of water storage on the floodplain in the 100-year event. This is negligible in the context of the catchment.

Therefore, the works will have negligible effect on flooding in the area.

Please contact me should you require any further information on the above.

Kind regards



Michael Fox B.E.(Hons), CPEng
Civil Engineer



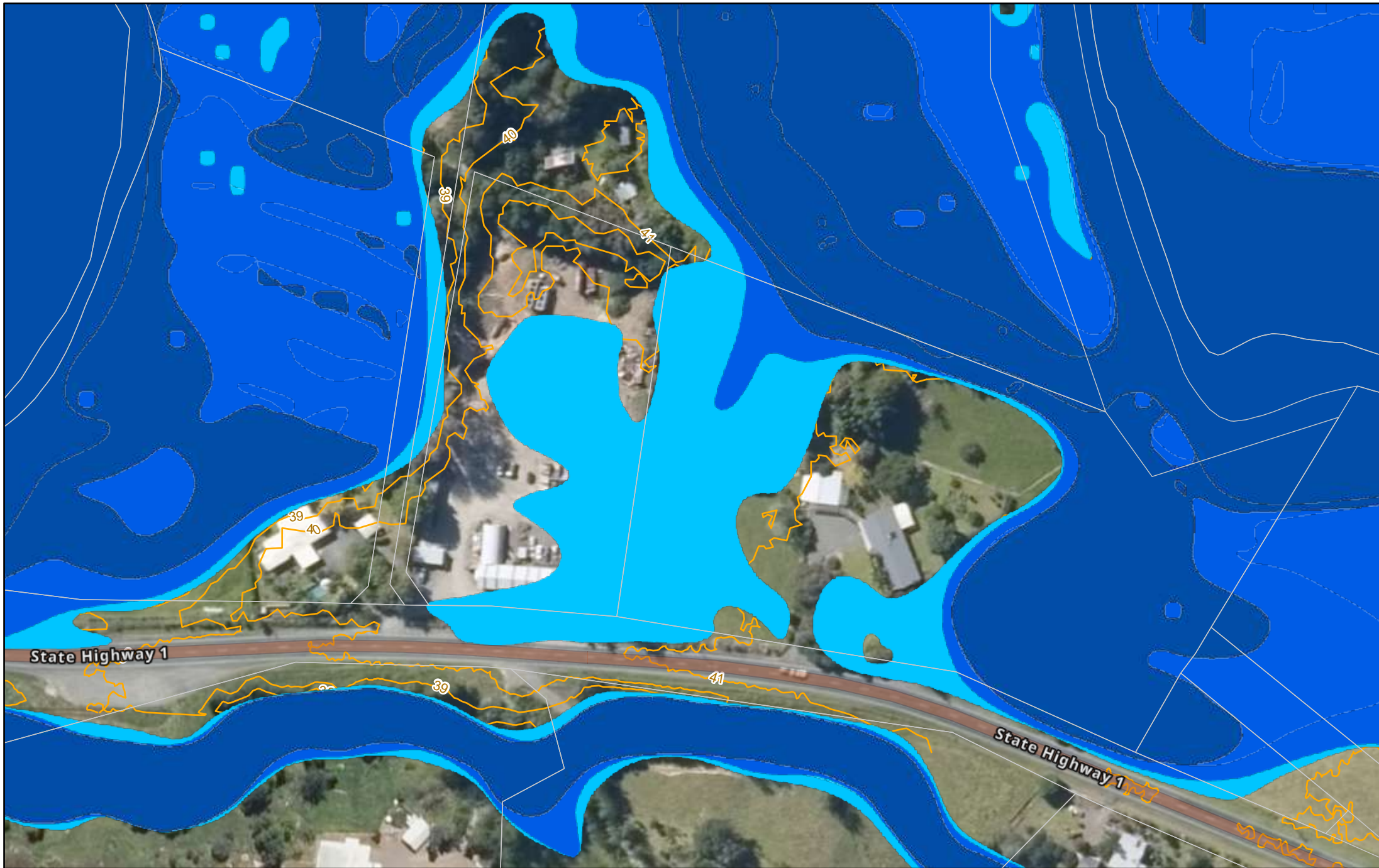
6670 State Hwy 1: 50 year flood



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 Projection NZTM. Datum NZTM2000.
 DISCLAIMER:
 The Northland Regional Council cannot guarantee that the information shown is accurate and should not be reused in any manner without proper consultation with its owner.

0 0.01 0.01 0.03 0.04 0.06 0.07 km

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APPENDIX G NATIONAL POLICY STATEMENT FOR HIGHLY PRODUCTIVE LAND ASSESSMENTS

Assessment against the Policies of the NPSHPL

Policy	Consistent with (Y/N)	Comment
<p>Policy 1</p> <p><i>Highly productive land is recognised as a resource with finite characteristics and long-term values for land-based primary production.</i></p>	Y	<p>The Site contains a lawfully established industrial activity which has removed any productive potential from the land within the Site. Further the Site is not used for land-based rural production and was not being used for such activities, as evident by the existing resource consents prior to the commencement of this NPS. The existing development on-site prevents any land-based primary production, however, the activities subject to this application did not result in any expansion onto undeveloped HPL. Overall, there is no further loss or development of HPL.</p>
<p>Policy 4</p> <p><i>The use of highly productive land for land-based primary production is prioritised and supported.</i></p>	Y	
<p>Policy 5</p> <p><i>The urban rezoning of highly productive land is avoided, except as provided in this National Policy Statement.</i></p>	Y	<p>This application is not seeking the rezoning of the land.</p>
<p>Policy 6</p> <p><i>The rezoning and development of highly productive land as rural lifestyle is avoided, except as provided in this National Policy Statement.</i></p>	Y	<p>This application is not seeking the rezoning of the land and is not for rural lifestyle activities.</p>
<p>Policy 7</p> <p><i>The subdivision of highly productive land is avoided, except as provided in this National Policy Statement</i></p>	Y	<p>This application is not seeking subdivision of the land.</p>
<p>Policy 8</p>	Y	<p>The Site contains a lawfully established industrial activity which has removed any</p>

<p><i>Highly productive land is protected from inappropriate use and development.</i></p>		<p>productive potential from the land within the Site. Further the Site is not used for land-based rural production and was not being used for such activities, as evident by the existing resource consents prior to the commencement of this NPS. The existing development on-site prevents any land-based primary production, however, the activities subject to this application did not result in any expansion onto undeveloped HPL. Overall, there is no further loss or development of HPL. As the Site already had the existing industrial activity, the use of the Site by NZTA as a Laydown Area is not considered to be an inappropriate use of the land.</p>
<p>Policy 9</p> <p><i>Reverse sensitivity effects are managed so as not to constrain land-based primary production activities on highly productive land.</i></p>	<p>Y</p>	<p>The activity was consistent with the existing lawfully established uses and is now complete. No reverse sensitivity effects arose during its use as a Laydown Area and nor are any expected to arise.</p>

Part 3 Assessment

Part 3 of the NPSHPL sets out the implementation clauses of the NPSHPL. An assessment against the relevant clauses is set out below.

Clause 3.6 is not relevant as the application does not seek the urban rezoning of HPL.

Clause 3.7 is not relevant as the application does not seek the rezoning of HPL for rural lifestyle.

Clause 3.8 is not relevant as the application does not seek subdivision of HPL.

Clause 3.9 requires that HPL is protected from inappropriate use and development and requires that:

- 1) *Territorial authorities must avoid the inappropriate use or development of highly productive land that is not land-based primary production.*

2) A use or development of highly productive land is inappropriate except where at least one of the following applies to the use or development, and the measures in subclause (3) are applied:

- (a) it provides for supporting activities on the land:
 - (aa) it provides for intensive indoor primary production or greenhouse activities:
 - (b) it addresses a high risk to public health and safety:
 - (c) it is, or is for a purpose associated with, a matter of national importance under section 6 of the Act:
 - (d) it is on specified Māori land:
 - (e) it is for the purpose of protecting, maintaining, restoring, or enhancing indigenous biodiversity:
 - (f) it provides for the retirement of land from land-based primary production for the purpose of improving water quality:
 - (g) it is a small-scale or temporary land-use activity that has no impact on the productive capacity of the land:
 - (h) it is for an activity by a requiring authority in relation to a designation or notice of requirement under the Act:
 - (i) it provides for public access:
 - (j) it is associated with one of the following, and there is a functional or operational need for the use or development to be on the highly productive land:
 - i. the development, operation, or decommissioning of specified infrastructure, including (but not limited to) its construction, maintenance, upgrade, expansion, replacement, or removal:
 - ii. the maintenance, operation, upgrade, or expansion of defence facilities operated by the New Zealand Defence Force to meet its obligations under the Defence Act 1990:
 - iii. mineral extraction that provides significant national public benefit that could not otherwise be achieved using resources within New Zealand:
 - iv. aggregate extraction that provides significant national or regional public benefit that could not otherwise be achieved using resources within New Zealand.

3) Territorial authorities must take measures to ensure that any use or development on highly productive land:

- (a) minimises or mitigates any actual loss or potential cumulative loss of the availability and productive capacity of highly productive land in their district; and

(b) avoids if possible, or otherwise mitigates, any actual or potential reverse sensitivity effects on land-based primary production activities from the use or development.

It is not considered that the use of HPL in this instance is inappropriate as the Site is already developed and no longer utilised (nor is it able to be utilised) as land-based primary production or rural production activities. However, with reference to clause 3.9(2), which states that use or development is inappropriate unless one of the measures specified is met. With respect of this application.

- it is for an activity by a requiring authority in relation to a designation, being NZTA as the requiring authority undertaking works with respect of its designation for SH 1; and
- there is an operational need for the use to be on the HPL and it is associated with the operation, including its construction and maintenance (and remediation) of specified infrastructure, being SH1.

As part of the requirements above, is for there to be an “*operational need*”, the National Planning Standards 2019 define “*operational need*” as:

The need for a project or activity to traverse, locate or operate in a particular environment because of technical, logistical or operational characteristics or constraints.

Due to the constraints within the Gorge, a Laydown Area could not be located within the Gorge, and to reduce the amount of time and distance to be travelled between any Laydown Area and the Gorge, a Laydown Area was required to be located as close as reasonably possible to the Gorge. Operationally, the Site was an appropriate Site as it was already being utilised for similar purposes and activities, and did not require much development, other than the laying of further aggregate, to establish the Laydown Area, and logistically it was in close proximity to the Gorge and located on SH 1 which is capable of handling heavy vehicles, unlike some of the other rural roads in the immediate vicinity. Further, as the Site was already developed, it would not result in further development or use of HPL (or non-HPL rural production land for that matter) Overall, it is considered this demonstrates an “*operational need*” for the Laydown Area to be Sited where it was.

Consequently, it is not considered the use of the Site would be an inappropriate use of HPL pursuant to clause 3.9.

Clause 3.10 is not relevant as the activity is provided for under Clause 3.9, however, it is considered that the land within the Site would qualify for an exemption under clause 3.10(1)(a), as due to the existing activities, and the size of the allotment there are “*long-term constraints on the land that mean the use of the highly productive land for land-based primary production is not able*”

to be economically viable for at least 30 years". Therefore, Council may allow the activities on HPL.

Clause 3.11 provides for continuation of existing activities as follows:

- 1) *Territorial authorities must include objectives, policies, and rules in their district plans to:*
 - (a) *enable the maintenance, operation, or upgrade of any existing activities on highly productive land; and*
 - (b) *ensure that any loss of highly productive land from those activities is minimised.*
- 2) *In this clause, **existing activity** means an activity that, at the commencement date:*
 - (a) *is a consented activity, designated activity, or an activity covered by a notice of requirement; or*
 - (b) *has an existing use of land or activity protected or allowed by section 10 or section 20A of the Act.*

In this case, whilst the Laydown Area itself is not existing, the industrial activity on the Site is existing as defined in clause 3.11 above, as it is consented. It is considered that the Laydown Area is not materially different to the activities occurring on the Site, and therefore providing for the activity would be consistent and similar to providing for the continuation of the existing activity.

With respect to **clause 3.12**, it is not considered this relevant due to the existing and lawfully established uses being outside of land-based primary production.

With respect to **clause 3.13**, the activity did not result in any loss of HPL or loss of productive potential or capacity. Furthermore, the activity did not result in reverse sensitivity effects, and as the activity is now complete, no reverse sensitivity effects will arise. The increase in impermeable surface may provide for the owner to better utilise the Site, however the activities on the Site are well established and would not result in reverse sensitivity effects either.

APPENDIX H REGIONAL POLICY STATEMENT POLICES AND OBJECTIVES ASSESSMENT

Objective/Policy	Consistent with (Y/N)	Comment
<p>Objective 3.13</p> <p><i>The risks and impacts of natural hazard events (including the influence of climate change) on people, communities, property, natural systems, infrastructure and our regional economy are minimised by:</i></p> <p style="padding-left: 40px;"><i>(c) Avoiding inappropriate new development in 10- and 100-year flood hazard areas and coastal hazard areas;</i></p>	Y	
<p>Policy 7.1.1 - General risk management approach</p> <p><i>Subdivision, use and development of land will be managed to minimise the risks from natural hazards by:</i></p> <p style="padding-left: 40px;"><i>(a) Seeking to use the best available information, including formal risk management techniques in areas potentially affected by natural hazards;</i></p> <p style="padding-left: 40px;"><i>(b) Minimising any increase in vulnerability due to residual risk;</i></p> <p style="padding-left: 40px;"><i>(c) Aligning with emergency management approaches (especially risk reduction);</i></p> <p style="padding-left: 40px;"><i>(d) Ensuring that natural hazard risk to vehicular access routes and building platforms for proposed new lots is considered when assessing subdivision projects; and</i></p> <p style="padding-left: 40px;"><i>(e) Exercising a degree of caution that reflects the level of uncertainty as to the likelihood or consequences of a natural hazard event</i></p>	Y	<p>It is not considered that the laying of aggregate exacerbates or increases the risks associated with the flood hazard and susceptibility of the site and surrounding area. There is an existing activity on the Site, and with respect of this application, the only “new” development is the laying of aggregate to provide for heavy vehicles on the Site associated with the Laydown Area, of which was a temporary activity and is now completed.</p>
<p>Policy 7.1.2 - New subdivision and land use within 10-year and 100- year flood hazard areas</p> <p><i>New subdivision, built development (including wastewater treatment and disposal systems), and</i></p>	Y	

land use change may be appropriate within 10-year and 100-year¹⁹ flood hazard areas provided all of the following are met:

- (a) Hazardous substances will not be inundated during a 100-year flood event.*
- (b) Earthworks (other than earthworks associated with flood control works) do not divert flood flow onto neighbouring properties, and within 10-year flood hazard areas do not deplete flood plain storage capacity;*
- (c) A minimum freeboard above a 100-year flood event of at least 500mm is provided for residential buildings.*
- (d) Commercial and industrial buildings are constructed so as to not be subject to material damage in a 100 year flood event.*
- (e) New subdivision plans are able to identify that building platforms will not be subject to inundation and / or material damage (including erosion) in a 100-year flood event;*
- (f) Within 10-year flood hazard areas, land use or built development is of a type that will not be subject to material damage in a 100-year flood event; and*
- (g) Flood hazard risk to vehicular access routes for proposed new lots is assessed.*



Image: Slips A12 and A13 – Taken on 16 August 2023

MANGAMUKA SLIP RESPONSE PROJECT 2022

Summary of Applications

New Zealand Transport Agency Waka Kotahi

18 FEBRUARY 2025

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QUALITY REVIEW AND APPROVAL RECORD

Item	Name	Date
Prepared by:	Alex Erceg Senior Planner, Stellar Projects	18 February 2025
Reviewed by:	Stuart Brooke Planning Manager, Stellar Projects	11 December 2024
Reviewed by:	Stephanie Kane Principal Planner, Environmental Planning (Auckland/Northland), New Zealand Transport Agency Waka Kotahi	17 January 2025
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ACRONYMS, TERMS AND ABBREVIATIONS

Acronym/Term	Description
ADP	Accidental Discovery Protocol
AEE	Assessment of Effects on the Environment
CFA	Continuous Flight Auger
DOC	Department of Conservation
District Plan	Operative Far North District Plan 2009
ED	Ecological District
eDNA	Environmental DNA
FFR	Freshwater Fisheries Regulations 1983
FNDC	Te Kaunihera o Te Hiku o te Ika/Far North District Council
FNDP	Far North District Plan 2009
Gorge	Mangamuka Gorge
GRPA	Government Roading Powers Act 1989
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
LTMA	Land Transport Management Act 2003
National PMP	National Pest Management Plan
NESFW	Resource Management (National Environmental Standards for Freshwater) Regulations 2020
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NPSFM	National Policy Statement for Freshwater Management 2020
NPSHPL	National Policy Statement for Highly Productive Land 2022
NPSIB	National Policy Statement for Indigenous Biodiversity 2023
NRC	Northland Regional Council
NZTA	NZ Transport Agency Waka Kotahi
NOR	Notice of Requirement
ONL	Outstanding Natural Landscape
Outline Plan	Outline Plan of Work
OPW	Outline Plan of Work
PA	<i>Phytophthora agathidicida</i> or Kauri Dieback Disease
pFNDP	Proposed Far North District Plan 2024
Project	Mangamuka Slip Response Project 2022
pRPN	Proposed Regional Plan for Northland 2024
RMA	Resource Management Act 1991
RPS	Regional Policy Statement for Northland
SH1	State Highway 1
Slip Response	Mangamuka Slip Response Project 2022

EXECUTIVE SUMMARY

On 19 August 2022, Te Tai Tokerau/ Northland was hit with a Severe Weather Event, including strong wind gusts and significant rainfall, which caused widespread damage and flooding across the Region, and resulted in several landslides through the Mangamuka Gorge, making it impassable. This damage resulted in the complete closure of SH1 through the Gorge, severing a vital link for the Far North/ Te Hiku-o-te-Ika to the remainder of the country.

In total there are 24 critical slip sites across the entire Gorge, mostly comprising underslips. Remediation works were undertaken across all the slips, including replacement and upgrade of stormwater infrastructure such as culverts. Remote sites were also utilised for laydown and storage areas and cleanfill sites.

All remediation works were undertaken utilising either the existing road designation (identified in the District Plan as “SH”) and outline plan provisions or the s330 Emergency Works provisions under the RMA. For any works that were undertaken outside of the SH1 Designation, and any works that contravened a Regional Rule or Regulation in a National Environmental Standard (whether inside or outside of the Designation), consideration needed to be had, in accordance with s330 of the Resource Management Act 1991, to whether resource consent is required. All works that were undertaken within the Designation boundaries, whether or not they contravened a District Rule could be undertaken as per the conditions of the Designation.

Pursuant to s330A(2) of the Resource Management Act 1991, New Zealand Transport Agency Waka Kotahi is required to lodge applications for resource consent where the activity (but for s330) contravenes Sections 9, 12, 13, 14, or 15 **and the adverse effects of the activity continue beyond the completion of the emergency works**. For emergency works activities where the adverse effects were temporary in nature and/or have been fully remediated and are no longer on-going, resource consent is not required nor sought.

The applications for resource consent will be lodged as five separate and distinct resource consent packages, with separate applications required to be submitted to the relevant territorial authorities.

This overarching document, being the “*Summary of Applications*” is designed to support the Assessment of Effects on the Environment reports that have been prepared in support of each of the separate resource consent packages. This report will accompany each resource consent package.

The purpose of this report is to provide the high-level and overarching information that is relevant across each individual resource consent package, avoiding duplication of the high-level information and common overarching project descriptions across each application.

Emergency Works are still ongoing, and the information within this “Summary of Applications” is correct at the time of submitting this report but is however subject to change.

1 INTRODUCTION

1.1 Report Purpose

New Zealand Transport Agency Waka Kotahi (NZTA) is lodging applications for resource consent under the provisions of the Resource Management Act 1991 (RMA). The applications for resource consent will be lodged as five separate and distinct resource consent packages (refer **Figure 1**), with separate applications submitted to the relevant territorial authorities, being Te Kaunihera o Te Hiku o te Ika/Far North District Council (FNDC) and Northland Regional Council (NRC), concurrently as part of each package. Whilst all being lodged individually, these application packages will be lodged in two tranches to align with the progressive completion of emergency works. Tranche 1 will involve resource consent packages 2 and 3, which address the remote sites. Tranche 2 will involve resource consent packages 1, 4 and 5, being for the work sites within the Mangamuka Gorge, which will remain ongoing following the official re-opening of SH1. The resource consents required for each package as shown on **Figure 1** are set out in **Table 1** in **Section 7.3.1** of this report.

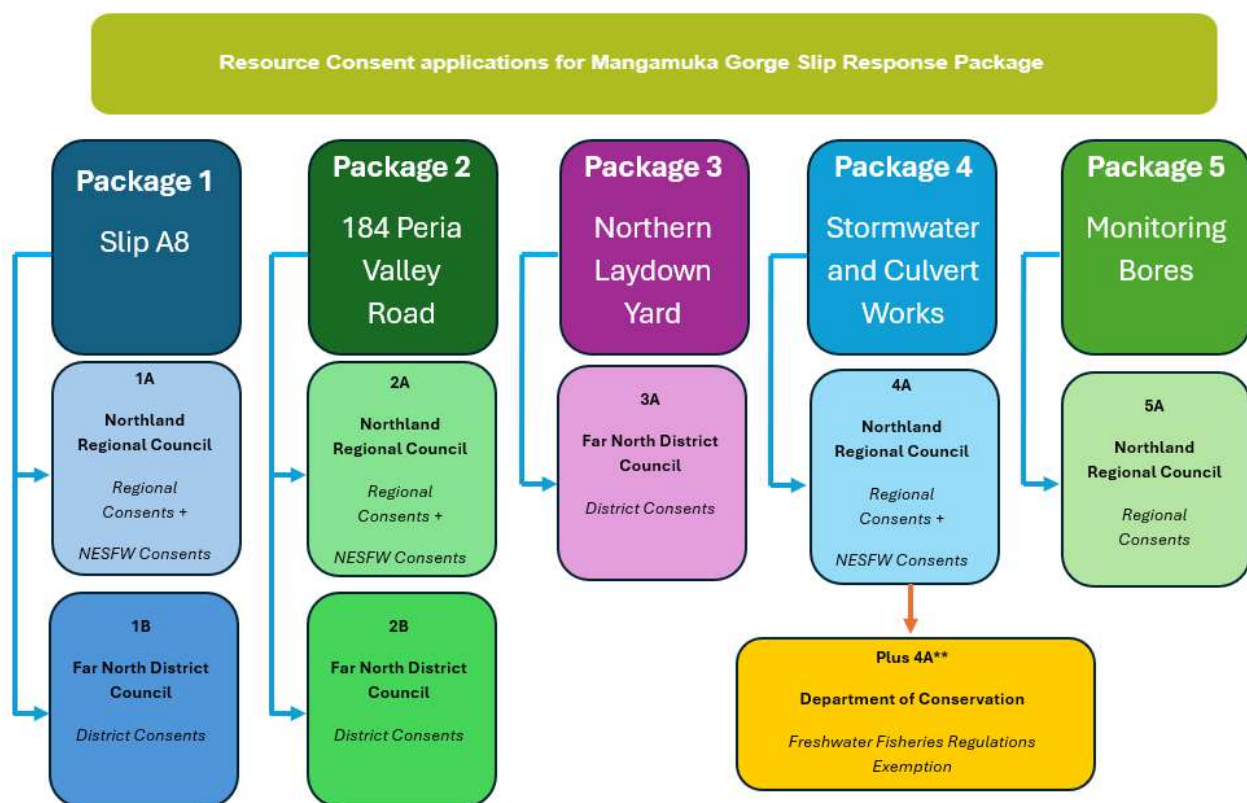


Figure 1: Mangamuka Slip Response Consenting Packages

This overarching document, being the “*Summary of Applications*” is designed to support the Assessment of Effects on the Environment (AEE) reports that have been prepared in support of each of the separate resource consent packages. This report will accompany each resource consent package, and whilst each resource consent package should be considered separately, based on their own merits, this report should be read in conjunction with each of those applications.

The purpose of this report is to provide the high-level and overarching information that is relevant across each individual resource consent package, avoiding duplication of the high-level information and common overarching project descriptions across each application.

The AEE for **Resource Consent Package 3A** (as described in **Figure 1** above) is appended to this report as **Addendum 1**.

Emergency Works are still ongoing, and the above information is correct at the time of submitting this report but is however subject to change.

1.2 New Zealand Transport Agency Waka Kotahi

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989 (GRPA). The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

Its core functions can be summarised as:

- investing in land transport activities;
- managing the state highway network; and
- providing access to and regulation for land transport.

Section 96(1)(a) of the LTMA requires that NZTA exhibits a sense of social and environmental responsibility when undertaking its work. This statutory requirement is reflected in a raft of strategic and policy documents. One of the core position statements is that NZTA will responsibly manage the land transport system's interaction with people, places, and the environment.

The vision of NZTA is a “*land transport system connecting people, products and places for a thriving Aotearoa*”, including “*keeping towns, cities and regions connected to each other for freight and tourism purposes*”¹.

With respect to this application, the works are located within and adjacent to State Highway 1 (SH1) through the Maungataniwha Range, more locally known as the Mangamuka Gorge (the Gorge), between Mangamuka and Kaitaia in Te Tai Tokerau/Northland. As per NZTA roles and responsibilities, they are responsible for the maintenance and operation of the SH1.

NZTA is a network utility operator pursuant to s166 of the RMA and is approved as a requiring authority under Section 167 of the RMA.

¹ <https://www.nzta.govt.nz/about-us/about-nz-transport-agency-waka-kotahi/>

2 SEVERE WEATHER EVENTS 2022

The Maungataniwha Ranges are a volcanic mountain range over which SH1 is constructed. During 2022, particularly in between June and August, the Maungataniwha Ranges and SH1 through the Gorge were subjected to significant rainfall, which resulted in the soils within the Ranges becoming completely saturated. On 19 August 2022, Te Tai Tokerau/ Northland was hit with a Severe Weather Event, including strong wind gusts and significant rainfall, which caused widespread damage and flooding across the Region, and resulted in a large number of landslides through the Gorge, making it impassable. For contractors to access and assess the Gorge a temporary track had to be cut through a large slip at the southern end of the Gorge.



Figure 2: A large slip at the southern end of the Gorge in the immediate aftermath of 19 August 2022 Weather Event
(Source: NZTA Media Release - 24 August 2022)

These slips resulted in the complete closure of SH1 through the Gorge, cutting a vital link for the Far North/ Te Hiku-o-te-Ika to the remainder of the country, and adding additional travel time due to the available detour routes.

3 DESCRIPTION OF THE SITE

3.1 Maungataniwha Ranges

Approximately 15km south-east of Kaitaia, SH1 crosses the Maungataniwha Ranges, through the Mangamuka Gorge due to the name of the settlement and river on its southern side. SH1 is bordered on both sides by the Mangamuka Gorge Scenic Reserve, which is administered by Department of Conservation (DOC), with several private properties also adjacent towards the northern end of the Gorge.

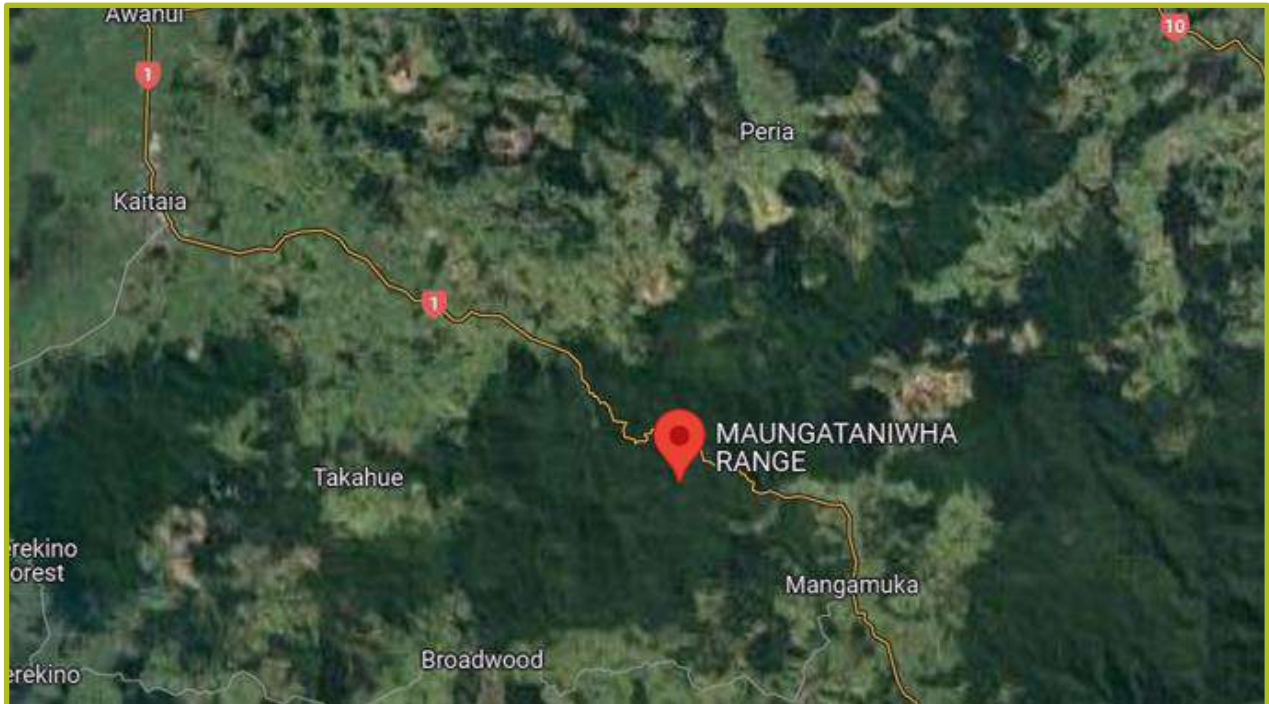


Figure 3:Maungataniwha Range (Source: GoogleMaps - accessed 21 October 2024)

3.1.1 Landscape

The Maungataniwha Ranges including the SH1 corridor, are identified as an Outstanding Natural Landscape (ONL) in the operative Far North District Plan (“District Plan” or “FNDP”).

As per the Northland Regional Landscape Assessment Worksheet 2014, the Maungataniwha Ranges are described as a “*bold belt of bush-clad, elevation land that runs across central upper Northland, spanning from the upper Hokianga to immediately inland of Whangaroa Harbour*”.

The path of SH1 over the range via is “*some of the most spectacular on the main highway’s route through Northland – and indeed over its entire corridor nationwide*”. Furthermore, the “*combination of the adjacent Mangamuka River, the steep, imposing landform, substantial and diverse indigenous forest cover and the winding, intimate character of the highway itself are very distinctive and memorable*”.

The landscape is defined as having “*very strong indigenous character*”, and as containing large areas of substantial canopy that is “*of a scale that is not commonly found across large events*”.

3.1.2 Ecology/Biodiversity

The Site is located in the Maungataniwha Ecological District (ED) and Northland Ecological Region². The Maungataniwha ED encompasses approximately 101,900 ha and is centred within five other EDs: Whangaroa ED to the east, Puketī ED to the south, Hokianga ED to the southwest, Ahipara ED to the west, and Aupouri ED to the north.

The forests within the Maungataniwha Range contain northern rātā (*Metrosideros robusta*), rimu (*Dacrydium cupressinum*) with the occasional tōtara (*Podocarpus totara*), kahikatea, and kauri (*Agathis australis*) in the emergent layer, and tōwai (*Pterophylla sylvicola*) (at higher altitudes) and taraire (at lower altitudes), with numerous tawa (*B. tawa*), rewarewa (*Knightia excelsa*), and pūriri in the canopy³. Many of the large contiguous areas comprise mainly secondary forests and regenerating shrubland, with small pockets of mature forest. At higher altitudes and wetter sites, regenerating areas are dominated by tōwai, while mānuka and kānuka are dominant in drier, lower altitude sites. The regenerating areas provide habitat for North Island brown kiwi (kiwi-nui, *Apteryx mantelli*) and the endemic Northland green gecko (*Naultinus grayii*). No kiwi have been noted during the Project works. Regenerating shrublands on gumland also provide habitat for a variety of native ground orchids⁴.

There are a number of streams running across the SH1 corridor, ranging from ephemeral streams through to intermittent and permanent streams. The streams are home to indigenous fish species, short-fin and long-fin eel/tuna, banded kōkopu and freshwater crayfish/ koura, all of which whose presence was identified through environmental DNA (eDNA) testing undertaken as part of the Project. It is noted that eDNA testing did not identify any short jaw kōkopu in the reaches of the streams in the vicinity of the SH, although they are accepted to be present in Te Tai Tokerau/Northland.

Long-tailed bats were confirmed/recorded on all acoustic recorders, at all monitoring sites. Based on the recent rediscovery of short-tailed bat populations in Ōmahuta and Puketī Forests and the contiguous forest landscape, it has been assumed that short-tailed bats are likely present and using habitat at the Site.

The Mangamuka Gorge is a known 'hot spot' for kauri snails/pūpūrangi and the Gorge also provides habitat for other invertebrates such as caved and tusked wētā and various slugs and flatworms.

² McEwen 1997 and Brook 1996

³ Conning 2002

⁴ Conning 2002



Figure 4: (Left to Right) Kauri Snail/Pūpūrangi crosses the road in Mangamuka Gorge; Tusked Wētā discovered during vegetation clearance (Source: NZ Environmental Management)

3.2 State Highway 1

SH1 is the longest road in Aotearoa New Zealand's roading network and runs from Cape Reinga/Te Rerenga Wairua at the top of the North Island/Te Ika-a-Māui to Bluff/Motopōhue at the bottom of the South Island/Te Waipounamu. In the North Island, it is referenced as SH1N.

NZTA, as the requiring authority, has an existing designation which encompasses the entirety of the State Highway network, including SH1 referenced on the Far North District planning maps as "SH".

SH1 within the Gorge follows an approximately 14km long route through the ranges, reaching a summit of 383m above sea level. The carriageway is contained within a road reserve of variable width, which is designated for state highway purposes under the Far North District Plan (referenced as SH).

The designation provides for "NZTA, either itself or through its agents, to control, manage and improve the State Highway network including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to, realigning the road, altering its physical configuration, culverts, bridges and associated protection works. The appropriate resource consents under the Act will be applied for where required."

The designation has been given effect to and does not have an expiry date stated in the District Plan. It therefore remains operative in the District Plan. There are no conditions on the existing designation.

Under the Regional Policy Statement for Northland (RPS), SH1 is defined as "regionally significant infrastructure" as identified in Appendix 3. Consequently, SH1 is similarly "specified infrastructure" for the purposes of the National Policy Statement for Freshwater Management (NPSFM) and the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NESFW).

4 DESCRIPTION OF PROJECT / PROPOSED WORK

This section will provide a high-level overview of all the works. Specific works associated with the resource consent packages will be detailed in their respective applications for resource consent.

Due to the constrained nature of the main Gorge site, the project area includes a number of remote sites including

- a) laydown areas for the storage of construction machinery and materials, and
- b) fill sites for the disposal of spoil from works within the Gorge. These sites are described below.

4.1 Location

Significant remediation works were required through the entire length of the Gorge. As discussed previously, remote sites were also required (locations described in **Sections 4.2.6** and **4.2.6**)

In total there are 24 “critical” slip sites, being slips posing an imminent risk of complete evacuation of the road, across the entire Gorge (refer **Figure 5**), mostly comprising underslips and several “minor” slips. Remediation works were undertaken across all the slips, including replacement and upgrade of stormwater infrastructure such as culverts.



Figure 5: Critical Slip Sites - Mangamuka Gorge

4.2 Description of the project

4.2.1 Typical Slip Sites

The emergency works in relation to the remediation of the slip sites throughout the Gorge typically involved:

1. Initial slip clearance involving the removal of soil and vegetation on SH1 from overslips. All material was disposed offsite to an existing private fill site at 164 Makene Road
2. Initial slip mitigation works including:
 - a. installation of new/ upgrade stormwater culverts to divert stormwater away from slip faces
 - b. asphalt bunding on road surface to divert surface water to new culverts.
 - c. sealing road cracks to reduce ground soakage.
3. Following the initial slip mitigation works, the majority of slips have been stabilised with the construction of a concrete pile wall on the outer edge of the road. This was a 2-stage process, whereby '*temporary*' shallow piles needed to be installed first to support a larger drilling rig which constructed the larger, permanent piles.
4. In-ground soil anchors to support the palisade wall.
5. Installation of bored subsoil drains in the land above the slip sites to reduce groundwater pore pressure levels above the slips. These were installed via direct drilling and seepage will drain to culverts.
6. Replacement of several culverts to increase capacity and replace damaged/broken culverts
7. Spoil from drilling was exported to offsite locations.

All critical slip sites had sediment and erosion controls which had been established and operated in accordance with the sediment and erosion control plan prepared by Southern Skies Limited (refer **Appendix A**), which are being audited regularly by Southern Skies.

The remediation works had been designed to minimise earthworks and vegetation alteration within areas of indigenous vegetation and fauna habitat adjoining the carriageway.



Figure 6: Example of Typical Slip Site (Slip A5 Near Completion of Remediation Works (Image Taken: 6 August 2024))



Figure 7: Example of Typical Slip Site (Slip A3 Near Completion of Remediation Works (Image Taken: 14 August 2024))

4.2.2 Slip A11

Slip A11 is a historic slip first reported in 1988 during Cyclone Bola and is known as a “*Whole Road Slip*”. The slip was 50m wide and very deep-seated and extensive with a 20m depth failure surface under the downslope shoulder of the highway.

It was initially proposed to realign a 270m long section of road at Slip A11 for the purpose of retreating the road away from a significant slip feature and in the immediate vicinity of the site, replanting of native vegetation was proposed in the footprint of the section of road to be retired, comprising approximately 1,375m² in area.

However, with the bulk cut at Slip A11 completed in winter and a gully feature reforming along the above road slip face, there is not sufficient time available to “*clean up*” the gully feature and build the new road alignment in time to reopen the road safely by end of the year. Therefore, the road was remediated to rebuild the existing alignment.

In addition, the risk of the road subsiding and the under slip posing a critical threat has diminished significantly due to the removal of 30,000m³ of material (60,000t of mass) off the slip prone feature.

NZTA have also installed a monitoring system to monitor any future movement where the road has been reinstated. The option to build the new alignment if required in the future is still retained.

The works further involved the unavoidable requirement to clear approximately 4,283m² of native vegetation, including a number of significant old growth trees.



Figure 8: Slip A11 (Images taken: August 2024)

4.2.3 Slip A8

The works to remediate Slip A8 involved the installation of CFA (continuous flight auger) (CFA) piles on both the northbound and southbound sides of the road. Bored drainage was then to be installed beneath the road.

An existing culvert (Culvert 78) was replaced effectively in the same location as it was, and then the culvert flume was extended to shift stormwater away from the active slip site and the road. Three culverts (Culverts 79, 80 and 80-1) were then blocked.

In order to install the required bored drainage, an access track has been constructed into the Reserve. To provide for ongoing maintenance and monitoring, a boardwalk is also required.

Monitoring bores are also to be installed to monitor the hydrology and groundwater levels associated with the lower and upper wetland.

Works at this site are still ongoing, and the above description is correct at the time of submitting this report but is however subject to change.

4.2.4 Culvert and Stormwater Works

The severe weather events resulted in damage to a number of culverts and/or highlighted the inability of the culverts to cope with the volumes of stormwater generated in such events.

In addition to the culvert works undertaken at Slip A8 (as described in **Section 4.2.3**), the culvert and stormwater works as part of the Slip Response involved:

- The blocking of two culverts (Culverts 93 and 95) in intermittent or permanent streams.
- The replacement of three culverts (Culverts 52 and 92) in intermittent or permanent streams.
- The construction of five new culverts⁵ (Culverts 88, 95-1, 51-1, 52-1 and 53-1) in intermittent or permanent streams.

No fish passage is to be provided within the above culverts, and in some cases, fish passage was blocked in the above culverts as a result of the works.

Further, the works under the recovery phase involved works relating to culverts on ephemeral streams. As “*ephemeral*” streams are not considered “*rivers*” under the relevant statutory documents, there are no relevant rules in relation to these works and therefore no consent requirements.

Fish passage structures were installed in several culverts based on a priority approach, which saw fish passage improved and/or restored to the four main permanent streams throughout the Gorge.

⁵ Note: Some of these culverts were constructed in the initial and immediate response to the Severe Weather Events, whilst some have only just been constructed. For the purposes of consenting, they are not differentiated between as all are considered “*new*” culverts under the rules.



Figure 9: Fish Ladder installed as part of the Fish Passage Betterment across the Gorge (Image taken 5 December 2024)

Many of the culverts required the installation of longer flumes on the outfall of the culverts to direct stormwater further away from the active slip zones and the roadway in order to protect the asset during future weather events and reduce the risk of slipping.

4.2.5 Ancillary Works

In consultation with local hapū and kaitiaki, Pouwhenua (Pou) have been constructed and installed at both the Northern and Southern ends of the Gorge.

The Northern Pou (refer **Figure 10**) is carved from timber and is approximately 3.5m high with a 0.6m diameter.

The Southern Pou (refer **Figure 10**) is constructed out of steel is similarly approximately 3.5m high with a 0.6m diameter.



Figure 10: (Left) Northern Pouwhenua; (Right) Southern Pouwhenua

Landscaping has been completed at the Mangamuka Gorge Summit, including the construction of a “rest area” with seating and tables (refer **Figure 11**).



Figure 11: "Rest Area" constructed at the Mangamuka Gorge Summit

4.2.6 Works Outside the Gorge

Due to the narrow, steep and windy nature of the road within the Gorge, laydown sites were needed outside of the Gorge for the storage of construction materials and equipment.

Due to matters such as the distance between each end of the Gorge, there were separate laydown areas for the northern and southern project areas.

Liven the high ecological values and steep terrain within the Gorge, all spoil material from earthworks was exported from the Gorge to remote fill sites. Due to site constraints within the Gorge and in accordance with hapū feedback, all spoil from the southern section of the gorge was disposed of on the southern side of the gorge, and likewise all spoil from the northern section was disposed of on the northern side.

4.2.7 Laydown and Cleanfill Sites

4.2.7.1 Laydown Sites

The following laydown sites were established for the purpose of storage of materials, such as pipework and for the fabrication of mesh for the pile foundations:

- Southern Laydown Site at 4543 State Highway 1; and

- Northern Laydown Site at 6770 State Highway 1

Southern Laydown Site at 4543 State Highway 1

This laydown yard at 4543 SH1 was established in February 2023 over an already existing laydown yard to support the remediation works on the southern section of the Gorge. The yard is maintained in an aggregate surface and occupies approximately 4,000m² of flat, low-lying land in a corner of the site bounded by SH1 to the north and a driveway to the west. A vehicle entrance is located at the north-east corner of the site.

The southern edge of the laydown yard is demarcated with a grassed bund which is set back approximately 5m from a stream, and the eastern edge has a silt fence beyond which is a natural inland wetland. A “no go” zone was established (refer **Figure 12**) that ensured the works and utilisation of the Southern laydown site did not encroach within the natural inland wetland area, and the utilisation of the site was confined to the areas that were already established as a laydown area, prior to its use as one for the Slip Response.

The Site was purely used as a Laydown Yard; no fill activities were undertaken on the Site, and no cleanfill was deposited at the Site.



Figure 12: Excerpt from CLL Erosion & Sediment Control Plan, which also indicates “no go” zone in and around a natural inland wetland. *Note that fill was not disposed on the site despite the notations on the plan.* (Source: CLL Contractors)

Northern Laydown Site at 6770 State Highway 1

This laydown yard at 6770 SH1 was established in February 2023 to support the Phase 1 slip remediation works on the northern section of the Gorge. The laydown yard is maintained in an aggregate surface and occupies approximately 3,500m² of flat, low-lying land at the rear of an existing industrial yard operated by Brian Kitchen Contracting Ltd. It is understood that the only works undertaken to prepare the yard for this project was the laying of additional aggregate to stabilise the site for heavy equipment. FNDC considers this

to be an impermeable surface. The side property boundaries are defined by privacy fencing and mixed vegetation, and the rear boundary with a tall shelter belt vegetation. There are no wetlands or watercourses located near the site; however, the site is located in a flood plain.

4.2.7.2 Cleanfill Sites

The following fill sites were established:

- Southern Fill Sites at:
 - 4321 State Highway 1 (which has three fill sites at that location); and
 - 164 Makene Road
- Northern Fill Sites at:
 - 184 Peria Valley Road; and
 - 6283 State Highway 1

A temporary transfer station was also established within the Gorge at the southern end, to aid in the works associated with Slip A11 and the significant volume of spoil to be shifted.

In total 11,718m³ of spoil was transported to the northern fill sites and 39,000³ was transported to the southern fill sites.

164 Makene Road Fill Site

This is a 190ha site located on the southern side of the Mangamuka Gorge. The landowner holds a resource consent from NRC (ref: LUC.044750.01.01) to carry out up to 150,000m³ of fill earthworks over a 2ha area. The fill site has erosion and sediment controls in place, in accordance with the resource consent. This site was utilised for the disposal of spoil from the southern portion of the project until mid-2023, at which point access to the site along Makene Road became dangerous due to slips.

6283 State Highway 1 – Northern Fill Site

This 8.83ha site is located on the northern side of the Mangamuka Gorge. An approximately 4,000m² flat paddock area was used as a permanent fill site for spoil from the northern section of the project between February and July 2023.

A total of 4500-5000m³ of fill was placed on this site, to a uniform depth of approximately 1 metre.

4321 State Highway 1

This 70ha rural landholding, to the south of the Gorge, is primarily utilised for pastoral farming. Three separate fill areas were established within paddocks on elevated, gently sloping terrain.

In total, 39,000m³ of fill was deposited across the three fill sites at this location.

184 Peria Valley Road

This 85ha site is located on the northern side of the Mangamuka Gorge and landowner approval was obtained for the utilisation of this Site. Part of the site is dissected by Top Energy High Voltage Power Lines to the east. A 10m separation buffer was created between the fill activities and this infrastructure. The lower portion of the site contains an *induced* natural inland wetland caused by the construction of a farm track which has impounded natural drainage flows. This wetland has been drained and filled during the fill activities. The fill operation on this site has recently been completed.

Overall, 11,718m³ of fill was deposited on this site.

Temporary Transfer Station

The site is at the southern entrance to the Gorge where the SH1 closure began, known under this project as the “*southern gate*”. At this point, the road corridor widens to encompass an aggregate hardstand area of approximately 3,000m². It sits adjacent to a clearing within the scenic reserve and a stream. The site is within the road reserve and NZTA’s existing designation. During the excavation works for Slip A11, the southern gate road closure was relocated further to the south, and the areas used as a transfer station for the stockpiling of material excavated from A11 by Moxies, where it was loaded into trucks and taken to the fill site at 4321 SH1.

5 EMERGENCY WORKS PURSUANT TO S330 OF THE RMA

Section 330 of the RMA provides for emergency works and power to undertake preventive or remedial action. It allows NZTA, as a network utility operator and requiring authority, to undertake certain activities (emergency work or measures) in emergency situations without the need to obtain a resource consent prior to the commencement of urgent works.

Emergency works can be undertaken by NZTA where, in their opinion, their assets are affected, or likely to be affected by:

- an adverse effect on the environment which requires immediate preventive or immediate remedial measures (s330(1)(d) and s330(1)(e)); or
- any sudden event causing or likely to cause loss of life, injury, or serious damage to property (s330(1)(f)).

Emergency works ‘*measures*’ can include any physical work or action specifically directed at removing the cause of, or mitigating, any actual or likely adverse effect of the emergency. Of relevance to this project, the measures may include, but are not limited to:

- Earthworks
- Clearance of fill
- Stabilisation work
- Roding repairs

- Clearing and disposing of slip debris from a roadway

The immediate measures undertaken must only extend to what is necessary and sufficient for dealing with the emergency. The provisions do not extend to any actions that would go beyond either removing the cause of, or mitigating, any actual or likely adverse effect of the emergency.

5.1 Overview of s330 Provisions

Section 330 of the RMA provides for emergency works and power to take preventive or remedial action as set out below (with my emphasis added):

(1) *Where—*

- (a) *any public work for which any person has financial responsibility; or*
- (b) *any natural and physical resource or area for which a local authority or consent authority has jurisdiction under this Act; or*
- (c) *any project or work or network utility operation for which any network utility operator is approved as a requiring authority under section 167; or*
- (ca) *any service or system that any lifeline utility operates or provides—*

1. *is, in the opinion of the person, authority, network utility operator, or lifeline utility, affected by or likely to be affected by—*

- (d) *an adverse effect on the environment which requires immediate preventive measures; or*
- (e) *an adverse effect on the environment which requires immediate remedial measures; or*
- (f) *any sudden event causing or likely to cause loss of life, injury, or serious damage to property—*

2. *the provisions of sections 9, 12, 13, 14, and 15 shall not apply to any activity undertaken by or on behalf of that person, authority, network utility operator, or lifeline utility to remove the cause of, or mitigate any actual or likely adverse effect of, the emergency*

As set out on **Section 1.2**, NZTA is a network utility operator approved as a requiring authority under s167 of the RMA.

It is important to note that subsection (1A) of s330 ensures that s330 applies irrespective of whether the adverse effect or sudden event was foreseeable.

Section 330 of the RMA requires that the opinion of NZTA (as the network utility operator approved as a requiring authority), formed in deciding whether or not to use the emergency powers, be one a reasonable person would form. This is an objective test, as to whether the situation is one in which any reasonable person or body would consider that it qualifies for emergency action.

In this case the severe weather event, being the “*sudden event*” caused serious damage to property, being SH1. Due to the ongoing slip movements, it was likely to cause further damage to property (SH1) and could have (in the absence of complete road closure) caused loss of life or injury. The slip movements, without remediation, did and could have resulted in further adverse effects on the environment, such as loss of indigenous flora and fauna and biodiversity, loss of habitat and sedimentation of waterways.

Therefore, it was determined that the provisions of s330 of the RMA applied, and NZTA could proceed with emergency remedial actions in accordance with those provisions. Therefore, sections 9, 12, 13, 14, and 15 of the RMA did not apply to any activity undertaken by or on behalf of NZTA as part of the Slip Response.

5.1.1 s330A Process

Section 330A of the RMA requires that:

- 1) *Where an activity is undertaken under section 330, the person (other than the occupier), authority, network utility operator, or lifeline utility who or which undertook the activity shall advise the appropriate consent authority, within 7 days, that the activity has been undertaken*
- 2) *Where such an activity, but for section 330, contravenes any of sections 9, 12, 13, 14, and 15 and the adverse effects of the activity continue, then the person (other than the occupier), authority, network utility operator, or lifeline utility who or which undertook the activity shall apply in writing to the appropriate consent authority for any necessary resource consents required in respect of the activity within 20 working days of the notification under subsection (1).*
- 3) *If the application is made within the time stated in subsection (2), the activity may continue until the application for a resource consent and any appeals have been finally determined.*

Section 330A(1) required NZTA to advise the appropriate consent authority, within 7 days, that the activity, being the emergency remediation works, had been undertaken. This notification was made to FNDC and NRC on 23 August 2022 (refer **Figure 13**).

Mangamuka Range SH1 (Multiple locations)

Fulton Hogan Northland based staff and enlisted subcontractors are to undertake clearance of numerous slips on State Highway 1 on behalf of NZTA after significant rain events on and around **19 August 2022** in accordance with environmental plans and best practice environmental controls. as the Mangamuka Reserve is identified as a sensitive area, an Outstanding Natural Landscape and high risk of Kauri Dieback disease north of the Mangamuka Summit.

Figure 13: Snip of notification made to NTRC and FNDC notifying of NZTA intention to undertaken emergency works

Engagement and consultation has been ongoing with NRC and FNDC throughout the emergency response (further detailed in **Section 8**).

Under s330A(2) resource consents will be required for any activity, where the activity (but for s330) contravenes Sections 9, 12, 13, 14, or 15 **and the adverse effects of the activity continue beyond the completion of the emergency works.**

If there are no ongoing adverse effects of the activities, the notification required by s330A(1) should also inform the Council that no resource consents are required.

As the notification required by s330A(1) is to be accompanied by notification as to whether resource consents are required (s330A(2)), it is considered the notification must be made after completion and not commencement in order to be able to fully comply with these provisions.

Notification must be made 7 [calendar] days from the completion of emergency works. This notification will be made to NRC and FNDC within the required timeframe following completion of the emergency works.

The road opened on 20 December 2024, however not all emergency works have been completed and are on-going. As such, these applications are being lodged well in advance of the statutory timeframe specified under the s330 provisions.

Where it has been determined that there are on-going effects at the completion of the emergency works, resource consent is required to be obtained for any activities that contravened Sections 9, 12, 13, 14, or 15 of the RMA. An application must be made to the appropriate consent authority for any necessary resource consents required within 20 working days of the notification under subsection s330A(1).

Where resource consents are required to be sought retrospectively is discussed further at **Section 7.3.1**.

5.1.2 Slip Response works covered by s330(1)

It is clear that the damage caused by August 2022 severe weather events to SH1 infrastructure within Mangamuka Gorge required immediate remedial measures to avoid the likely loss or life or injury, asnd further serious damage to property, as well as adverse environmental impacts. Therefore, NZTA were correct in proceeding with remedial measures under the s330(1) emergency works provisions.

The main issue for consideration was whether the full scope of the remediation works associated with the project could have reasonably been undertaken pursuant s330(1), and if not, what aspects of the project are not within these emergency provisions. I consider that two simple tests can be applied to determine this, as follows:

1. whether the works are required to safely re-open the Mangamuka Gorge section of SH1 to the public, and
2. whether these works are required to be carried out urgently to prevent further significant damage to critical infrastructure caused by further rainfall events.

Works within the Gorge

Using the criteria set out above, I consider that all works carried out as part of the Mangamuka Slip Response were required to safely re-open the Mangamuka Gorge section of SH1 to the public and were required to be carried out urgently to prevent further significant damage to critical infrastructure as a result of on-going slip movement, which could be exacerbated by future weather events. Further, it is considered had the remediation works not be undertaken in full, this would have posed a risk to life and safety of the users of SH1 and damage to property (being SH1).

The remediation works undertaken under the emergency works provisions are set out at **Section 4**.

Remote Sites

Due to the narrow, steep and windy nature of the road within the Gorge, laydown sites are needed outside of the Gorge for the storage of construction materials and equipment. Likewise, given the high ecological values and steep terrain within the Gorge, all spoil material from earthworks must be exported from the Gorge to remote fill sites.

These laydown and fill sites are an intrinsic component of the emergency slip response works and in my opinion are sufficiently interlinked and a basic requirement of the ability to undertake the remediation works. Therefore, these works also fall within the scope of s330 RMA emergency work provisions.

6 UTILISATION OF S330 OF THE RMA V DESIGNATION

As set out in the above section, it is considered that all works undertaken in the immediate aftermath and throughout the period up until now, are, and could have been undertaken pursuant to the emergency works provisions as set out in s330 of the RMA. However, as has been identified, SH1 through the Gorge is sited within an existing designation, whereby a majority of the slips and the work required to remediate those slips could be undertaken within the designation boundaries (the road reserve).

Consideration was given to whether the extent of the required remedial works thin the existing SH1 designation boundaries could fall within the scope of the existing designation, and the benefits of utilising the Designation (s176) / Outline Plan (s176A) process for the remedial works within the SH1 designation were weighed against the emergency provisions process under s330 of the Act. A decision was made that, with a few exceptions, the works could be undertaken within the boundaries of the road reserve/Designation and were within the scope of the Designation, therefore the Designation (s176) / Outline Plan process (s176A) for these works was to be used. As per s176 of the Act, s9(3) of the Act does not apply to any public works undertaken by a requiring authority within the designation, thus meaning no District Land Use Consents are required for works within the designation.

However, in spite of the above, it was determined due to the significant level of works and alteration required to remediate Slip A11, an Outline Plan of Works (OPW) was required to be submitted to FNDC pursuant to s176A of the RMA.

On 5 February 2024 an Outline Plan was confirmed (2240268-RMAOUT) (refer **Appendix B**) for the works at Slip A11.

For the remainder of the works within the designation, a request for a waiver of the requirement for an Outline Plan of works was submitted to FNDC, as it was considered the works were consistent with the purpose of the designation. The waiver request sought to retrospectively cover all work completed at the time and all future works associated with the Slip Response Project.

On 15 May 2024, FNDC granted the request to waive the requirement for an Outline Plan pursuant to s176A(2)(c) of the RMA (2240428-RMAOUW) (refer **Appendix C**).

In accordance with s330A(2) of the Act, retrospective resource consent requirements for any works remaining that were undertaken outside of the SH1 Designation, contravened a Regional Rule or Regulation

in a National Environmental Standard (whether inside or outside of the Designation), and any works outside of the Designation that contravened a District rule (operative or proposed) needed to be determined based on whether the activities gave rise to any ongoing adverse effects.

7 STATUTORY CONSIDERATIONS

7.1 Overview

The location of work sites within and outside of the Gorge as well as the values and features in and around the Site mean that several different pieces of legislation are relevant to this Project. The relevant legislation includes higher order “Acts”, and lower order legislation such as “Order in Councils” and “Regulations”.

7.2 Relevant Legislation

The legislation that is relevant and has required consideration against for this Project are:

- Resource Management Act 1991 (RMA);
- Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA)
- Wildlife Act 1953
- Conservation Act 1987
- Reserves Act 1977
- Biosecurity Act 1993
- Fisheries Act 1983

7.3 Resource Management Act 1991 (RMA)

Under the RMA, the following statutory documents are considered to be relevant to this proposal.

- National Policy Statement for Freshwater Management 2020 (NPSFM)
- National Policy Statement for Indigenous Biodiversity 2023 (NPSIB)
- National Policy Statement for Highly Productive Land 2022 (NPSHPL)
- Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NESFW)
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)
- Regional Policy Statement for Northland 2016 (RPS)
 - Proposed Regional Plan for Northland February 2024 (pRPN)
 - Operative Far North District Plan 2009 (FNDP)
 - Proposed Far North District Plan (pFNDP)

As was discussed in **Sections 5 and 6**, District land use activities for works within the road designation have been addressed through Outline Plans and Outline Plan Waivers. Works not requiring retrospective

resource consent pursuant to s330 will be notified to NRC and FNDC upon completion of the works as required.

7.3.1 Retrospective Resource Consents Required

The determination of whether the works will have ongoing adverse effects at the completion of each activity is crucial in assessing the need for seeking resource consent retrospectively pursuant to the s330 provisions (as outlined in **Section 5**). Technical experts have been consulted to provide their professional opinions on the matter.

Table 1 below outlines all the retrospective resource consents that are considered be required for the entirety of the Slip Response Project, due to the identification of the presence of on-going adverse effects at the completion of the respective activity. These have been split into separate “*consenting packages*”.

The consent packages identified in **Table 1** below are for discrete work sites, and therefore applications are being lodged separately. The statutory documents that sit beneath the RMA will be considered as part of the respective application that is appended to this report.

Emergency Works are still ongoing, and the above information is correct at the time of submitting this report but is however subject to change. It is anticipated, there may be additional resource consent triggers. Where these are identified, resource consent applications will be lodged with the relevant consenting authority.

Table 1: Retrospective Resource Consents Required

	Legislation	Activity	Rule/ Regulation	Activity Status	Consenting Authority
Slip A8	NESFW	Vegetation Clearance to construct an access track within 10m of a natural inland wetland	47(1)	Restricted Discretionary	NRC
		Earthworks to construct an access track within 10m of a natural inland wetland	47(2)	Restricted Discretionary	
		Earthworks associated with the drilling of bored drainage within 10m of a natural inland wetland	47(2)	Restricted Discretionary	
		Diversion and discharge of water within a natural inland wetland	47(3A)	Restricted Discretionary	
	pRPN	Land Drainage within 50m of a natural wetland	C.4.1.7	Discretionary	FNDP
		Construction of two bores (one at the upper and one at the lower wetland)	C.8.5.3	Controlled	
Various (Gorge)	NESFW	The placement and use of a culvert (Culverts 52, 92, 88, 95-1, 51-1, 52-1 and 53-1) in, on, over or under the bed of a river where fish passage is not provided	71	Discretionary	NRC
	pRPN	To block (remove) culverts 93 and 95	C.2.1.7	Discretionary	

		To use, erect and place a culvert (Culverts 52, 92, 88, 95-1, 51-1, 52-1, 53-1) in, on, over or under the bed of a river	C.2.1.11	Discretionary	
		Construction and Operation of Various Bores	C.8.5.3	Controlled	
184 Peria Valley Road	NESFW	Vegetation clearance within, or within a 10m setback of a natural inland wetland for the purpose constructing or operating a cleanfill area	45B(1)	Discretionary	NRC
		Earthworks within, or within a 10m setback of a natural inland wetland for the purpose constructing or operating a cleanfill area	45B(2)	Discretionary	
		Earthworks outside a 10m, but within a 100m setback of a natural inland wetland for the purpose constructing or operating a cleanfill area	45B(3)	Discretionary	
		Diversion of water within, or within a 100 m setback from, a natural inland wetland relating to the installation of sub-soil drainage to drain the wetland	45B(3)	Discretionary	
	FNDP	Fill exceeding 5000m ³ and exceeding 1.5m in height	12.3.6.2	Discretionary	FNDC
Northern Laydown Yard	FNDP	For non-compliance with the stormwater management requirements due the deposition of aggregate surface resulting in impervious areas exceeding 20% of the site area.	8.6.5.4	Discretionary	FNDC

7.4 Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA)

Under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) no person may modify or destroy an archaeological site unless an authority is granted by Heritage New Zealand Pouhere Taonga (HNZPT), whether or not the site is a recorded archaeological site.

The Mangamuka area has a rich history of pre-European settlement and, according to HNZPT Senior Archaeologist James Robinson⁶, the area is likely to contain lots of archaeological sites (more so at either end of the gorge than within it) and wider heritage values.

There are no identified archaeological features within the works area in the Gorge and at the off-site spoil sites. Notwithstanding, NZTA engaged Geometria to prepare a comprehensive heritage values assessment, dated 25 October 2023 (refer **Appendix D**). The Geometria report confirmed that there are no known or likely heritage or archaeological features near the slip sites within the Gorge, or any of the remote sites. On this basis, both Geometria and HNZPT have confirmed that they are happy for all works to proceed operating under Accidental Discovery Protocols (ADP) with no archaeological authority in place. To date, no archaeological remains have been encountered.

7.5 Wildlife Act 1953

The Wildlife Act sets out protections of certain wildlife, particularly, and of most relevance, indigenous wildlife. Under this Act, a Wildlife Permit pursuant to s71 of the Wildlife Act is required for various activities associated with wildlife, including salvage, handling and destruction/killing of protecting wildlife. These permits are administered by DOC.

This project required significant areas of vegetation to be cleared, which could have required the salvage, handling and release/relocation of indigenous fauna such as Kauri Snails and Kiwi. Therefore, a Wildlife Permit (111521-FAU) was obtained on 18 March 2024 in relation to native invertebrates, lizards and birds, with a variation to that Permit obtained on 14 October 2024 (refer **Appendix E**). This permit allowed the ecology team to undertake fauna mitigation work associated with lizard, kauri snail and Northland tusked wētā salvage, kiwi relocation and egg uplift, and incidental mortality of all protected species identified in the Permit, associated with habitat clearance and earthworks. The Permit required various reporting to be undertaken, including a salvage report. These reports have been completed and provided as required.

Furthermore, a Certified Bat Expert, who holds their own Permit was engaged to advise and assist with works where bats may have been affected.

No further permits were required.

⁶ As discussed during a meeting with NZTA and HNZPT representatives on 13 April 2023



Figure 14: Kiwi Detection Dogs were used to detect Kiwi present within work areas. No Kiwi were detected. (Kiwi Detection Dog Pearl at Slip A11) (Source: NZ Environmental Management)

7.6 Conservation Act 1987

As identified, the Gorge is largely surrounded on both sides by the Mangamuka Scenic Reserve. Being a conservation area, any works required within the Scenic Reserve (i.e. outside of the road designation) required a concession from DOC under s170 of the Conservation Act.

Works within the Scenic Reserve were required at three locations across the Gorge as follows:

- At Slip A3 for a right to drain water (stormwater pipe);
- At Slip A4 for a right to drain water (stormwater pipe); and
- At Slip A8 for a right to convey water (bored drainage), right to drain water (stormwater pipe) and a right of way (Access Track).

A concession for these works was obtained. Concession Number 113662-OTH was obtained from the Department of Conservation on 3 May 2024, and is valid for a period of 60 years (refer **Appendix F**).

On 17 December 2024, an application was lodged to vary the concession, as the works at A3 and A4 were found to be on private property and are therefore not required to be included in the concession. No decision on this application has been made at the time of preparing this report.

The concession includes a number of conditions and obligations, including:

- Vegetation must not be cut down or damaged nor can any natural feature or historic resource be damaged without prior consent.

- The stormwater pipes must be suitably disguised as to blend in with the surroundings.
- An annual maintenance programme must be approved by DOC.
- An on-going weed control programme to the satisfaction of DoC must be implemented.
- All activities were to be undertaken in accordance with the Accidental Discovery Protocol in relation to archaeological finds and historic sites.

In addition, the concession also requires that, in *“the event the monitoring of water levels by a piezometer at the swamp forest at the A8 slip site located above the road identifies that water levels have reduced, then the amount of water removed by the bored drains shall be reduced so that the original swamp forest water level is maintained”*.

No further concessions were required.

7.7 Reserves Act 1977

The Mangamuka Scenic Reserve is protected through the Reserves Act. The Reserves Act sets out a number of protections including through the preservation of trees and bush, whereby trees and bush may not be cut or destroyed unless express consent in writing is obtained. It is considered the necessary approvals, being the Concession and Wildlife Permit provide the necessary consent for the works undertaken within the Scenic Reserve.

7.8 Biosecurity Act 1993

Of most relevance under the Biosecurity Act to this project is the Biosecurity (National PA Pest Management Plan) Order 2022.

7.8.1 Biosecurity (National PA Pest Management Plan) Order 2022.

A National Pest Management Plan (National PMP) relating to the control of the spread of *Phytophthora agathidicida* (PA), more commonly known as Kauri Dieback Disease, was introduced via and Order in Council made under the Biosecurity Act.

The site is located within an area of indigenous forest which contains a significant population of Kauri. The site is therefore located within a Kauri Protection Area, and the project must be undertaken in accordance with the National PMP, including the movement and disposal of any soil or vegetation matters.

A Kauri Survey was undertaken, and no Kauri Trees were identified within the work areas. A Kauri Dieback Procedure was prepared and was implemented (refer **Appendix G**).

The National PMP does not have any requirements for any type of approval that is to be obtained under any circumstance, but rather simply directs how activities must be undertaken in and around Kauri Trees. With respect to this project, these directions involve obligations to report any Kauri exhibiting any symptoms of PA, restrictions on works within a Kauri Hygiene Zone and obligations around cleaning items before entering and existing Kauri Forest.

7.9 Fisheries Act 1983

Of most relevance to this project under the Fisheries Act, are the Freshwater Fisheries Regulations 1983.

7.9.1 Freshwater Fisheries Regulations 1983

The Freshwater Fisheries Regulations (FFR) set out a number of regulations relating to both indigenous and exotic (namely “*sport*”) fish species, including, of most relevance, requirements for fish passage.

Part 6 of the FFR set out the regulations for fish passage and applies in any “*natural river, stream, or water*”. Regulation 42 requires that “*no person shall construct any culvert or ford in any natural river, stream, or water in such a way that the passage of fish would be impeded, without the written approval of the Director-General incorporating such conditions as the Director-General thinks appropriate*”.

As fish passage is being obstructed in several culverts as part of this project, an exemption will be required under the FFR and will be sought.

8 CONSULTATION AND ENGAGEMENT

Throughout the life of the project NZTA has engaged with several stakeholders through various means and channels, including:

- Quarterly hapū and iwi site visits
- Quarterly Kaitiāia market activations/pop-ups
- Regular update features on local radio stations with the NZTA Waka Kotahi Project Director
- Online and in person presentations and updates with community and regional stakeholder groups
- Regular hapū and iwi hui updates through the designated project hapū representatives
- Monthly detailed newsletter updates
- Weekly social media and online content updates
- Media visits for broader regional and national level updates.

NZTA has undertaken continuous consultation and engagement throughout the life of the Project with the following stakeholders:

- Department of Conservation
- Te Kaunihera o Te Hiku o te Ika/Far North District Council Northland Regional Council
- Hapū and iwi groups
 - Te Paatu
 - Te Paatu ki Kauhanga

- Te Paatu ki Pamapurua (Te Paatu marae, Pamapurua)
- Nga Hapū o Mangamuka
- Ngāti Taranga (Mangataiore marae, Victoria Valley)
- Te Hiku Iwi Development Trust
- Ngāi Takoto
- Ngāi Takoto
- Ngāti Kahu
- Ngāti Kuru
- Te Aupōuri
- Te Rarawa
- NRC Regional Transport Committee
- Te Whatu Ora
- Civil Defence Emergency Management
- Emergency Services: Police, St Johns, Fire and Emergency New Zealand (FENZ)
- Landowners and adjacent landowners
- Kaitāia Business Association
- Community groups, Kaitāia Markets, Lions and Rotary clubs.

Key stakeholders of particular relevance to the statutory approvals process are DOC, FNDC, NRC and iwi/hapū groups. Consultation and engagement in this regard has consisted of regular meetings and informal pre-application type meetings. Key personnel within these organisations have also undertaken site visits. Hapū representatives and Kaitiaki are also on-site regularly and monitoring the works being undertaken.

8.1 Pre-Application Meetings

Pre application meetings have been had with Northland Regional Council on the following dates:

- 17 October 2025; and
- 12 December 2024

Pre application meetings have been had with Te Kaunihera o Te Hiku o te Ika/Far North District Council on the following dates:

- 22 October 2024

8.2 Iwi and Hapū

It is acknowledged that the Maungataniwha Ranges and the Mangamuka Gorge hold considerable cultural significance to iwi and hapū in the area. The Gorge is also home to a number of taonga species which hold significant cultural importance.

NZTA has continued to engage and consult with iwi and hapū groups since the beginning of the Project. A partnership has been developed with Nga hapū o Mangamuka and Te Paatu, who are an integral part of the Slip Response. Representatives of iwi and hapū have been ingrained in the Project and have formed part of the Project team. Kaitaiki from Nga hapū o Mangamuka and Te Paatu have been on-site at all times, monitoring and supervising works, including wildlife salvage and relocations. They have been on-site during site visits regarding the consenting requirements and attended bi-weekly meetings covering these matters.

When these applications are lodged, Nga hapū o Mangamuka and Te Paatu will receive copies of the application as they are lodged. They have been kept informed of the timings and the preparation of the resource consent applications as this has been undertaken.

APPENDIX A Erosion and Sediment Control Plan



Waka Kotahi

EROSION & SEDIMENT CONTROL PLAN

ESC# 001 – SH1 Mangamuka Emergency Repairs

Project Name:	SH1 Mangamuka Emergency Repairs
Project No:	
Principal:	Waka Kotahi
Prepared by:	Southern Skies Environmental
Date:	08 November 2024

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1. Introduction

The Mangamuka Gorge on SH1 sustained severe damage during a storm event in August 2022. This section of SH1 is closed as part of the emergency repairs operations.

The proposed works involve a series of stabilisation works of five slip sites within the gorge. The stabilisation operations include the piling retaining wall structures and ground anchoring.

In order to achieve a high standard of environmental performance the following Erosion and Sediment Control Plan (ESCP) has been developed. The ESCP also includes spill management procedures.

2. Scope

The ESCP has been prepared to ensure that the works are undertaken in accordance with best practice to address the potential construction water effects associated with the works.

The overall ESCP will comprise several parts that deal with specific construction activities.

3. Reference Documents

- Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).

4. Site Description

The Mangamuka Gorge is located on SH1 approximately 5km north of Mangamuka and approximately 10km south of Kaitaia. The surrounding environment comprises of Mangamuka Scenic Reserve, steep vegetated native bush.

Access to the site is via SH1.

The works are within the road reserve of SH1 and the work will be undertaken while the section of SH1 is closed to public traffic.

The Mangamuka Gorge has sustained severe damage. The works area is unstable. Significant slips have occurred.

5. Description of Proposed Works

The area of the proposed works is five separate slip locations on SH1 within the Mangamuka Gorge. The emergency repair works will comprise the following activities:

- Installation of retaining concrete piles (1050mm diameter to varying depths) and associated capping beams;
- Installation of wire strand anchors
- Installation of new pipe drainage networks
- Relaying of roading surfaces

All works will occur with plant operations from SH1.

6. Erosion and Sediment Control

The erosion and sediment control (ESC) methodology has been designed in accordance with the best practice principles of GD05.

The layout and ESC measures and methodology are detailed in the ESC drawings attached in Appendix B. The works will commence in February 2023 and are expected to take approximately 12-18 months to complete.

Operations that involve the removal of material, such as the establishment of working benches and augured material, will be cut to waste (cut material to be removed from the works area to a designated disposal area).

Treatment tanks and silt fences will be installed at each site as practicable, as shown on the attached ESC drawings attached in Appendix B.

The general methodology at each site is as follows:

- Hot Mix Bund or similar (i.e. alternative concrete bund or timber dyna-bolted and sealed to road surface) will be installed along edge of seal to contain site runoff. The bunding will direct all work area water to a sump to then be piped to a series of treatment tanks for treatment. The treatment tanks will be located where practicable, as determined by the Site Engineer;
- Hot Mix Bunds or similar will also be installed to direct “clean” road water to water table drains to minimise the catchment of each works area. The water table drains will be protected from site runoff with Hot Mix Bunds or silt fences.
- On Site A9 “enabling” works will be undertaken to install water table drainage pipes to allow upper catchment water to be directed away from the slip area before the slip repairs works can commence.
- On most sites a bench will be excavated below the road to create a “level” area for the piling operations. The excavated material will be cut to waste (loaded onto trucks for removal away from the works area). All plant will operate from the road.
- On Site A12-13 a bench will not be cut due to the extensive slip below the road.
- A silt fence will then be installed on the bench as shown on the attached drawings. No silt fence will be installed on Site A12-13 due to the extensive slip below the road;
- Piling operations will commence with all plant operating from the road. All augured material to be cut to waste.
- Any pumping operations from the augured piles will be directed to the settlement tanks;
- During concrete pours, water will be collected from within the casings into ICB containers (or similar i.e. sucker truck). The water will be deemed contaminated and removed from site;
- During ground anchor operations, all wash material (drill fluids) will be collected by the drill rig and directed to settlement tanks.

6.1. Disposal Sites (Fill Sites)

Similarly to the works area, the ESC methodologies for each of the fill sites has been designed in accordance with the best practice principles of GD05.

The layout and ESC measures and methodologies for each of the disposal sites are detailed in the ESC drawings attached in Appendix B.

7. Spill Management

While best practice environmental systems will be implemented, to further reduce the possible consequence of spillage, refuelling points will be located well clear of the cleanwater road table drains. A trailer mounted diesel fuel tank will on occasions stay onsite overnight. The tank will be relocated a minimum 10m from any cleanwater table drain.

Spill kits will be provided onsite, located at the fuel tank onsite.

All site personnel will be trained to use spill kits (and spill booms) before commencing work, as part of the site induction. Preventative maintenance of plant (particularly hydraulic hoses) will also significantly reduce risk.

In the event of a spill, or another incident which results in an unauthorised discharge to ground, immediate action will be taken to contain the event. Spill response and recovery will be enacted in accordance with standard CLL environmental procedures, and the Client and the Northland Regional Council will be contacted. Once the situation has been controlled and rectified, an incident investigation will be completed, and a report prepared by the Project Manager.

Specific concrete management procedures will be separately developed as part of the Construction Work Method Statement.

Spill Response:

The following actions will be implemented.

In the event of a spillage:

1. Stop the flow at its source – shut valves, switch off engines or machinery, block leaks if it is safe to do so.
2. Contain the spillage – catch in container or with bunding and cover with absorbent material/ sand/ fines.
3. Stop from spreading by surrounding with the absorbent sock, or if being carried in water, by placing the sock ahead of the flow.
4. Notify the Project Manager who will contact NRC (as per process below).
5. In the event that any hazardous substance or contaminant enters a watercourse NRC should be notified directly via the 24-hour number – 0800 504 639.

Cleaning up after a spillage:

1. Commence cleaning up of spillage immediately to limit any soakage into the ground, or escape to surface water, if it is safe to do so.
2. Use absorbent material for initial clean up.
3. Excavate contaminated soils and place in a secure location. In water, use the absorbent sock to skim/ absorb the spillage from the water surface.
4. Ensure that all spillage material (including the contained spillage, any contaminated soils and any rags, socks, or other equipment used during the clean-up process) are stored in a secure location and transported off site for disposal at a registered landfill.

In the event of a hazardous substance spill, the CLL Manager will be notified immediately (within 2 hours). The Project Manager will inform NRC as soon as practicable, and as a minimum within 6 hours of becoming aware of the spill. The following information shall be provided to NRC:

- Date, time, location, and estimated volume of the spill.
- Cause of the spill.
- Type of contaminant spilled.
- Clean up procedures taken.
- Steps undertaken to control and remediate the effects of the spill on the receiving environment.
- Assessment of potential effects of the spill.

- Measures to be undertaken to prevent a recurrence.
- All incidents are to be reported on a standard incident report form within 48 hours of the incident occurring to identify corrective actions to help prevent a reoccurrence.
- All sites storing chemicals are to have a Spill Checklist located on site.

8. Monitoring and Maintenance

All erosion and sediment control measures will be maintained in accordance with GD05 throughout the works until the site is stabilised against erosion.

All erosion and sediment control measures and methodologies will be monitored during the works. Monitoring will be undertaken at least weekly, and before and immediately after rain events as well as during heavy rainfall events by the CLL. Any required maintenance or improvements to control measures will be undertaken immediately.

In addition, Meridian will undertake monthly audits on the erosion and sediment control of the site to ensure compliance with GD05.

Sediment deposits and bulges against the silt fences will be removed when sediment accumulation reaches 20% of the fabric height.

The settlement tanks will be cleaned out before accumulated sediment volume reaches 20% of the total volume.

9. Kauri Dieback

A Kauri Dieback procedure has been prepared for the project works. Refer to Appendix C.

10. Rainfall Response and Contingency Measures

Best management practices will be used to minimise sediment yields and monitor any potential effects. In addition to the visual inspections and weekly self-auditing refer above, if a severe weather event is forecast, (a severe weather event is defined as greater than a 5% AEP across the project works area) the following actions will be implemented.

Pre-Weather Event Procedure:

- Visually check controls on site prior to weather event to ensure, as far as practicable, that they will function as intended;
- Depending on site specific circumstances and practices used on site, consider limiting or ceasing earthwork activities to limit land disturbance;
- As far as practicable, stabilise disturbed areas; and
- Photograph critical ESC measures prior to the weather event to document pre-weather event condition.

During a severe weather event that results in the discharge of treated discharges from the sediment retention devices water quality inspections will be undertaken where practical at discharge locations where treated discharge could leave the site. The discharges will be checked to document water quality.

11. Contact Details

Name	Organisational Role	Contact Type	Responsibilities	Contact Number
<i>Vaughan Robbins</i>	<i>CLL Project Director</i>	<i>Working Hours 0800-1700</i>	<i>Reporting of spills onsite, site issues to NZTA</i>	<i>027 492 3576</i>
<i>Tim Hunger</i>	<i>CLL Project Manager</i>	<i>Working hours 08:00-17:00 After Hours, 17:00-08:00</i>	<i>Site ESC and Construction plan responsibility</i>	<i>0275719111</i>
<i>Hendrik Postma</i>	<i>Waka Kotahi Project Manager</i>	<i>Working Hours 0800-1700</i>	<i>Client Rep</i>	<i>0272287329</i>
<i>Campbell Stewart</i>	<i>ESC and Environmental Specialist</i>	<i>Working hours, 07:00-18:00</i>	<i>ESC and Environmental audits and advice</i>	<i>021837824</i>
<i>Northland Regional Council</i>	<i>Pollution Response</i>	<i>24/7</i>	<i>Regulator agency</i>	<i>0800 504 639 (environmental hotline)</i>

12. Summary

This ESCP addresses the proposed erosion and sediment control methodology associated with the land disturbing activities required to complete the emergency repair works on SH1 in the Mangamuka Gorge and incorporates the spill management methodology.

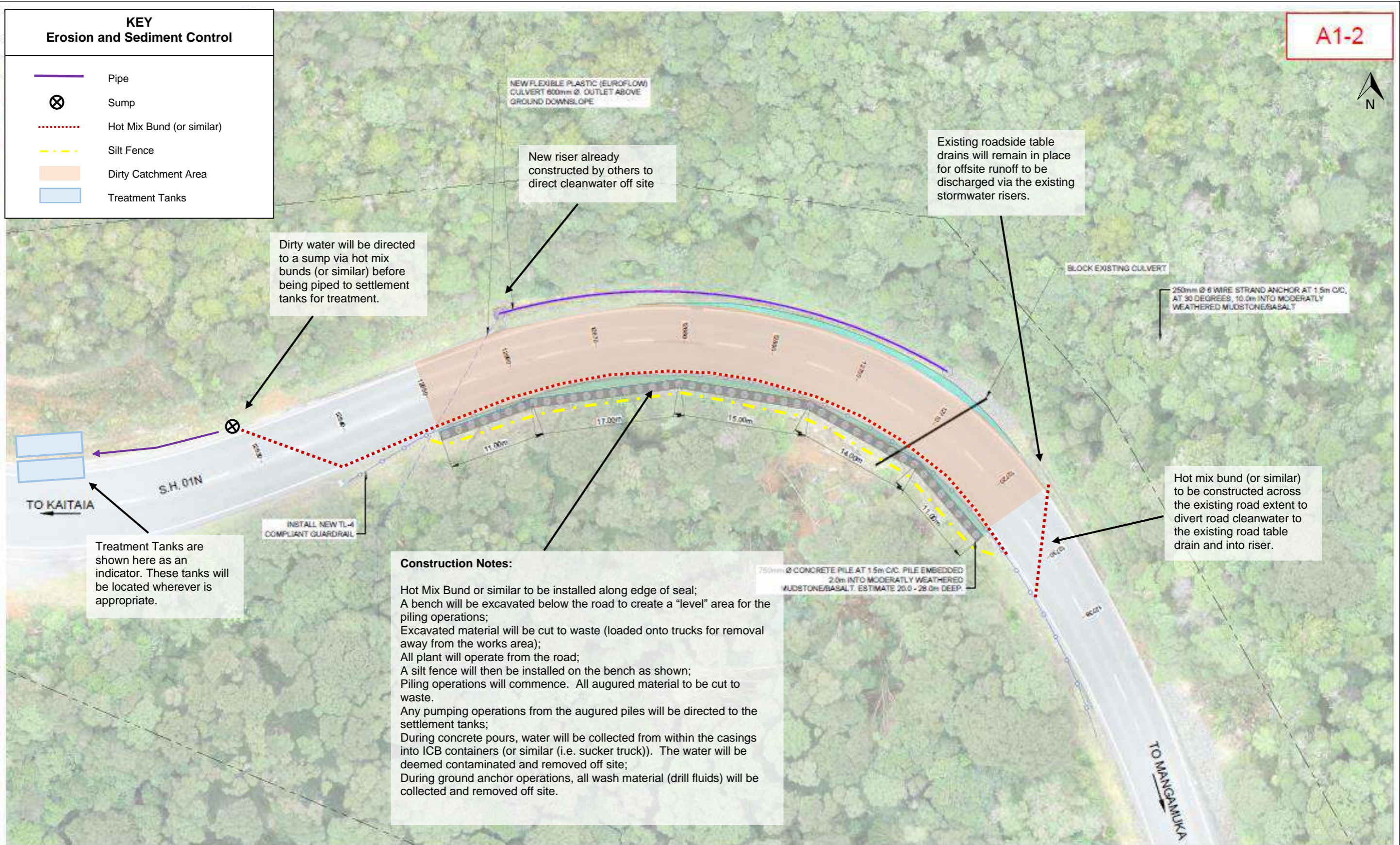
All land disturbance works will be carried out in general accordance best practice and GD05. The methodology proposed will ensure that any adverse effects of the construction works are temporary and minor.

Appendix B – ESC Drawings



KEY
Erosion and Sediment Control

- Pipe
- Sump
- Hot Mix Bund (or similar)
- Silt Fence
- Dirty Catchment Area
- Treatment Tanks



Construction Notes:

Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 A silt fence will then be installed on the bench as shown;
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar (i.e. sucker truck)). The water will be deemed contaminated and removed off site;
 During ground anchor operations, all wash material (drill fluids) will be collected and removed off site.

NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

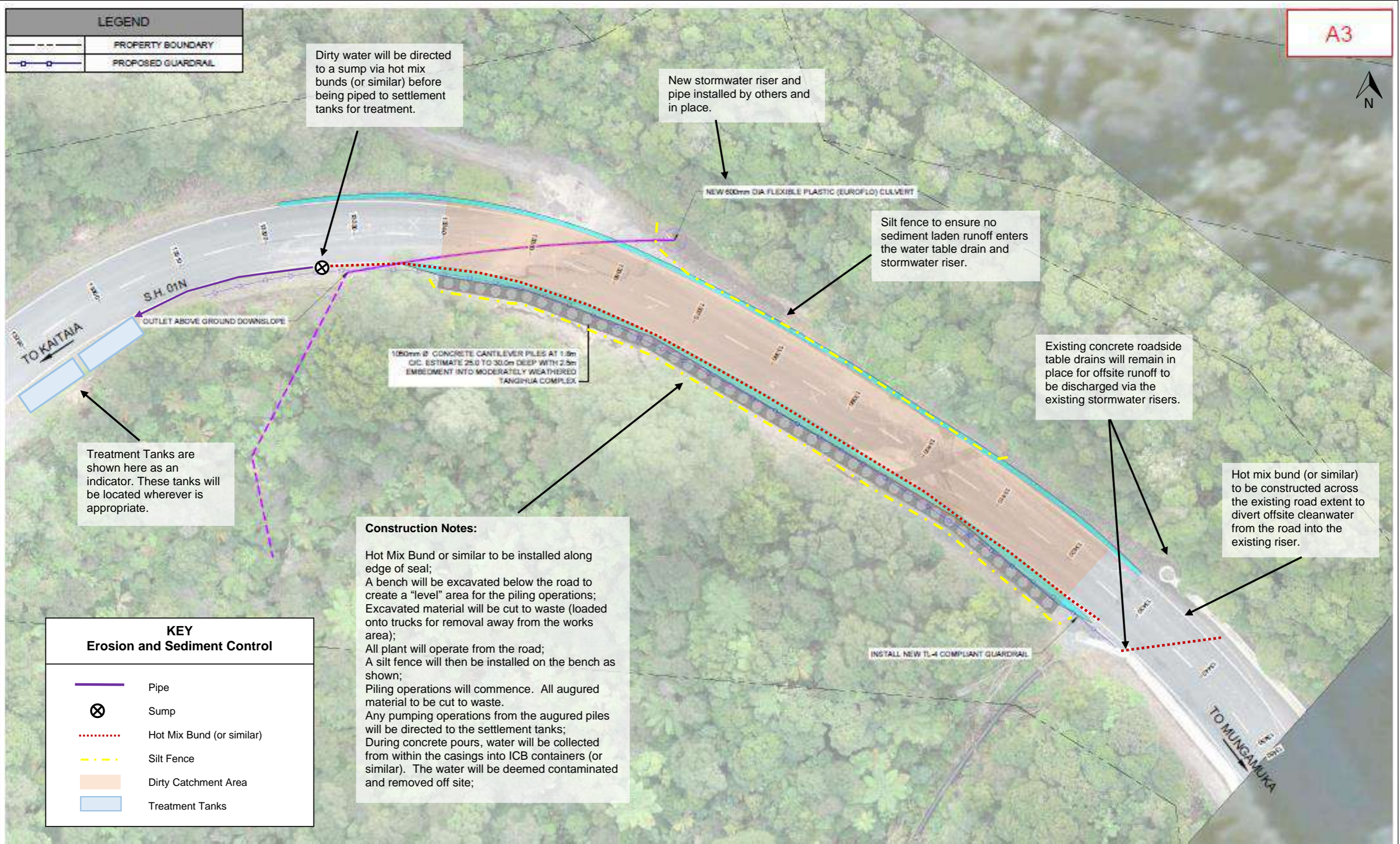
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A	31.01.23	Draft for review.	TH



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Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Stage A1 - 2
Drawing No.	ESCP-001-01
Sheet No.	01



NOTES

- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
- Earthworks are to be programmed to ensure rapid stabilisation.
- All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
- Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

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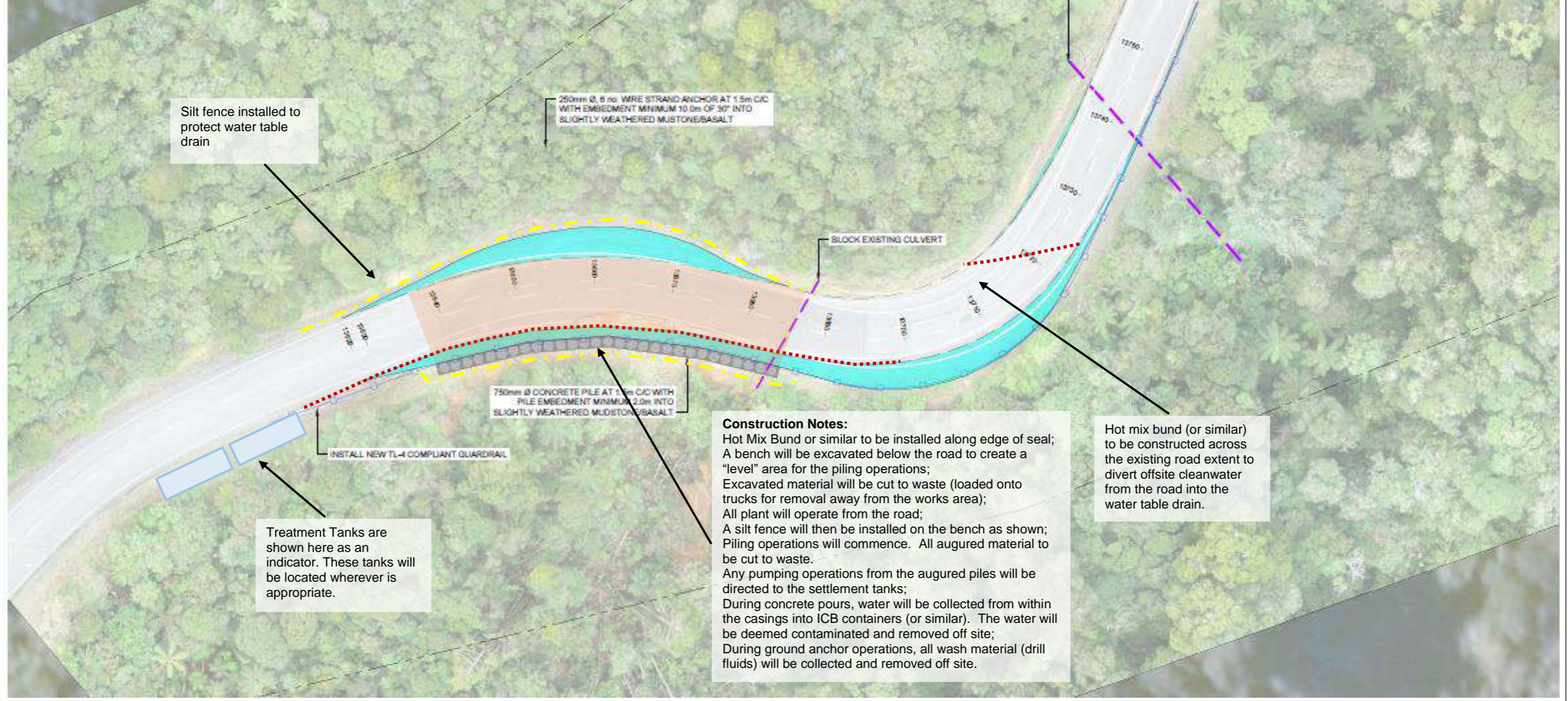


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Project MAUNGAMUKA GORGE	
Title Erosion and Sediment Control Plan – Stage A3	
Drawing No. ESCP-001-01	Sheet No. 01



KEY Erosion and Sediment Control	
	Pipe
	Sump
	Hot Mix Bund (or similar)
	Silt Fence
	Dirty Catchment Area
	Treatment Tanks



Construction Notes:
 Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 A silt fence will then be installed on the bench as shown;
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site;
 During ground anchor operations, all wash material (drill fluids) will be collected and removed off site.

Hot mix bund (or similar) to be constructed across the existing road extent to divert offsite cleanwater from the road into the water table drain.

Treatment Tanks are shown here as an indicator. These tanks will be located wherever is appropriate.

NOTES

- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
- Earthworks are to be programmed to ensure rapid stabilisation.
- All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
- Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

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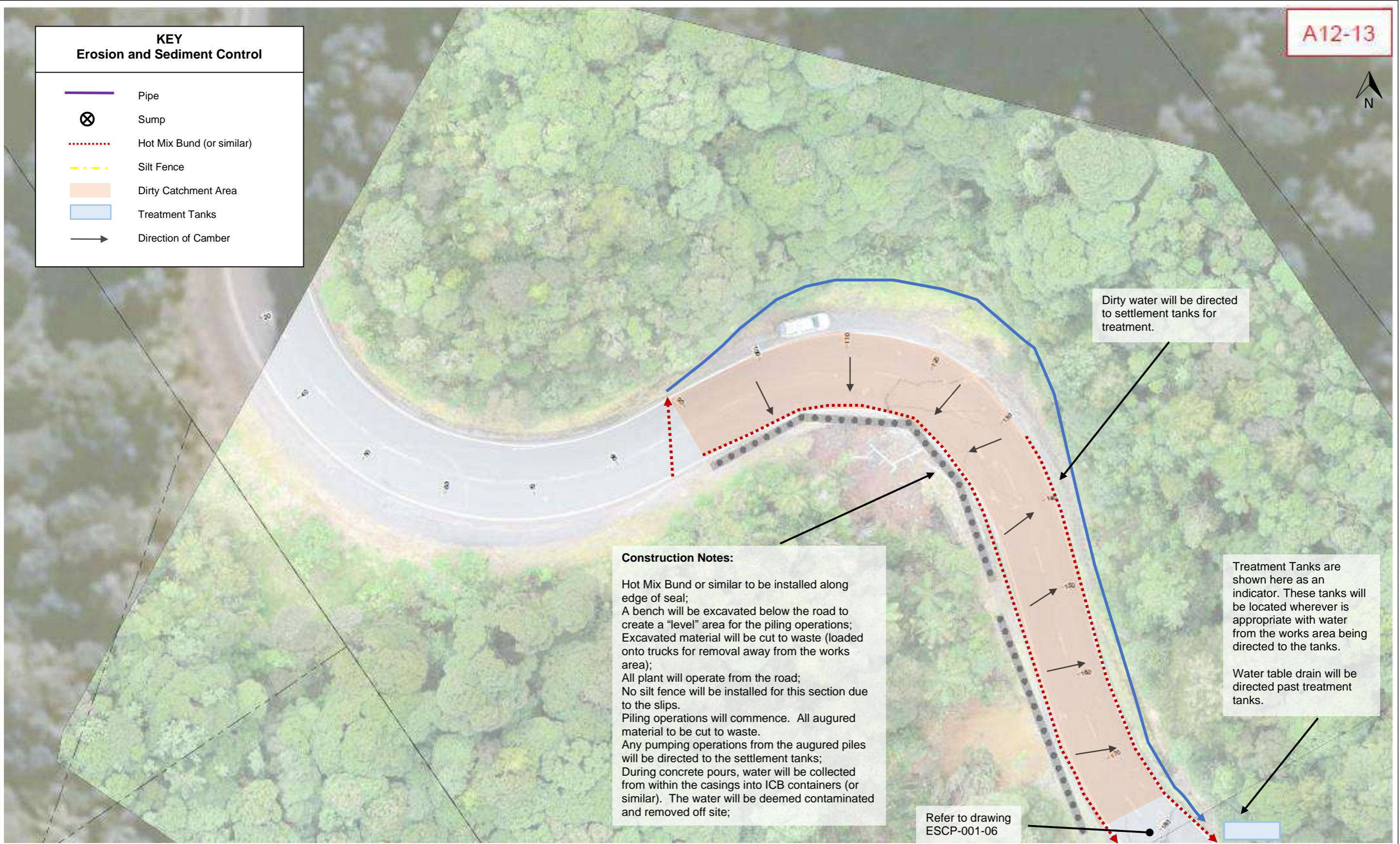


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Project MAUNGAMUKA GORGE	Sheet No. 03
Title Erosion and Sediment Control Plan – Stage A5	Drawing No. ESCP-001-03



KEY Erosion and Sediment Control	
	Pipe
	Sump
	Hot Mix Bund (or similar)
	Silt Fence
	Dirty Catchment Area
	Treatment Tanks
	Direction of Camber



Construction Notes:

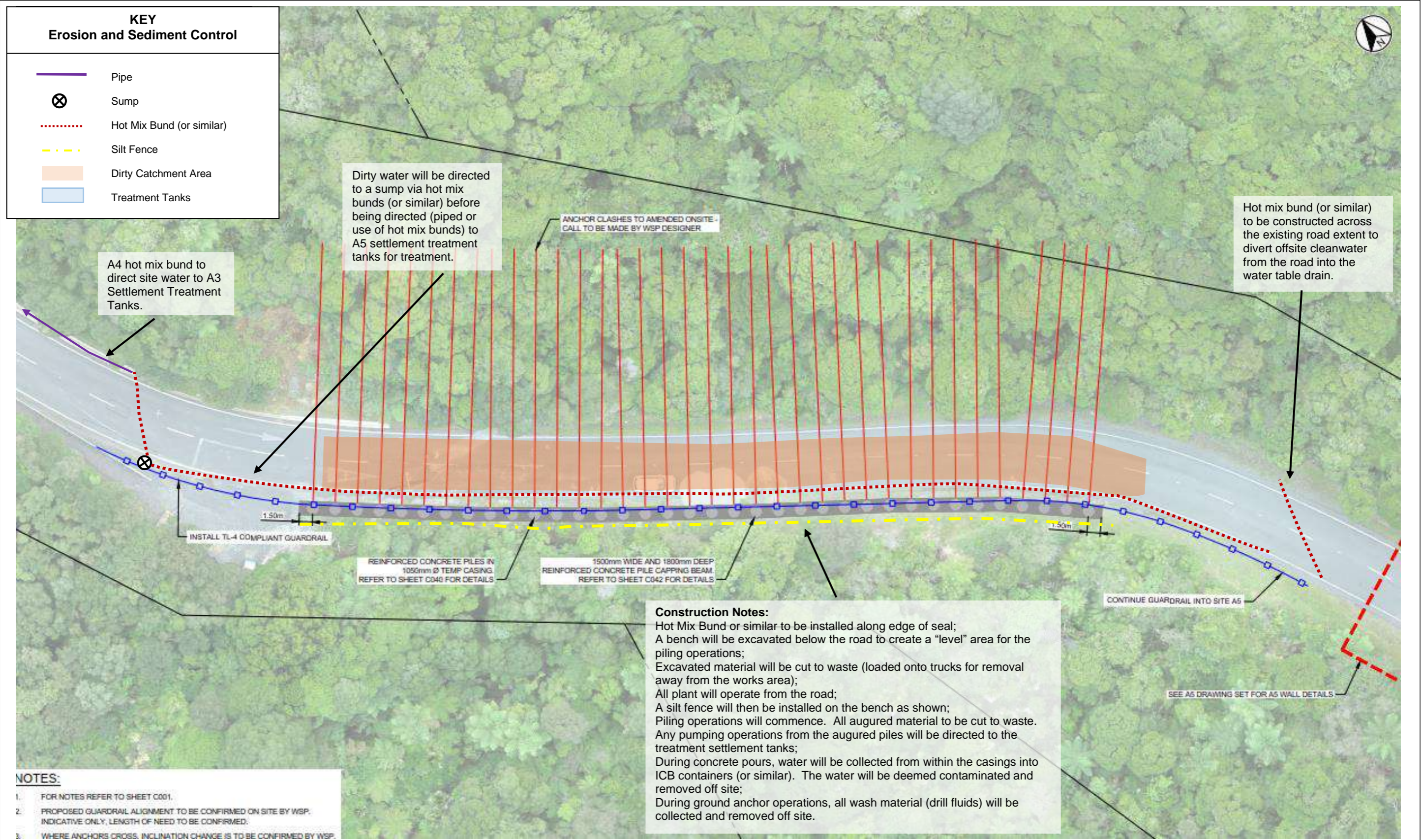
Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 No silt fence will be installed for this section due to the slips.
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site;

Refer to drawing ESCP-001-06

NOTES	
1.	All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2.	Earthworks are to be programmed to ensure rapid stabilisation.
3.	All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4.	Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	31.01.23	Draft for review.	TH

		Project	MANGAMUKA GORGE
		Title	Erosion and Sediment Control Plan – Stage A12-13 (Sheet 1 of 2)
Drawn MD	Checked CS	Drawing No. ESCP-001-05	Sheet No. 05



KEY Erosion and Sediment Control	
	Pipe
	Sump
	Hot Mix Bund (or similar)
	Silt Fence
	Dirty Catchment Area
	Treatment Tanks

A4 hot mix bund to direct site water to A3 Settlement Treatment Tanks.

Dirty water will be directed to a sump via hot mix bunds (or similar) before being directed (piped or use of hot mix bunds) to A5 settlement treatment tanks for treatment.

Hot mix bund (or similar) to be constructed across the existing road extent to divert offsite cleanwater from the road into the water table drain.

INSTALL TL-4 COMPLIANT GUARDRAIL

REINFORCED CONCRETE PILES IN 1050mm Ø TEMP CASING. REFER TO SHEET C040 FOR DETAILS

1500mm WIDE AND 1800mm DEEP REINFORCED CONCRETE PILE CAPPING BEAM. REFER TO SHEET C042 FOR DETAILS

ANCHOR CLASHES TO AMENDED ONSITE - CALL TO BE MADE BY WSP DESIGNER

CONTINUE GUARDRAIL INTO SITE A5

SEE A5 DRAWING SET FOR A5 WALL DETAILS

Construction Notes:
 Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 A silt fence will then be installed on the bench as shown;
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the treatment settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site;
 During ground anchor operations, all wash material (drill fluids) will be collected and removed off site.

- NOTES:**
- FOR NOTES REFER TO SHEET C001.
 - PROPOSED GUARDRAIL ALIGNMENT TO BE CONFIRMED ON SITE BY WSP. INDICATIVE ONLY, LENGTH OF NEED TO BE CONFIRMED.
 - WHERE ANCHORS CROSS, INCLINATION CHANGE IS TO BE CONFIRMED BY WSP.

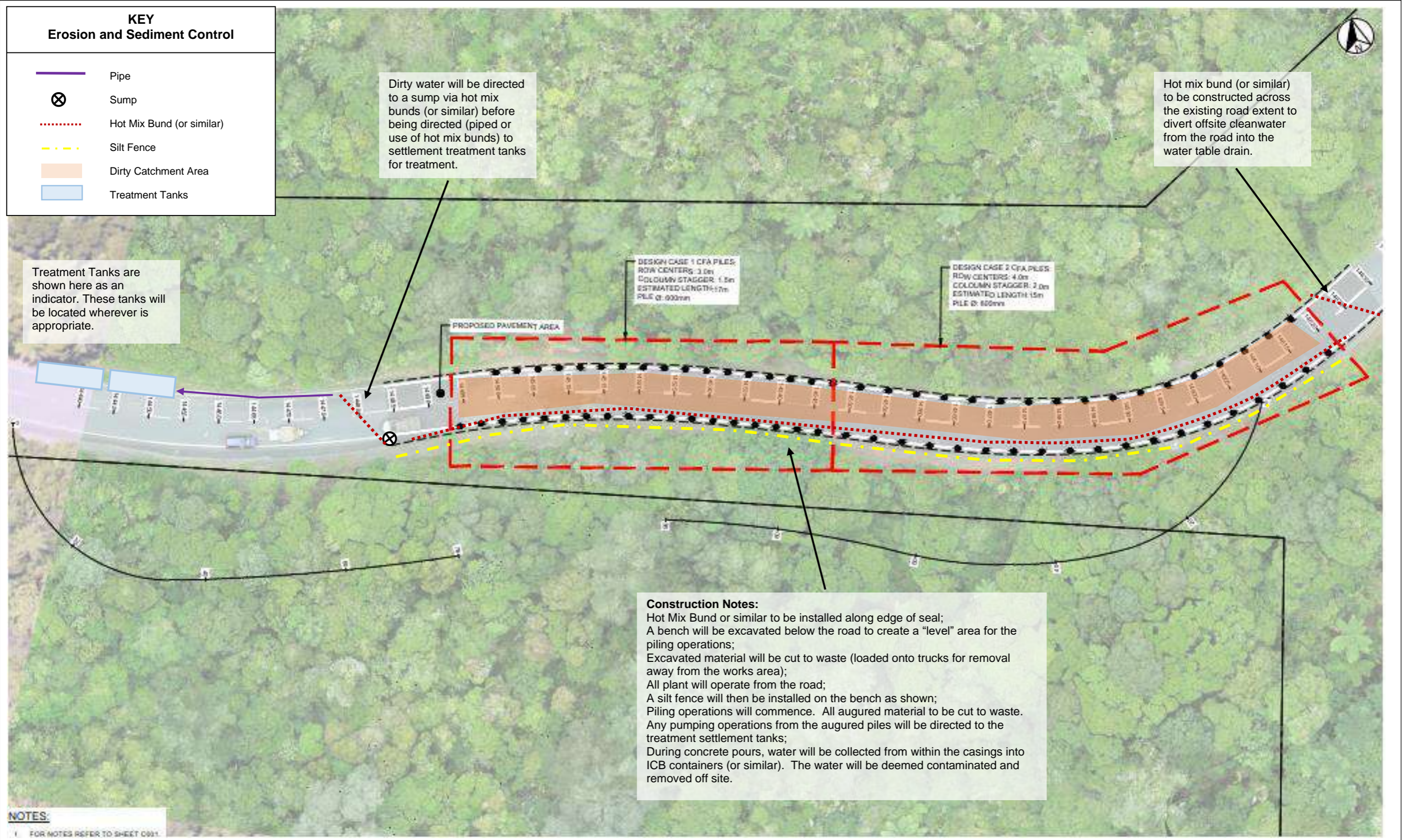
- NOTES**
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 - Earthworks are to be programmed to ensure rapid stabilisation.
 - All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 - Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

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Project MAUNGAMUKA GORGE	Sheet No. 09
Title Erosion and Sediment Control Plan – Stage A4	Drawing No. ESCP-001-09



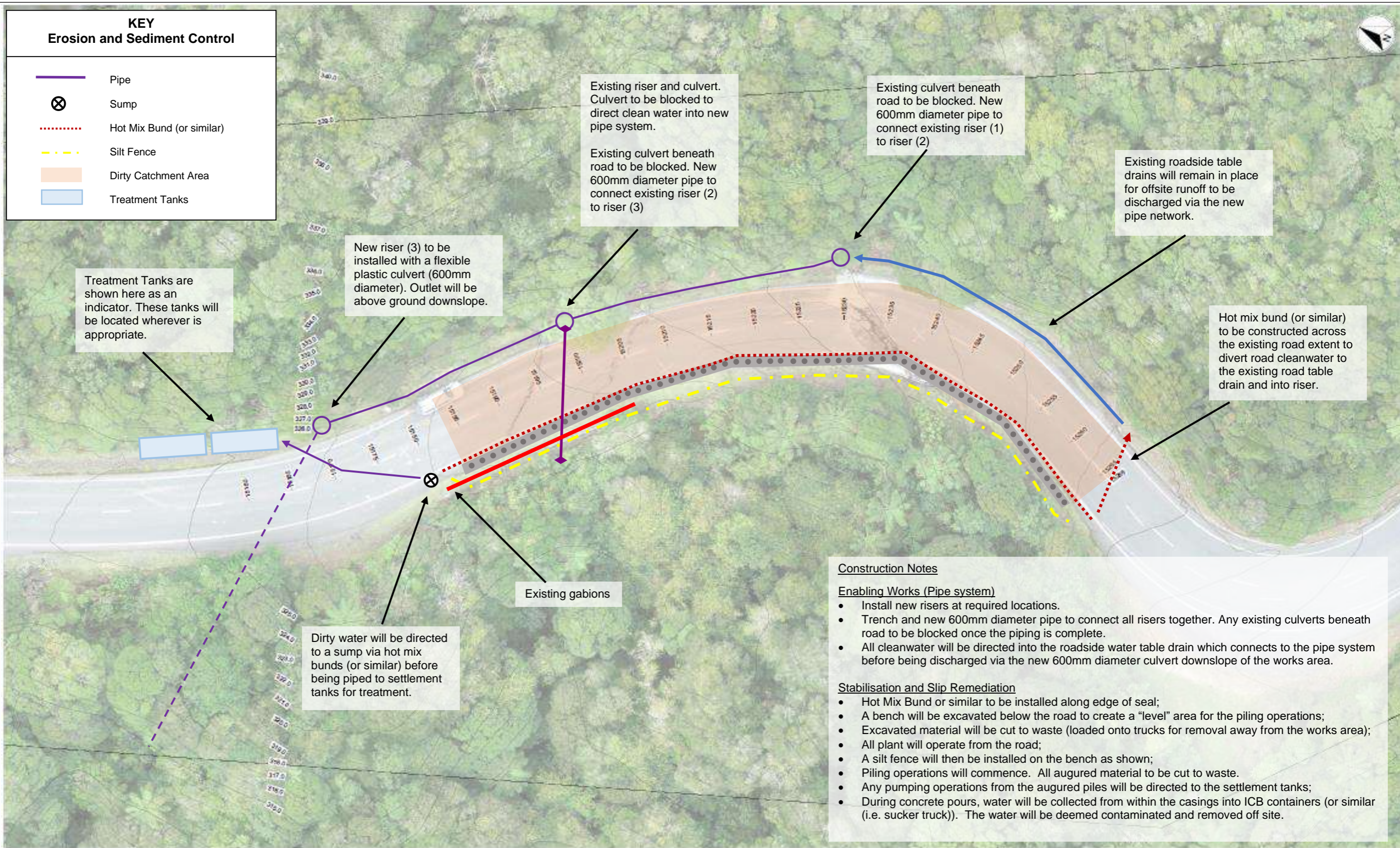
- NOTES**
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 - Earthworks are to be programmed to ensure rapid stabilisation.
 - All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 - Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
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Project MAUNGAMUKA GORGE	Sheet No. 11
Title Erosion and Sediment Control Plan – Stage A8	Drawing No. ESCP-001-11



Treatment Tanks are shown here as an indicator. These tanks will be located wherever is appropriate.

New riser (3) to be installed with a flexible plastic culvert (600mm diameter). Outlet will be above ground downslope.

Existing riser and culvert. Culvert to be blocked to direct clean water into new pipe system.

Existing culvert beneath road to be blocked. New 600mm diameter pipe to connect existing riser (2) to riser (3)

Existing culvert beneath road to be blocked. New 600mm diameter pipe to connect existing riser (1) to riser (2)

Existing roadside table drains will remain in place for offsite runoff to be discharged via the new pipe network.

Hot mix bund (or similar) to be constructed across the existing road extent to divert road cleanwater to the existing road table drain and into riser.

Existing gabions

Dirty water will be directed to a sump via hot mix bunds (or similar) before being piped to settlement tanks for treatment.

Construction Notes

Enabling Works (Pipe system)

- Install new risers at required locations.
- Trench and new 600mm diameter pipe to connect all risers together. Any existing culverts beneath road to be blocked once the piping is complete.
- All cleanwater will be directed into the roadside water table drain which connects to the pipe system before being discharged via the new 600mm diameter culvert downslope of the works area.


Stabilisation and Slip Remediation

- Hot Mix Bund or similar to be installed along edge of seal;
- A bench will be excavated below the road to create a "level" area for the piling operations;
- Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
- All plant will operate from the road;
- A silt fence will then be installed on the bench as shown;
- Piling operations will commence. All augured material to be cut to waste.
- Any pumping operations from the augured piles will be directed to the settlement tanks;
- During concrete pours, water will be collected from within the casings into ICB containers (or similar (i.e. sucker truck)). The water will be deemed contaminated and removed off site.

NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
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		Project	MAUNGAMUKA GORGE
		Title	Erosion and Sediment Control Plan – Stage A9
Drawn MD	Checked CS	Drawing No. ESCP-001-04	Sheet No. 04



KEY Erosion and Sediment Control	
	Pipe
	Sump
	Hot Mix Bund (or similar)
	Silt Fence
	Dirty Catchment Area
	Treatment Tanks

Treatment Tanks are shown here as an indicator. These tanks will be located wherever is appropriate with water from the works area being directed to the tanks.

Water table drain will be directed past treatment tanks.

Hot mix bund (or similar) to be constructed across the existing road extent to divert offsite cleanwater from the road into the existing water table drain.

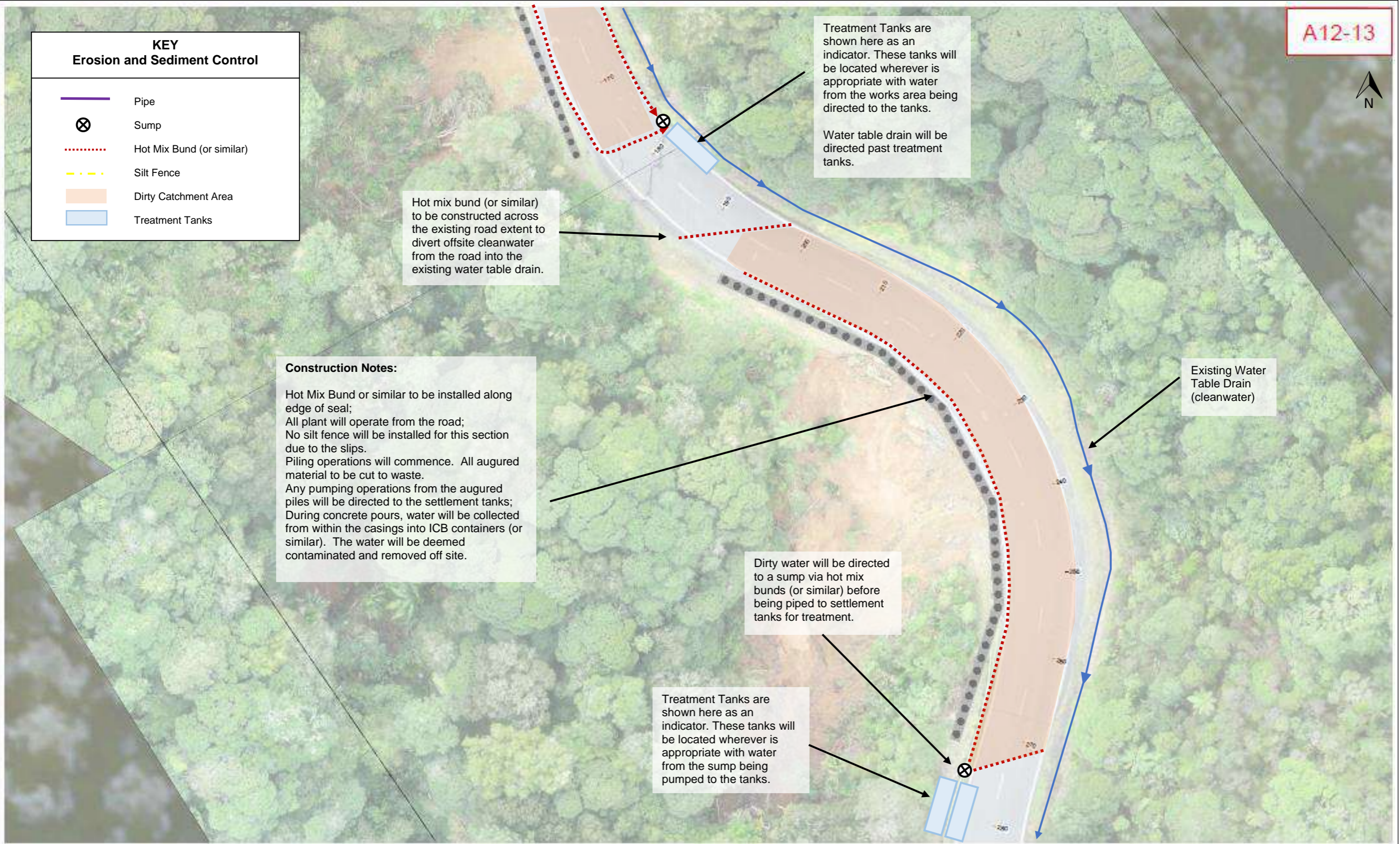
Construction Notes:

Hot Mix Bund or similar to be installed along edge of seal;
 All plant will operate from the road;
 No silt fence will be installed for this section due to the slips.
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site.

Dirty water will be directed to a sump via hot mix bunds (or similar) before being piped to settlement tanks for treatment.

Treatment Tanks are shown here as an indicator. These tanks will be located wherever is appropriate with water from the sump being pumped to the tanks.

Existing Water Table Drain (cleanwater)



- NOTES**
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 - Earthworks are to be programmed to ensure rapid stabilisation.
 - All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 - Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.






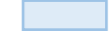
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Project	MANGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Stage A12-13 (Sheet 2 of 2)
Drawing No.	ESCP-001-06
Sheet No.	06

KEY
Erosion and Sediment Control

-  Pipe
-  Sump
-  Hot Mix Bund (or similar)
-  Silt Fence
-  Dirty Catchment Area
-  Treatment Tanks



A5 hot mix bund to direct site water to A5 Settlement Treatment Tanks.

Dirty water will be directed to a sump via hot mix bunds (or similar) before being directed (piped or use of hot mix bunds) to A5 settlement treatment tanks for treatment.

Hot mix bund (or similar) to be constructed across the existing road extent to divert offsite cleanwater from the road into the water table drain.

Construction Notes:
 Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 A silt fence will then be installed on the bench as shown;
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the treatment settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site;
 During ground anchor operations, all wash material (drill fluids) will be collected and removed off site.







- NOTES**
1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 2. Earthworks are to be programmed to ensure rapid stabilisation.
 3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	19.06.23	Draft for review.	TH



Drawn MD	Checked CS
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Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Stage A6
Drawing No.	ESCP-001-07
Sheet No.	07


KEY Erosion and Sediment Control	
	Pipe
	Sump
	Hot Mix Bund (or similar)
	Silt Fence
	Dirty Catchment Area
	Treatment Tanks



Construction Notes:
 Hot Mix Bund or similar to be installed along edge of seal;
 A bench will be excavated below the road to create a "level" area for the piling operations;
 Excavated material will be cut to waste (loaded onto trucks for removal away from the works area);
 All plant will operate from the road;
 A silt fence will then be installed on the bench as shown;
 Piling operations will commence. All augured material to be cut to waste.
 Any pumping operations from the augured piles will be directed to the treatment settlement tanks;
 During concrete pours, water will be collected from within the casings into ICB containers (or similar). The water will be deemed contaminated and removed off site;
 During ground anchor operations, all wash material (drill fluids) will be collected and removed off site.

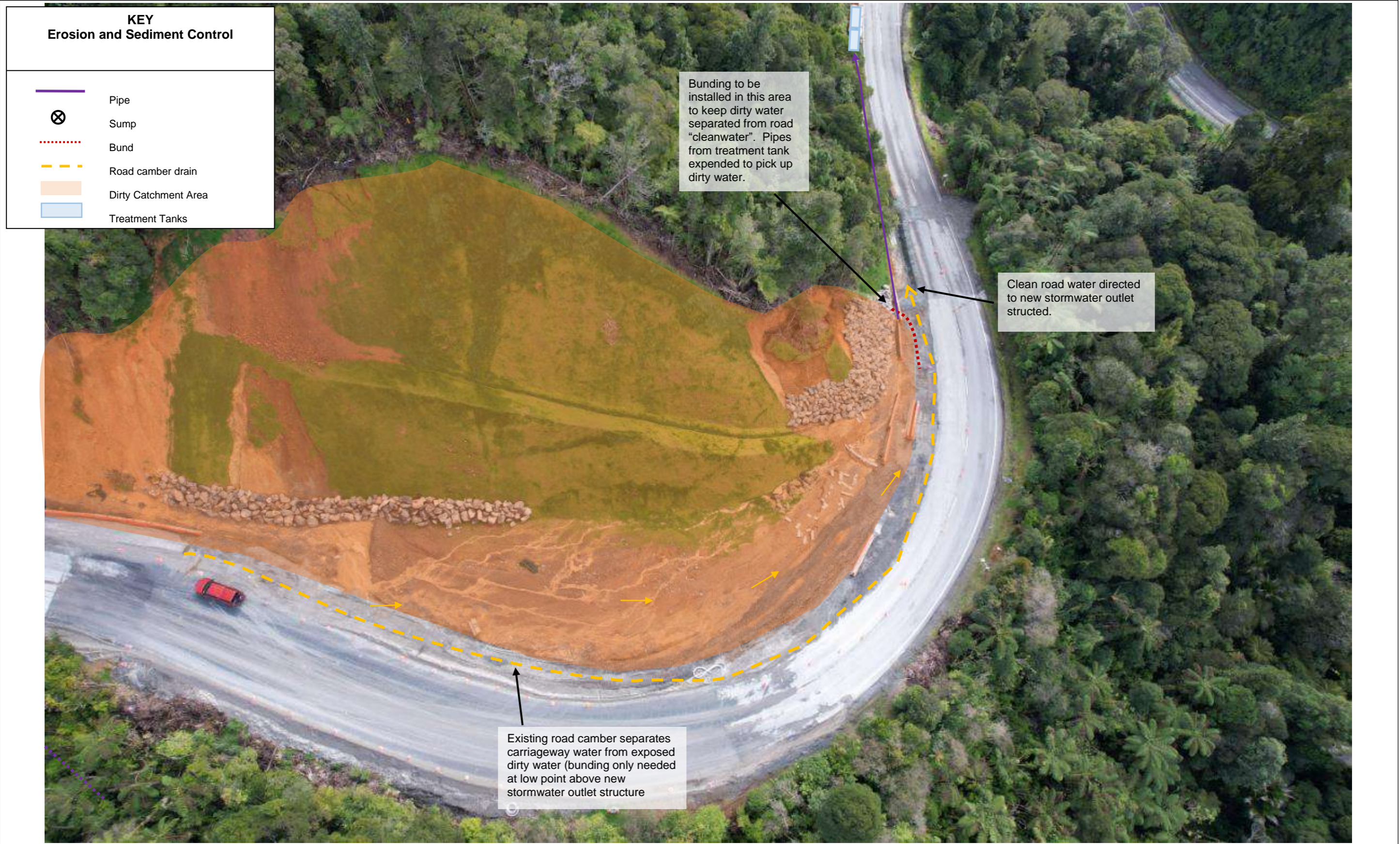
- NOTES**
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 - Earthworks are to be programmed to ensure rapid stabilisation.
 - All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 - Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	05.07.23	Draft for review.	TH



Drawn CS	Checked CTH
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Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Stage A26
Drawing No.	ESCP-001-08
Sheet No.	08



KEY Erosion and Sediment Control	
	Pipe
	Sump
	Bund
	Road camber drain
	Dirty Catchment Area
	Treatment Tanks

Bunding to be installed in this area to keep dirty water separated from road "cleanwater". Pipes from treatment tank expended to pick up dirty water.

Clean road water directed to new stormwater outlet structured.

Existing road camber separates carriageway water from exposed dirty water (bunding only needed at low point above new stormwater outlet structure)

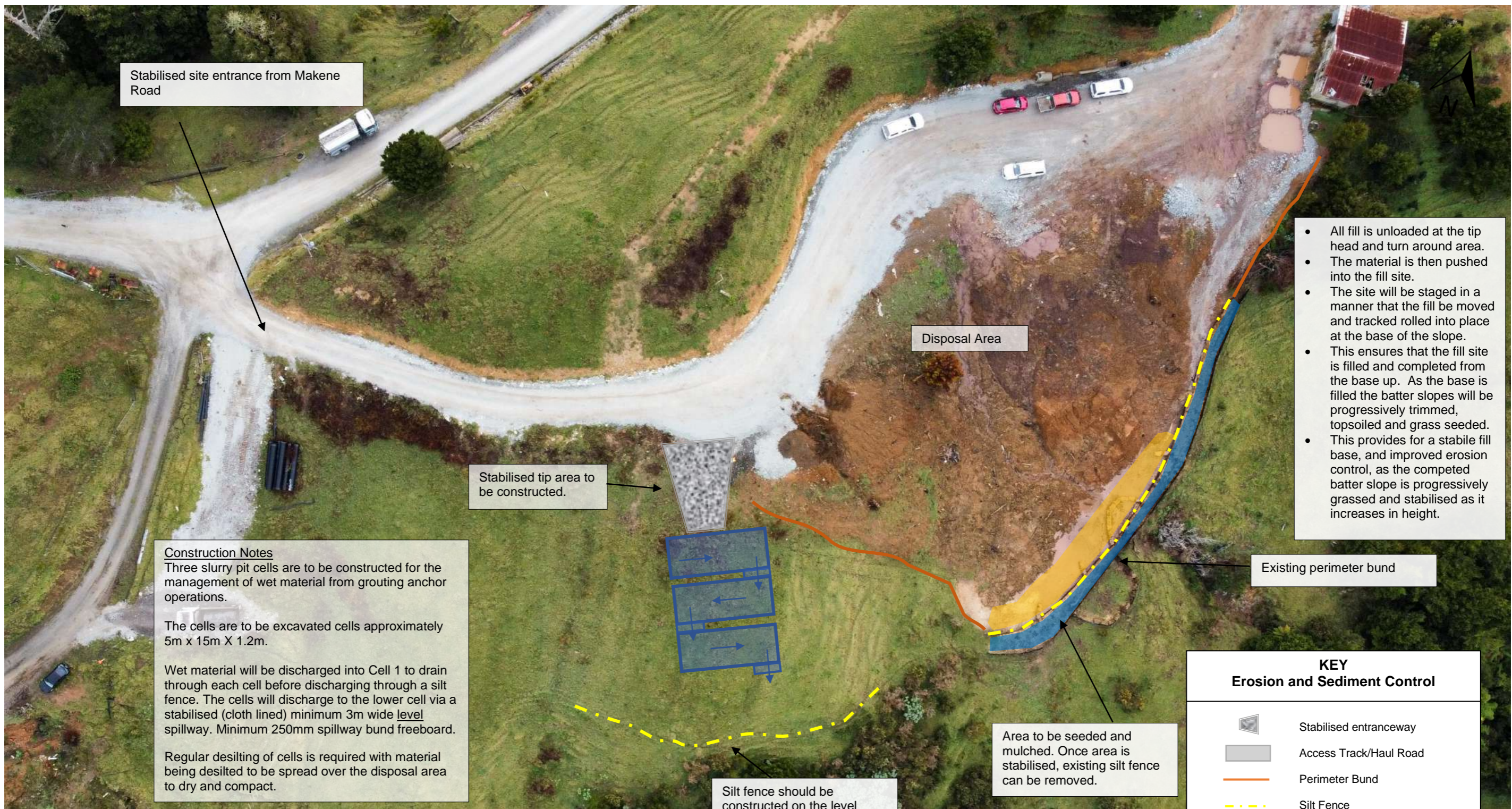
- NOTES**
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
 - Earthworks are to be programmed to ensure rapid stabilisation.
 - All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
 - Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	25.01.24	Draft for review.	TH
B	05.04.24	Updates due to methodology change	TH
C	31.08.24	Updates due to partial completion works	TH



Drawn CS	Checked TH
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Project MAUNGAMUKA GORGE	Title Erosion and Sediment Control Plan – Stage A11
Drawing No. ESCP-001-09	Sheet No. 09



Stabilised site entrance from Makene Road

Disposal Area

Stabilised tip area to be constructed.

Existing perimeter bund

Construction Notes
 Three slurry pit cells are to be constructed for the management of wet material from grouting anchor operations.
 The cells are to be excavated cells approximately 5m x 15m X 1.2m.
 Wet material will be discharged into Cell 1 to drain through each cell before discharging through a silt fence. The cells will discharge to the lower cell via a stabilised (cloth lined) minimum 3m wide level spillway. Minimum 250mm spillway bund freeboard.
 Regular desilting of cells is required with material being desilted to be spread over the disposal area to dry and compact.

- All fill is unloaded at the tip head and turn around area.
- The material is then pushed into the fill site.
- The site will be staged in a manner that the fill be moved and tracked rolled into place at the base of the slope.
- This ensures that the fill site is filled and completed from the base up. As the base is filled the batter slopes will be progressively trimmed, topsoiled and grass seeded.
- This provides for a stable fill base, and improved erosion control, as the completed batter slope is progressively grassed and stabilised as it increases in height.

Area to be seeded and mulched. Once area is stabilised, existing silt fence can be removed.

Silt fence should be constructed on the level contour along the edge of the flat area.

KEY
Erosion and Sediment Control

- Stabilised entranceway
- Access Track/Haul Road
- Perimeter Bund
- Silt Fence
- Stabilised Area
- Area to fill and level

NOTES

- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
- Earthworks are to be programmed to ensure rapid stabilisation.
- All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
- Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.









REV	DATE	REVISION DETAILS	APPROVED
A	03.04.23	Draft for review.	TH
B	12.04.23	Updates	TH
C	19.06.23	Slurry Pit additions	TH

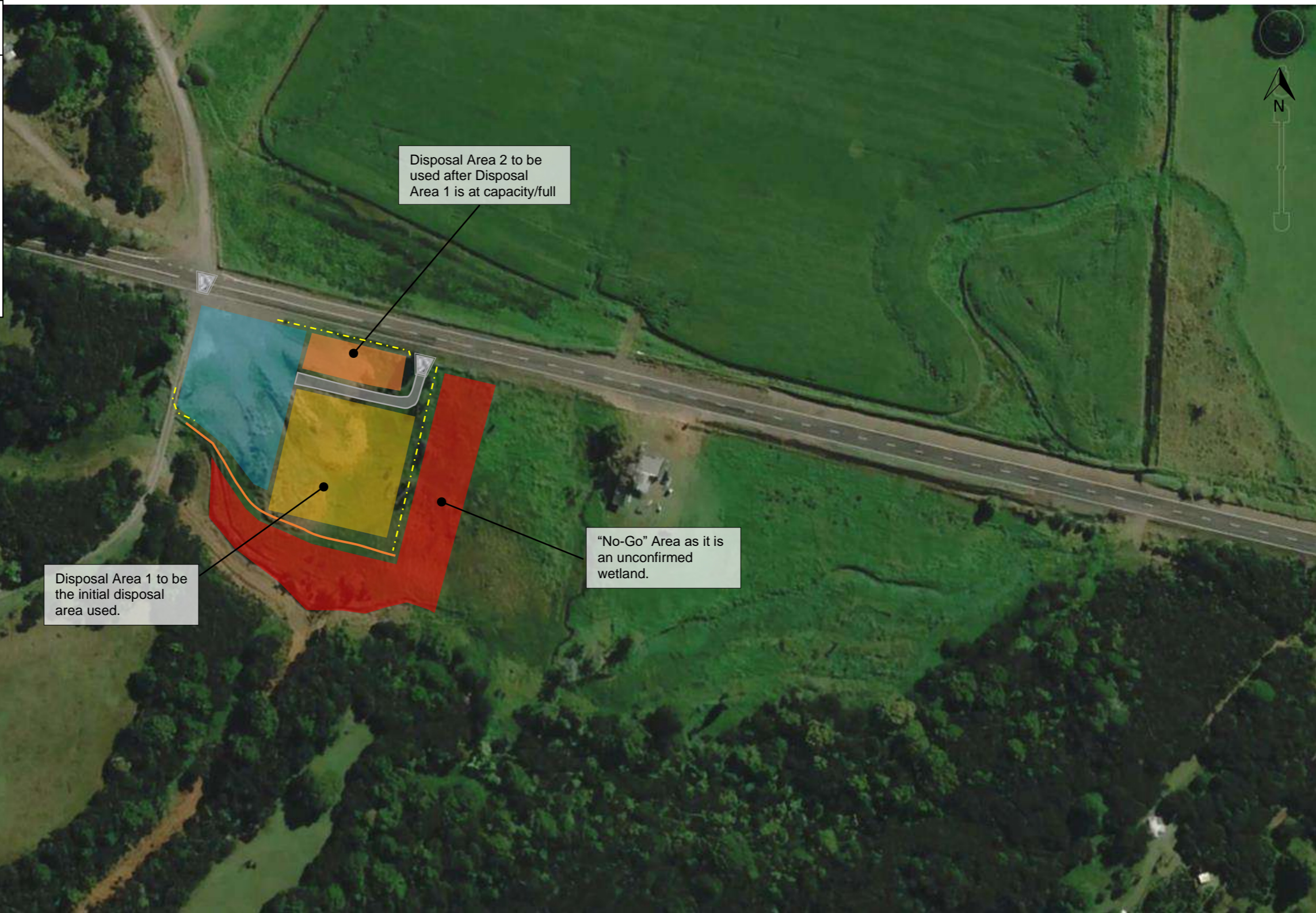
CLL
 SERVICE & SOLUTIONS

Drawn: MD
 Checked: CS

Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Disposal Site Makene Road
Drawing No.	ESCP-002-01
Sheet No.	01

KEY
Erosion and Sediment Control

-  Stabilised entranceway
-  Access Track/Haul Road
-  Perimeter Bund
-  Silt Fence
-  Stabilised Area
-  Disposal Area 1
-  Disposal Area 2
-  Unconfirmed Wetland Area



NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	31.01.23	Draft for review.	









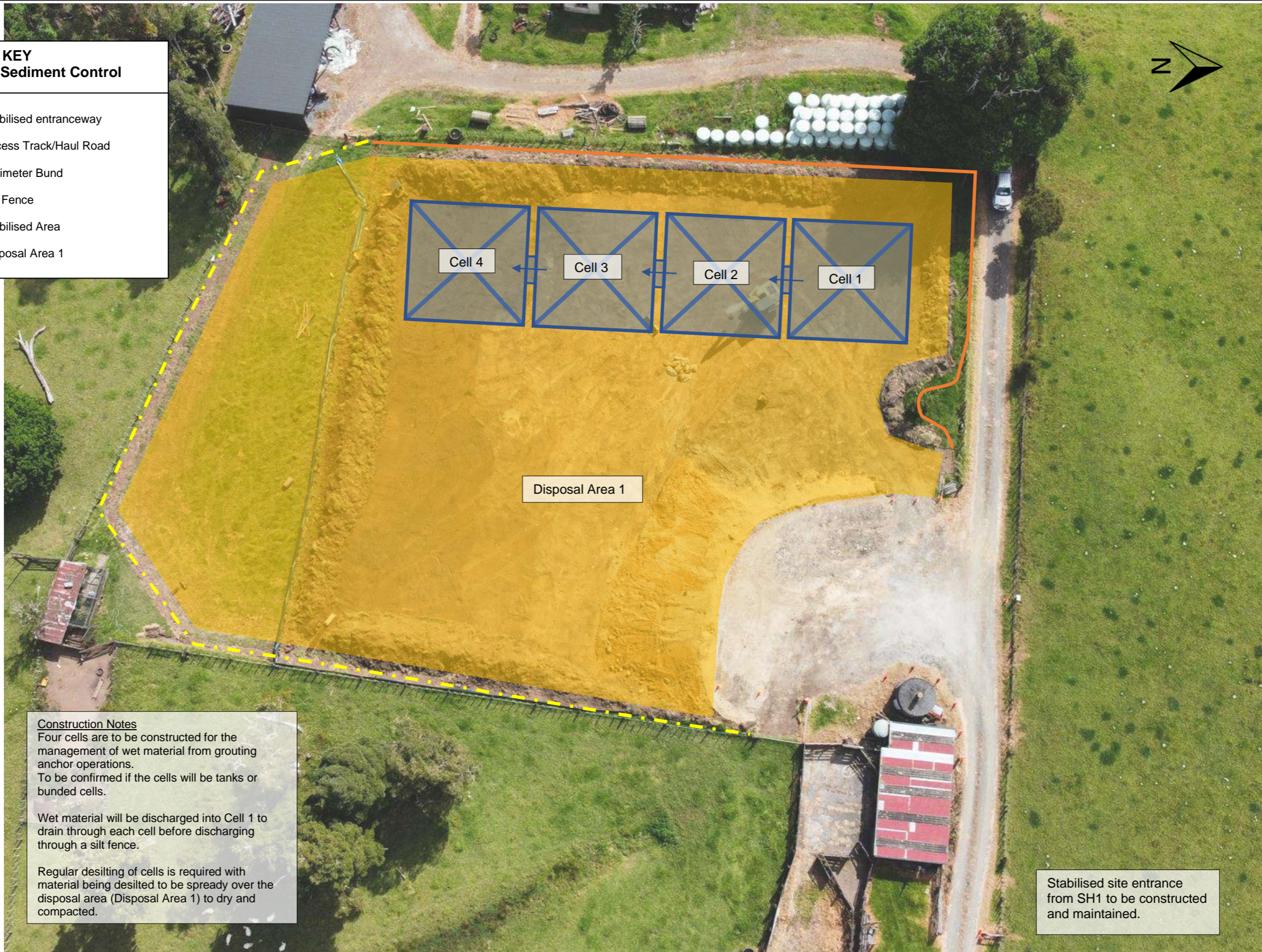
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MD

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CS

Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Disposal Site South
Drawing No.	ESCP-001-01
Sheet No.	01

KEY
Erosion and Sediment Control

	Stabilised entranceway
	Access Track/Haul Road
	Perimeter Bund
	Silt Fence
	Stabilised Area
	Disposal Area 1



Construction Notes
Four cells are to be constructed for the management of wet material from grouting anchor operations.
To be confirmed if the cells will be tanks or banded cells.

Wet material will be discharged into Cell 1 to drain through each cell before discharging through a silt fence.

Regular desilting of cells is required with material being desilted to be spready over the disposal area (Disposal Area 1) to dry and compacted.

Stabilised site entrance from SH1 to be constructed and maintained.

NOTES

- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
- Earthworks are to be programmed to ensure rapid stabilisation.
- All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
- Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

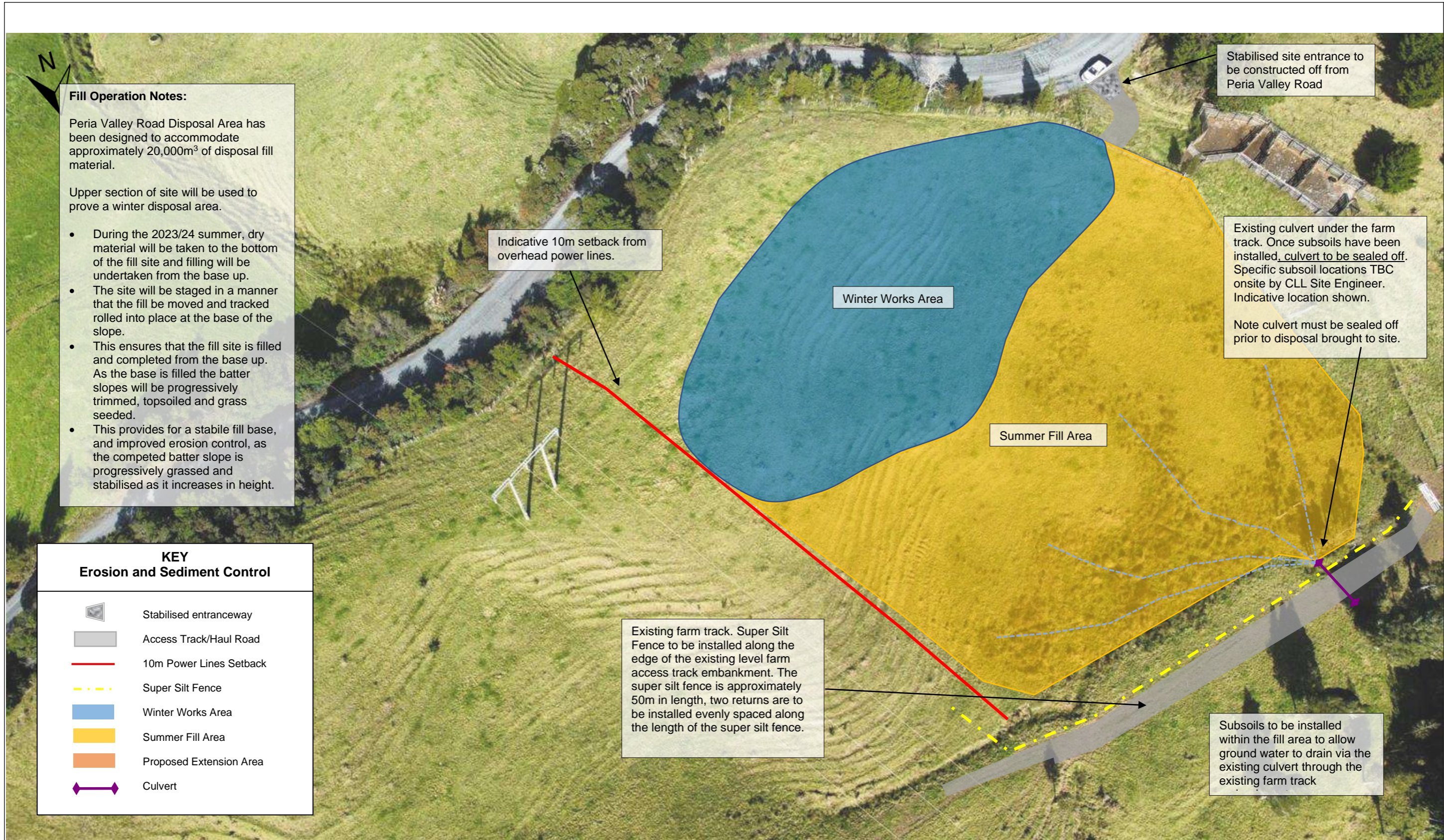
REV	DATE	REVISION DETAILS	APPROVED
A	03.03.23	Draft for review.	TH
B	03.04.23	Update of Disposal Area	TH
C	15.05.23	Cell Construction	TH



Drawn
MD

Checked
CS


Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Disposal Site North
Drawing No.	ESCP-001-01
Sheet No.	01



NOTES

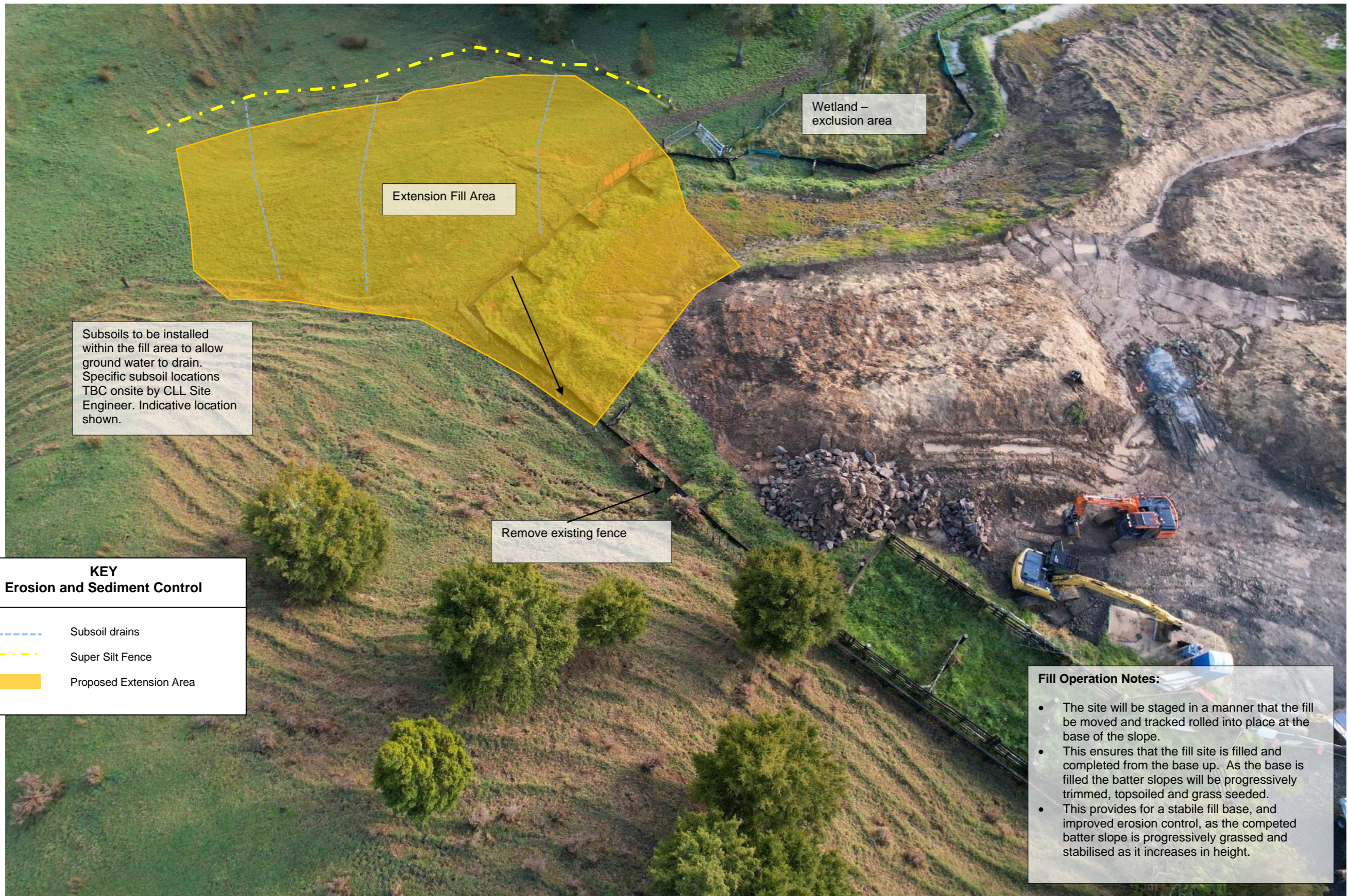
- All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
- Earthworks are to be programmed to ensure rapid stabilisation.
- All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
- Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	16.05.23	Draft for review.	TH



Drawn MD	Checked CS
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Project MAUNGAMUKA GORGE	Title Erosion and Sediment Control Plan – Disposal Site Peria Valley Road
Drawing No. ESCP-003-01	Sheet No. 01



KEY
Erosion and Sediment Control

- - - - - Subsoil drains
- - - - - Super Silt Fence
 Proposed Extension Area

Fill Operation Notes:

- The site will be staged in a manner that the fill be moved and tracked rolled into place at the base of the slope.
- This ensures that the fill site is filled and completed from the base up. As the base is filled the batter slopes will be progressively trimmed, topsoiled and grass seeded.
- This provides for a stable fill base, and improved erosion control, as the completed batter slope is progressively grassed and stabilised as it increases in height.

NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

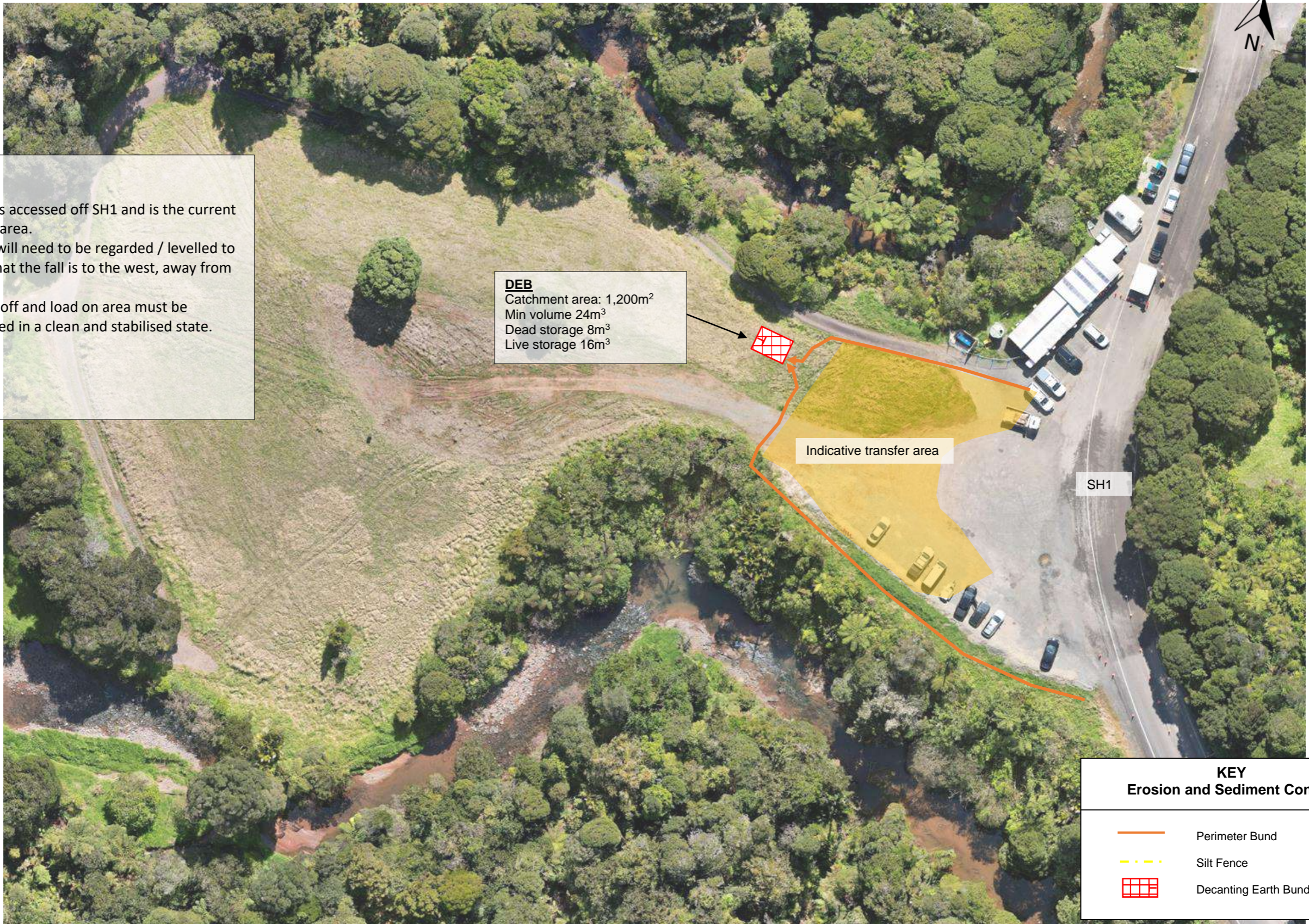
REV	DATE	REVISION DETAILS	APPROVED
A	31.08.24	Draft for review.	TH



Drawn
MD

Checked
CS

Project	MAUNGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Disposal Site Peria Valley Road - Extension
Drawing No.	ESCP-003-02
Sheet No.	01



Operation Notes:




- ▶ The site is accessed off SH1 and is the current laydown area.
- ▶ The site will need to be regarded / levelled to ensure that the fall is to the west, away from SH1.
- ▶ The load off and load on area must be maintained in a clean and stabilised state.

DEB
 Catchment area: 1,200m²
 Min volume 24m³
 Dead storage 8m³
 Live storage 16m³

Indicative transfer area

SH1

KEY
Erosion and Sediment Control

-  Perimeter Bund
-  Silt Fence
-  Decanting Earth Bund (DEB)

NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.




REV	DATE	REVISION DETAILS	APPROVED
A	19.04.24	Draft for review.	TH



Drawn
MD

Checked
CS

Project	MANGAMUKA GORGE
Title	Erosion and Sediment Control Plan – Southern Gate Transfer Area – April 2024
Drawing No.	ESCP-001-01
Sheet No.	01

KEY Erosion and Sediment Control	
	Silt Sock
	Silt Fence
	Fill Area



Operation Notes:

Temporary Spoil Area has been designed to accommodate approximately 1,500m³ of spoil material.

- Sediment Control will be via silt fences and silt socks
- A silt soc is to be installed across the entry point when rain is forecast or left over night.
- All spoil will be unloaded towards the back of the designated area first. The entry point into the spoil area will be maintained in a stabilised and clean state.
- Spoil will be grass seeded on a regular basis.



NOTES

1. All erosion and sediment controls will be installed and maintained in accordance with Auckland Council Guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities' (GD05).
2. Earthworks are to be programmed to ensure rapid stabilisation.
3. All erosion and sediment control measures will be inspected on a daily basis by the site foreman.
4. Site monitoring will be undertaken before and immediately after rain as well as during heavy rainfall events. Any required maintenance or improvements to control measures will be undertaken immediately.

REV	DATE	REVISION DETAILS	APPROVED
A	20.08.24	Draft for review.	TH
B	30.08.24	Final	TH



Drawn
MD

Checked
CS

Project

MANGAMUKA GORGE

Title

**Erosion and Sediment Control Plan –
SH1 6770 Kaitaia Temporary Spoil Site**

Drawing No.

ESCP-TSS-001-01

Sheet No.

01

Appendix C – Kauri Dieback Procedure



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

1 Application

This Plan forms a part of the Erosion and Sediment Control Plan (ESCP) for Mangamuka Gorge Road Rehabilitation works (the Project). The purpose of this Plan is to have the procedures in place to manage the risk of kauri dieback disease and to reduce the potential environmental impact the works may have on the spread of kauri dieback disease.

2 Scope of works

The construction activities of the Project include the following:

- Ground stability improvements (anchors);
- Retaining wall construction;
- Culvert works;
- Road reinstatement.

3 Potential Environmental Impacts of Activities.

Kauri (*Agathis australis*) are a cornerstone of the indigenous forests of the upper North Island and have had a large part to play not just in the landscape of Aotearoa but also in its culture and early history¹. Kauri dieback is caused by a soil-borne pathogen. Minimising the movement of soil or plant material that is potentially contaminated with kauri dieback by people, animals, and limited natural spread (over small distances) is fundamental to the management of kauri dieback.

Kauri dieback spreads through the movement of contaminated soil and soil water and it is possible that it is also spread by streams and rivers particularly in times of flooding.

When working or conducting any activity within or around kauri or in native forests in Northland there is a risk of spreading kauri dieback. Kauri forests and stands can be less easily identifiable and have the potential to be in remnant forests across the region.

The key potential situations and the environmental impacts of these are:

Aspects	Impacts
Spread of kauri dieback disease around the local Native forests around the works area through the movement of soil via people, equipment/tools, heavy machinery, and vehicles.	Acute and chronic harm to local kauri by the spread of kauri dieback disease to healthy/uninfected kauri.

¹ Kauri Dieback Hygiene, Best Practice Guidelines; Northland Regional Council, March 2020



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

4 Key Responsibilities

Responsibilities.

The **Project Director** is responsible for:

- Ensuring controls to prevent kauri dieback spreading are in place; and
- Ensuring protocols and procedures to manage the risk of kauri dieback are in place.

The **Project Manager** is responsible for:

- Ensuring the implementation of this Plan;
- Communicating requirements to relevant site personnel; and
- Ensuring all personnel have received appropriate instruction and training in avoiding and following kauri dieback procedures.

The **Site Engineer** is responsible for:

- Ensuring adequate hygiene points and wash down stations are available for all soil disturbing activities where kauri may be present;
- Ensuring that all hygiene kits are in stock; and
- Ensuring all site personnel have received appropriate instruction and training in avoiding and following kauri dieback procedures.

All **Site Personnel** are responsible for:

- Following the requirements of this Procedure; and
- Reporting any concerns, incidents, or observations to the Earthworks Manager or Site/Contract Manager

5 Kauri Dieback Disease Prevention Procedures

5.1 Hygiene Procedures

- Ensure all gear (footwear, tools, equipment, and machinery) is clean before entering and after leaving if Kauri have been identified nearby the work site. It is recommended that all gear is cleaned at the beginning and end of each day if leaving the site. 'Clean' refers to completely soil-free. Soil and organic material cleaned from equipment (including vehicles and heavy machinery), where possible should be collected and disposed of appropriately at an approved landfill. Alternatively, the material can be left in situ at the source.
 - Wheeled or tracked machinery and vehicles pose a high risk and therefore must be cleaned thoroughly to remove all soil.
 - Where possible, machinery and vehicles should remain on sealed road for the duration of the project.
 - When moving from one area of Kauri to another (between work sites), all equipment should be cleaned prior to moving. A full wash-down of soil and debris should occur on site prior to movement as this contains any problems at the source.
 - Where the above recommendation cannot occur, vehicles and machinery may be taken off site and cleaned in a wash-down facility, but all loose soil and debris must be removed at the kauri site prior to moving and care should be taken to ensure that risk of spread during transport to that facility is minimised.
 - Operators are expected to carry out their own inspections and cleaning, however these may be checked by local Department of Conservation (DOC) or council staff.
- Vehicles and personnel should remain on roads and tracks where possible, particularly in wet conditions. If it is required that vehicles or personnel need to move onto/off tracks, portable



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

phytosanitary packs are required to be used to ensure that kauri dieback is not carried onto the track from surrounding kauri or between high-risk areas.

- Phytosanitary kits must be used when leaving an area showing symptoms of kauri dieback disease.
- Operations should be carried out under dry soil conditions where possible.
- Work sites should ideally be located downslope of kauri areas.
- When entering or exiting a stream system, you must use portable phytosanitary packs to ensure kauri dieback is not carried into the stream from surrounding kauri or between high-risk areas.
- Raw materials (soil/substrate/gravel) should not be sourced from kauri areas. Materials should be sourced from a 'clean' source not containing kauri.
- If any vegetation removal is required, methods that do not disturb the soil should be used.
 - If any diseased kauri and vegetation (including weeds and native vegetation in diseased zones) are trimmed or cleared they must be left in-situ, composted for use on site, or disposed of at an appropriate landfill site.
 - If any soil/plant material is to be removed from a "controlled area" this must be managed with biosecurity approval.

5.2 Additional General Considerations

- Avoid or restrict introduction of high-risk products (soil/substrate/gravel/vegetation) to the area. If any high-risk products are required, they must be from reputable/biosecurity accredited sources.
- Managing or limiting vehicle access where appropriate should be considered.
- Managers, visitors and users must be aware when undertaking high-risk activities in an infected area.
- Good hygiene practices by all users/visitors should be encouraged.
- If both infected/symptomatic and uninfected sites are identified within an area, hygiene measures must be taken to avoid soil transfer from infected to uninfected. Activity should be planned to move from uninfected to infected areas (not vice-versa where possible).

5.3 Phytosanitary information

Kauri dieback spores can be removed from footwear and equipment simply by scrubbing them with clean water to remove all soil then allowing gear to dry. However, while not essential, using Sterigene will increase the effectiveness of these hygiene measures. Sterigene should be used at a 2% mix.

It is recommended that Sterigene disinfectant is used on footwear, equipment, machinery and other items that have been in contact with soil. Sterigene is a broad-spectrum disinfectant which is non-toxic, non-corrosive, biodegradable and environmentally friendly compared to other products.

Alternatively, Virkon and Janola (Bleach) may be used, however its application is limited in a forest situation and any application should be in accordance with the product's label instructions and Material Safety Data Sheet. Options for mixes are outlined below:

- 70% Methylated Spirits, 30% water.
- 25% Bleach, 75% water.
- 2% Sterigene Mix

All gear should first be cleaned to remove soil. Sterigene should then be sprayed onto the clean surfaces (and left to dry). Sterigene will not kill kauri dieback spores that are embedded in soil hence it is important to remove soil before applying the disinfectant.

Water, soil, or slurry and Sterigene from cleaning dirty equipment needs to be disposed of carefully:

- Solution must be drained into waste water drains, not the stormwater system, or disposed of on a lawn or gravel pad.
- If necessary, expired Sterigene may be discarded on a lawn or gravel pad.



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

- Do not let Sterigene drain into septic systems.
- Sinks connected to waste water systems are ideal for cleaning equipment off site.

Wearing reusable non disposable overshoe booties is an option for each kauri area. Sourcing an overshoe bootie that is durable and can be washed and reused regularly is recommended. These need to be cleaned at the hygiene point (disinfectant location at the edge of the works or forest area) like footwear. Disposable ones are not recommended.

5.4 Hygiene Kit Requirements

Outlined below are the items needed in hygiene kits around the site and at hygiene and wash down points:

- Stiff bristle scrubbing brush or broom;
- 500ml spray bottle with disinfectant (disinfectant mixes are outlined in Section 5.3);
- Boot bags;
- 1 litre pump sprayer with water.

For vehicle and heavy machinery wash down points the volumes of disinfectant and water will be larger than those listed above. These volumes will be dictated by the frequency of cleaning and the amount of equipment that needs to be cleaned on site. The same mixes of disinfectant will be used as listed in Section 5.3.

6 Wash-Down Sites

Wash down of vehicles and/or heavy machinery that was used within a kauri root zone should occur within that area where possible. If the vehicles/machinery have been operating outside a root zone, the wash-down should occur prior to exiting a kauri forest.

When selecting a suitable wash-down site, the following should be considered:

- Hard stand area and well drained surface (e.g., road near the edge, firm grass or gravel).
- At least 30m away from a water course or water body. This includes drains that discharge to water courses such as stormwater drains and culverts.
- An area within the root zone, if use of equipment and vehicles has occurred in this area.
- Is of gentle slope to drain wastewater away from:
 - The wash-down area and into a kauri root zone.
 - Water catchment.
 - Areas outside the kauri root zone.
 - Vehicles and heavy machinery being washed to prevent potential re-contamination.
- Enable cleaned objects to exit without being re-contaminated.
- Undertaking a risk assessment of the site to inform a health and safety risk management plan e.g., working around powerlines.

Where runoff cannot be managed to an acceptable standard (e.g., large quantity of wastewater and/or an extensive runoff) construction of a bund and sump may be required to safely dispose of the wastewater. DO not drive through wash down wastewater as this may re-contaminate the vehicle/machinery.

If wash down cannot occur in the forest, then the vehicles and/or heavy machinery should be taken to a suitable facility off site for decontamination. All loose soil and vegetation should be physically removed (preferably when dry) where possible before the vehicle or heavy machinery is transported offsite. This can be removed using a hard brush or broom or by using compressed air. Pay attention to the underside, between dual wheels,



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

sump guards, mud flaps, hollow sections, foot wells, and bumper bars. The amount of water used should be minimised.

Footwear and equipment/tool hygiene points should be installed at the entrance and exit of a kauri forest site. If the same access point is used when moving from one area of kauri to another, a hygiene point should be set up between the two areas. Footwear should be cleaned following the procedures outlined in Section 5.3 and Section 5.4.

7 External Contacts

Kauri Dieback Helpline	0800 NZ KAURI
Kauri Dieback Team – Northland Regional Council	kauridieback@nrc.govt.nz

Project Team Contacts

Project Director: Vaughn Robbins	027 492 3576
Project Manager: Chris Tuxford	0272695275
ESC & Environmental: Campbell Stewart	021 837825
Site Engineer: Tim Hunger	0275719111

APPENDIX B - Outline Plan 2240268-RMAOUT

FAR NORTH DISTRICT COUNCIL

FAR NORTH OPERATIVE DISTRICT PLAN

IN THE MATTER OF

The Resource Management Act 1991

AND

IN THE MATTER OF

an application for Outline Plan Assessment
under the aforesaid Act by

New Zealand Transport Agency

FILE NUMBER: **2240268-RMAOUT**

OUTLINE PLAN APPLICATION

The proposal is to to realign a 270m long section of road at Slip A11 that involves approximately 25514m³ of cut and 354m³ of fill earthworks and approximately 4282m³ of vegetation clearance.

The property in respect of which the application is made is situated State Highway 1, Mangamuka 0476.

The site is designated as under the Far North Operative District Plan (September 2009).

OUTLINE PLAN DETERMINATION

That pursuant to Section 176A of the Resource Management Act 1991, the Council has assessed the application by New Zealand Transport Agency to realign a 270m long section of road at Slip A11 that involves approximately 25514m³ of cut and 354m³ of fill earthworks and approximately 4282m³ of vegetation clearance located State Highway 1, Mangamuka 0476 and has determined that the proposal may proceed without change to that which is shown on the approved plans prepared by WSP, referenced WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022, dated December 2023, and attached to this consent with the Council's "Approved Plan" stamp affixed to it and is subject to the following recommendations:

1. **It is recommended** that to ensure silt, sediment and dust control measures are maintained by an appropriately qualified and experienced person a site walk over shall be undertaken daily before leaving the site to identify any corrective maintenance required. A more thorough inspection shall be undertaken at the end of each week, before and after a major forecast storm event.

DECISION PREPARED BY: Eden Nathan, Consents Planner

CONSENT GRANTED UNDER DELEGATED AUTHORITY:

A handwritten signature in black ink, appearing to read 'Brian', written over a faint horizontal line.

Tianxu (Brian) Huang
Team Leader – Resource Consents

DATE: 5 February 2024
2240268-RMAOUT



Far North
District Council

Private Bag 752, Memorial Ave

Kaikōhe 0440, New Zealand

Freephone: 0800 920 029

Phone: (09) 401 5200

Fax: (09) 401 2137

Email: osk.us@fndc.govt.nz

Website: www.fndc.govt.nz

Application No: 2240268-RMAOUT

Te Kaunihera o Tai Tokerau Ki Te Raki

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wants to live, work and invest*

5 February 2024

New Zealand Transport Agency
C/- Stellar Projects Ltd
PO Box 33915
Takapuna
Auckland 0740

Tēnā koe New Zealand Transport Agency,

Re: **2240268-RMAOUT - Outline Plan – OUTLINE PLAN ASSESSMENT**

I am pleased to inform you that your application for outline plan consideration has been accepted. The decision and any recommendations are enclosed for your information. The application was considered and determined under authority delegated to the Resource Consents Manager, District Services, of the Far North District Council, pursuant to Section 34 (4) of the Resource Management Act 1991.

It is important that you advise the territorial authority as soon as practicable of your acceptance or otherwise of any changes requested to the Outline Plan. If you have any questions or concerns about any aspect of this assessment or its suggested changes, please contact the planner who prepared the decision.

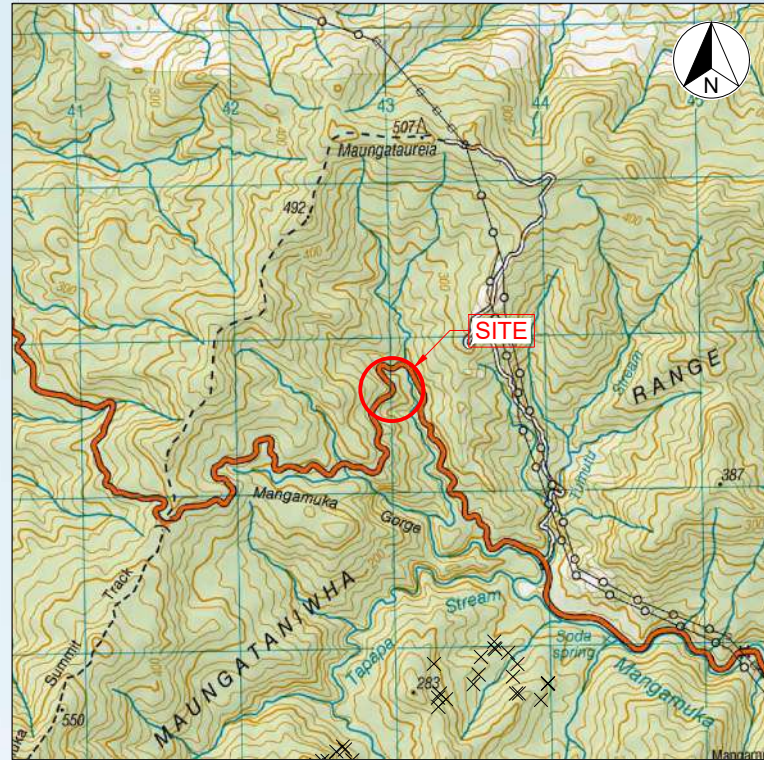
If you have any further queries regarding this matter, please contact the reporting planner on 09 401 5200 or 0800 920 029.

Ngā mihi,

A handwritten signature in black ink that reads "Edennathan".

Eden Nathan
Consents Planner
Delivery and Operations





WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY
S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND
A11 NZTA EMERGENCY WORKS 2022

CIVIL
DETAILED DESIGN

Project No: 1-11241.13(A11)
Date: DECEMBER 2023

APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

DRAWING INDEX		
SHEET No.	SHEET TITLE	REV. No.
GENERAL OVERVIEW		
C000(A11)	COVER SHEET	A
C001(A11)	NOTES AND INDEX	A
C002(A11)	PLAN - EXISTING CONTOURS	A
C003(A11)	PLAN- PROPOSED OPTION	A
C004(A11)	PLAN- PROFILE	A
C004(A11)	PLAN-CUT FILL DRAWING	A
C010-C016(A11)	CROSS SECTIONS	A
C050	PLAN-CUT FILL PLAN	A
C051	ALIGNMENT - SETTING OUT	A

C060	REPLANTING AREA	A
GEOTECHNICAL INVESTIGATIONS		
CIVIL WORKS - PLANS		
CIVIL WORKS - TYPICAL SECTIONS AND DETAILS		
LONG SECTIONS - PAVEMENT AND WALL		
CIVIL WORKS - CROSS SECTIONS		

300 mm
200
100
50
0 10 mm

NOTES.

- PLANS TO BE READ IN CONJUNCTION WITH THE SPECIFICATIONS.
- PROPERTY BOUNDARIES ARE APPROXIMATE ONLY (LINZ). NO BOUNDARY SURVEY HAS BEEN COMPLETED.
- NO SERVICE IDENTIFICATION HAS BEEN UNDERTAKEN IN PREPARATION OF THESE PLANS. ANY SERVICES SHOWN ARE APPROXIMATE ONLY AND CLASHES MAY OCCUR.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO MARK OUT THE LOCATION OF EXISTING SERVICES PRIOR TO COMMENCEMENT OF PHYSICAL WORK ON SITE.
- ALL PLAN COORDINATES IN TERMS OF NZGD 2000 MOUNT EDEN CIRCUIT AND LEVEL DATUM IS NZVD 2016.
- CONTAINS DATA SOURCED FROM LAND INFORMATION NEW ZEALAND(LINZ). LINZ GIVES NO WARRANTY IN RELATION TO THE DATA (INCLUDING ACCURACY, RELIABILITY, COMPLETENESS OR SUITABILITY) AND ACCEPTS NO LIABILITY (INCLUDING, WITHOUT LIMITATION, LIABILITY IN NEGLIGENCE) FOR ANY LOSS, DAMAGE OR COSTS RELATING TO ANY USE OF THE DATA. CROWN COPYRIGHT RESERVED.
- PAVEMENT THICKNESS SHOWN IS INDICATIVE ONLY, NEEDS TO BE CONFIRMED AS PER DESIGN

APPROVED PLAN

Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

WORK IN PROGRESS
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REVISION	AMENDMENT	APPROVED	DATE
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+64 9 430 1700
Private Bag 9017
Whangarei 0148
New Zealand

CIVIL

SCALES	ORIGINAL SIZE
N/A	A1
DRAWN	DESIGNED
K.DARSHAN	M.LEGGETT
DRAWING VERIFIED	DESIGN VERIFIED
-	-
APPROVED	APPROVED DATE
-	-

FOR INFORMATION

PROJECT	TITLE	WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	NOTES AND INDEX	1-11241.13(A11)	C001(A11)	A

LEGEND	
	PROPERTY BOUNDARY
	ROAD RESERVE
	HIGH VALUE TREES

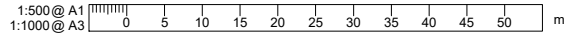


APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

300 mm
200
100
50
0 10 mm



NOTES.
 1. FOR GENERAL NOTES REFER TO SHEET C001



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 Whangarei 0148
 New Zealand

CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:500 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	DESIGN VERIFIED	APPROVED DATE	
K.DARSHAN	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

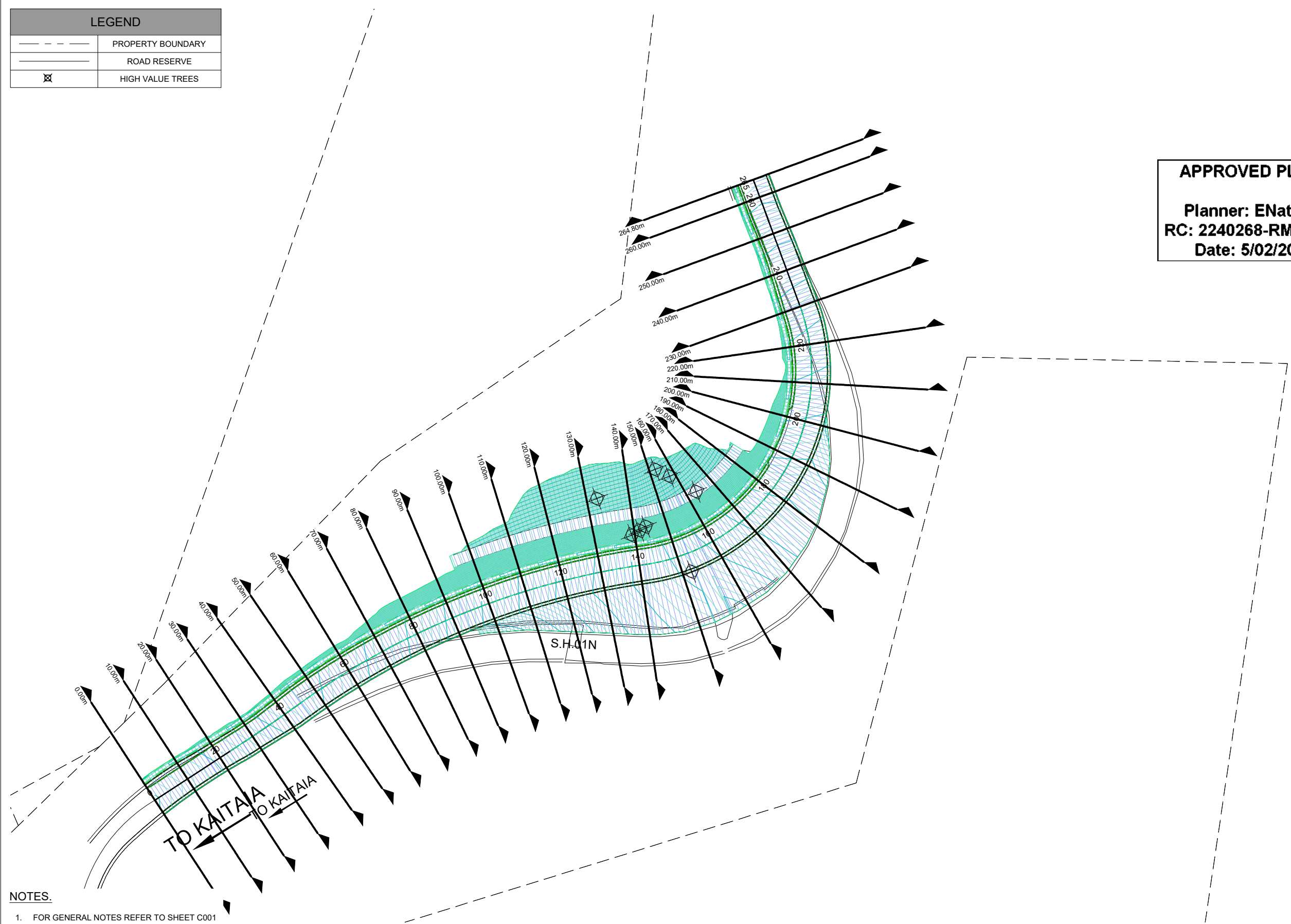
PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	PLAN EXISTING CONTOURS	C002(A11)	A
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13(A11)			



LEGEND	
	PROPERTY BOUNDARY
	ROAD RESERVE
	HIGH VALUE TREES

APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

300 mm
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0 10 mm



NOTES.
 1. FOR GENERAL NOTES REFER TO SHEET C001

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 Whangarei 0148
 New Zealand

CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:500 @ A1	M.LEGGETT	APPROVER	A1
DRAWN	DESIGNED	APPROVED	
K.DARSHAN	M.LEGGETT	APPROVER	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
VERIFIER	VERIFIER	YYYY-MM-DD	

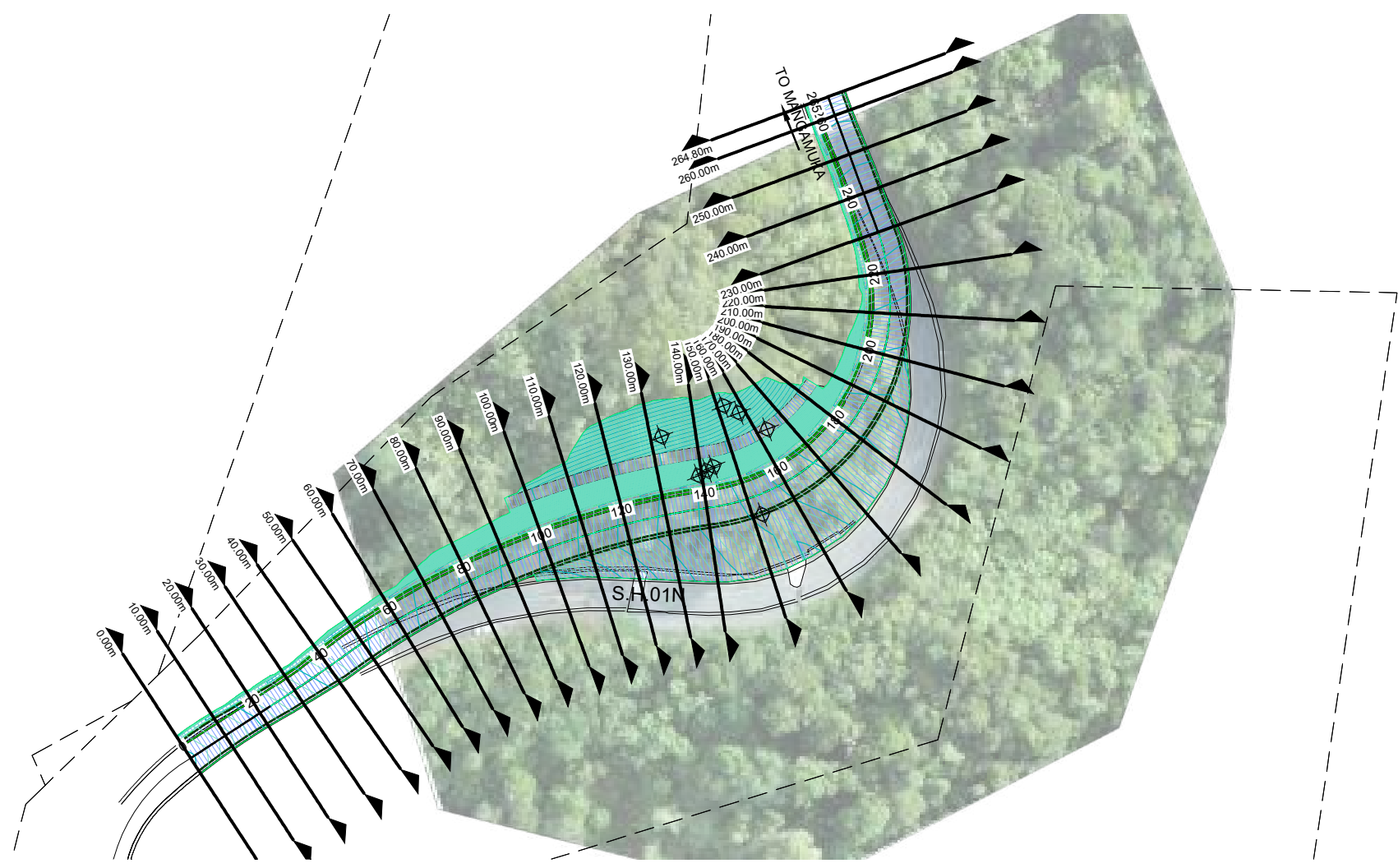
FOR INFORMATION

PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	OVERALL PLAN PROPOSED REALIGNMENT PLAN	C003(A11)	A
WSP PROJECT NO. (SUB-PROJECT)			
1-11241.13(A11)			

LEGEND	
	PROPERTY BOUNDARY
	ROAD RESERVE



300 mm
200
100
50
0 10 mm



Datum R.L. 212.00	
PROPOSED LEVEL	235.07, 234.49, 233.90, 233.31, 232.73, 232.11, 231.40, 230.93, 230.62, 229.76, 228.81, 227.81, 226.81, 225.81, 224.81, 223.81, 222.95, 222.81, 221.81, 220.84, 219.88, 218.97, 218.08, 217.68, 217.20, 216.33, 215.46, 214.60, 213.73, 212.86, 212.44
EXISTING LEVEL	234.49, 233.87, 233.25, 232.63, 232.03, 231.11, 230.59, 230.03, 230.62, 231.05, 230.63, 230.25, 230.37, 230.18, 230.90, 230.76, 230.51, 230.38, 230.25, 231.51, 227.88, 224.20, 219.49, 216.11, 216.05, 215.34, 214.56, 213.75, 212.86, 212.44
CUT/FILL	0.00, 0.00, 0.03, 0.06, 0.09, 0.00, -0.19, -0.26, -0.36, -1.30, -5.82, -7.44, -7.56, -11.38, -13.09, -13.96, -13.38, -10.67, -7.78, -5.23, -1.41, 1.05, 1.09, 0.29, 0.12, 0.03, -0.02, 0.00, 0.00
VERTICAL GEOMETRY	-5.87% (41.30m), VC: 50.0m (K: 12.12), -10.00% (63.67m), VC: 50.0m (K: 38.35), -8.70% (60.45m)
HORIZONTAL GEOMETRY	L=22.99m, L=22.20m (R=492.00m), L=96.17m (R=200.00m), L=89.15m (R=50.00m), L=34.30m
STATION	0.00, 10.00, 20.00, 30.00, 40.00, 50.00, 60.00, 66.23, 70.00, 80.00, 90.00, 100.00, 110.00, 120.00, 130.00, 140.00, 150.00, 154.59, 160.00, 170.00, 178.88, 190.00, 200.00, 204.59, 210.00, 220.00, 230.00, 240.00, 250.00, 260.00, 264.80

APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES.
1. FOR GENERAL NOTES REFER TO SHEET C001

1:750 @ A1
1:1500 @ A3

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REVISION	AMENDMENT	APPROVED	DATE
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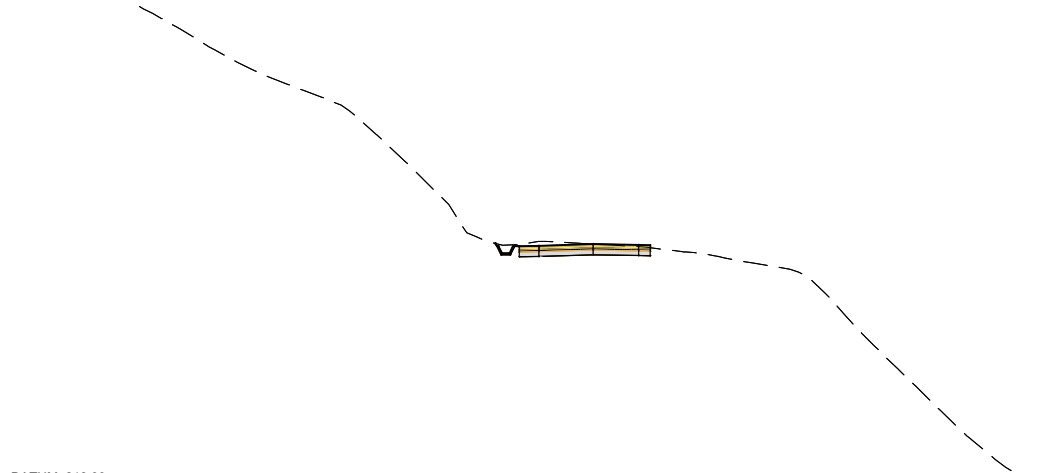
CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:750 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	DESIGN VERIFIED	APPROVED DATE	
K.DARSHAN	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHİ NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	OVERALL PLAN PROPOSED REALIGNMENT PLAN	C004(A11)	A
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13(A11)			

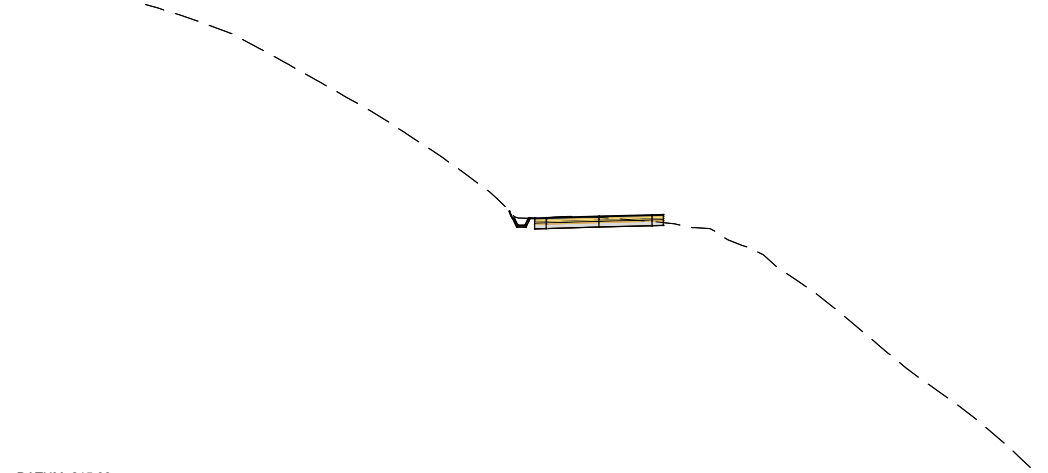
300 mm
200
100
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0 10 mm
0 2 4 6 8 10 12 14 16 18 20 m



DATUM: 218.00m

DGN. LEVEL	OFFSETS	E.G. LEVEL	CUT / FILL
250.19		249.41	
248.01		246.52	
246.53		244.61	
243.68		241.68	
238.45	-6.47	234.52	0.00
237.11	-6.46	234.54	0.02
234.61	-6.25	234.34	-0.13
234.53	-6.03	233.89	-0.52
234.53	-5.53	233.89	-0.53
234.62	-5.19	234.34	-0.10
234.38	-4.89	234.34	-0.13
234.49	-3.60	234.38	-0.29
234.49	0.00	234.49	0.00
234.37	3.02	234.43	0.11
234.19	3.77	234.42	0.16
233.92		233.92	
233.41		233.41	
233.05		233.05	
232.31		232.31	
228.88		228.88	
227.77		227.77	
225.40		225.40	
222.76		222.76	
220.67		220.67	
219.01		219.01	
219.04		219.04	

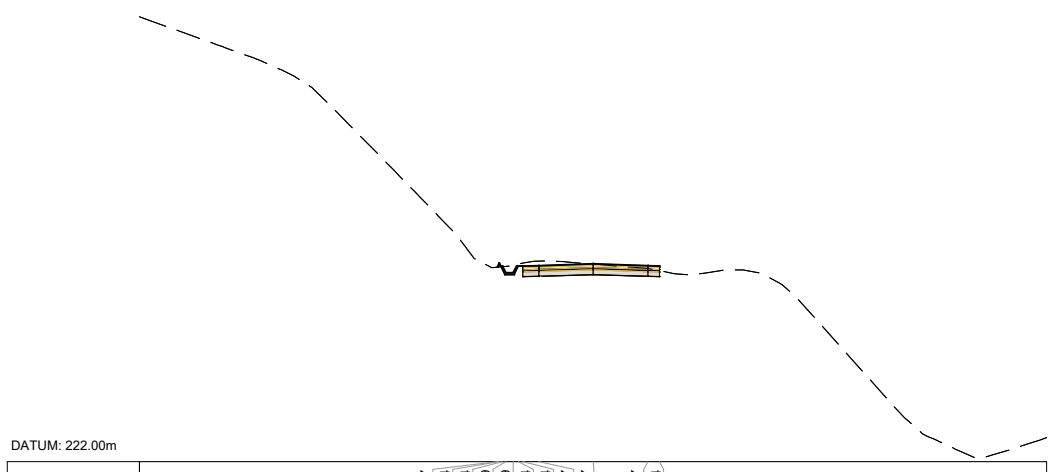
CHAINAGE: 10.00m



DATUM: 215.00m

DGN. LEVEL	OFFSETS	E.G. LEVEL	CUT / FILL
247.33		247.33	
246.63		246.63	
245.89		244.86	
244.86		243.37	
242.16		240.92	
239.51		239.51	
237.97		237.97	
236.34	-5.92	233.65	0.00
234.53	-5.82	233.39	-0.16
232.74	-5.61	233.19	-0.12
232.74	-5.39	232.74	-0.49
232.74	-4.89	232.74	-0.47
233.19	-4.55	233.19	-0.02
233.19	-4.25	233.19	-0.02
233.21	-3.50	233.21	-0.04
233.21	0.00	233.31	0.06
233.08		233.08	
232.82		232.82	
232.52		232.52	
231.42		231.42	
229.99		229.99	
228.18		228.18	
226.26		226.26	
224.28		224.28	
222.60		222.60	
220.77		220.77	
218.87		218.87	
216.71		216.71	
215.27		215.27	

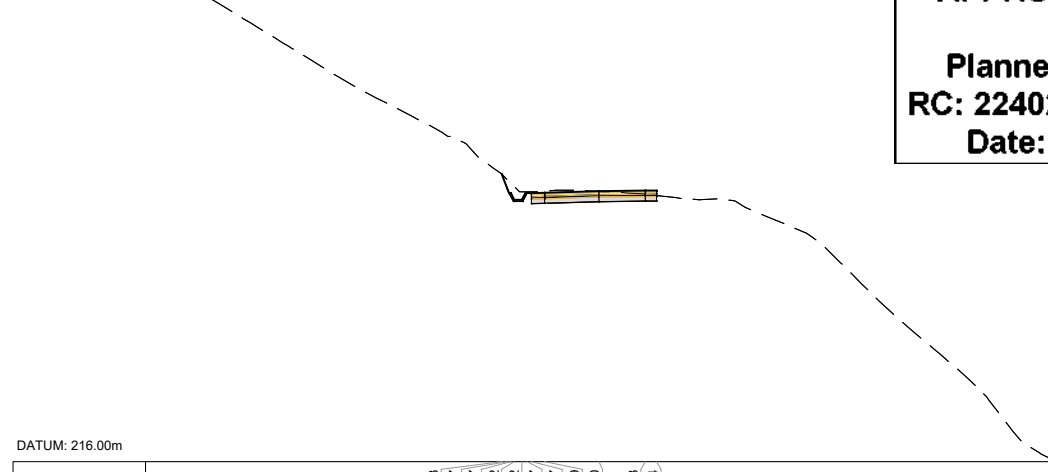
CHAINAGE: 30.00m



DATUM: 222.00m

DGN. LEVEL	OFFSETS	E.G. LEVEL	CUT / FILL
251.42		249.87	
250.72		249.02	
247.90		246.41	
244.36		241.94	
239.38	-6.32	234.87	0.00
237.06	-6.22	235.14	0.25
234.94	-6.01	234.94	0.04
234.49	-5.78	234.49	-0.43
234.49	-5.28	234.49	-0.52
234.94	-4.95	234.94	-0.14
234.94	-4.65	234.94	-0.20
234.97	-3.60	234.97	-0.30
235.07	0.00	235.07	0.00
234.85	3.63	234.97	0.20
234.47	4.38	234.94	0.31
234.45		234.45	
234.68		234.68	
233.84		233.84	
231.51		231.51	
228.85		228.85	
226.20		226.20	
223.85		223.85	
222.83		222.83	
222.49		222.49	
223.23		223.23	
223.60		223.60	

CHAINAGE: 0.00m



DATUM: 216.00m

DGN. LEVEL	OFFSETS	E.G. LEVEL	CUT / FILL
248.67		248.67	
248.22		247.06	
245.74		244.29	
242.56		241.30	
240.05		240.05	
238.84		238.84	
237.51	-6.43	235.03	0.00
235.97	-6.04	233.97	-0.64
233.77	-5.83	233.77	-0.84
233.32	-5.61	233.32	-0.87
233.32	-5.11	233.32	-0.53
233.77	-4.77	233.77	-0.08
233.77	-4.47	233.77	-0.07
233.79	-3.60	233.79	-0.09
233.90	0.00	233.90	0.03
233.93	3.05	233.93	0.23
233.94	3.80	233.94	0.33
233.39		233.39	
232.60		232.60	
231.63		231.63	
230.19		230.19	
227.82		227.82	
225.55		225.55	
223.74		223.74	
221.47		221.47	
218.73		218.73	
216.60		216.60	
216.12		216.12	

CHAINAGE: 20.00m

APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES.

- 1. FOR GENERAL NOTES REFER TO SHEET C001

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REVISION	AMENDMENT	APPROVED	DATE
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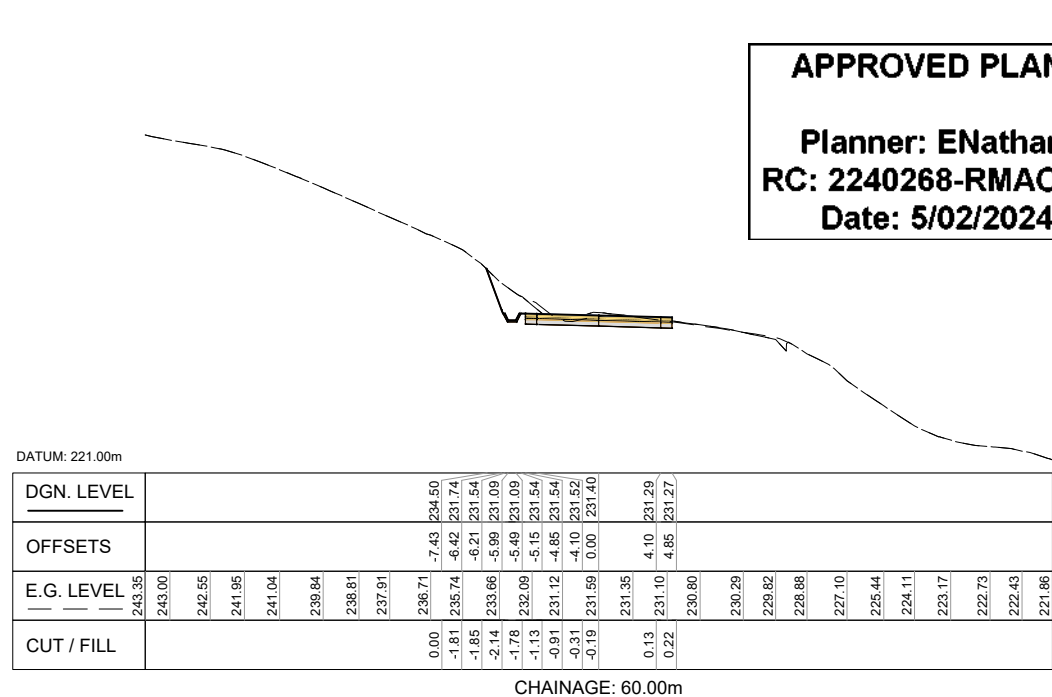
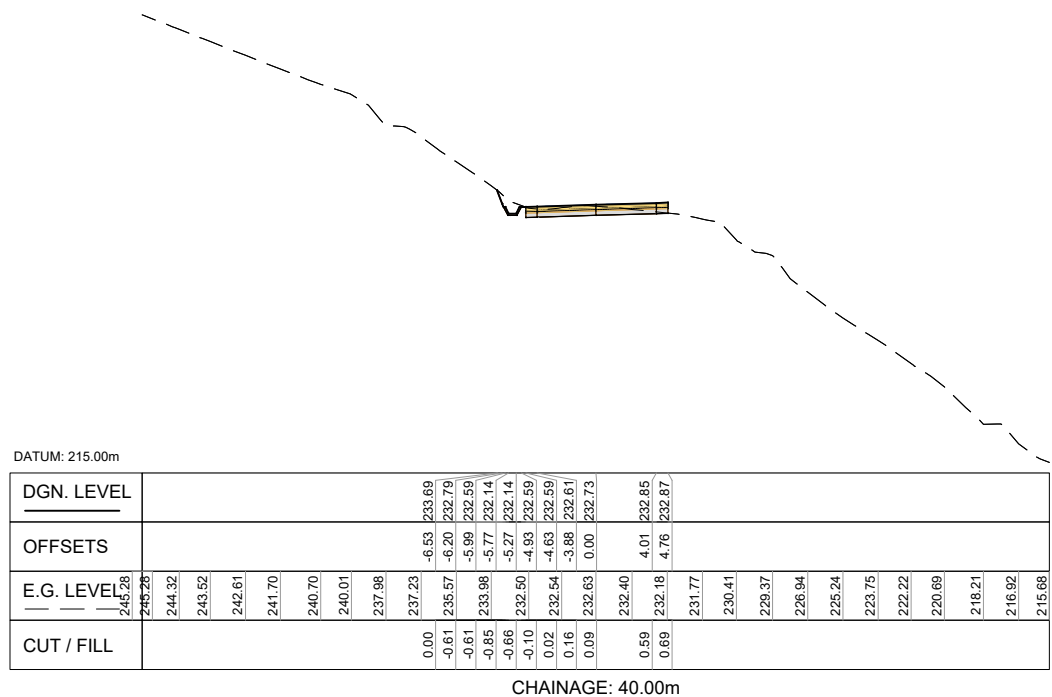
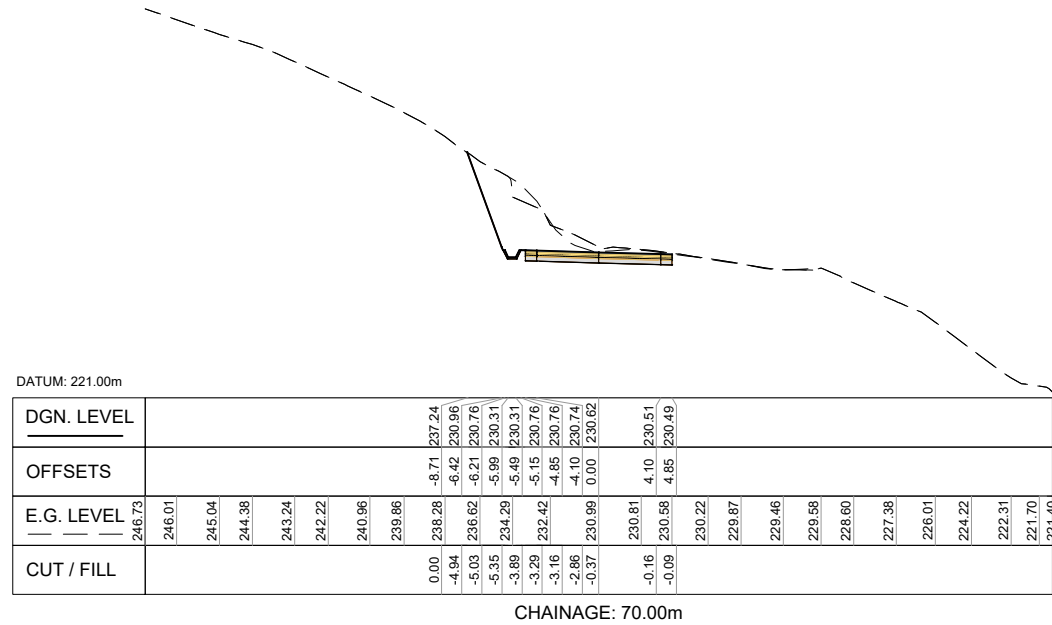
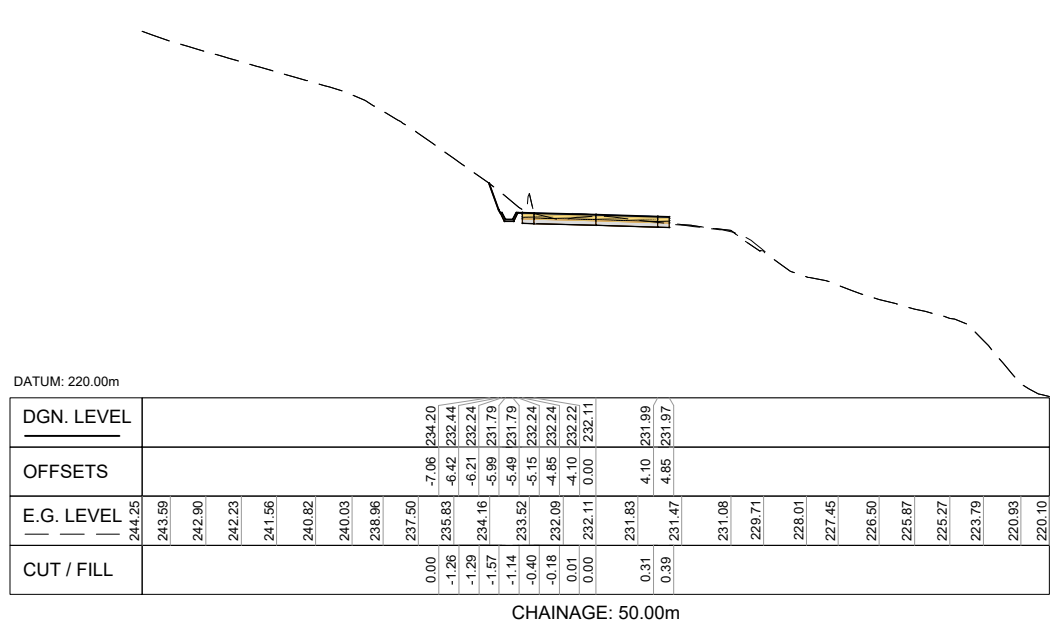
CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	K.DARSHAN	VERIFIER	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
VERIFIER	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	CROSSSECTION A11 MANGAMUKHA	C010(A11)	A
WSP PROJECT NO. (SUB-PROJECT)			
1-11241.13(A11)			

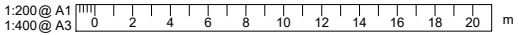
300 mm
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APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES.

- 1. FOR GENERAL NOTES REFER TO SHEET C001



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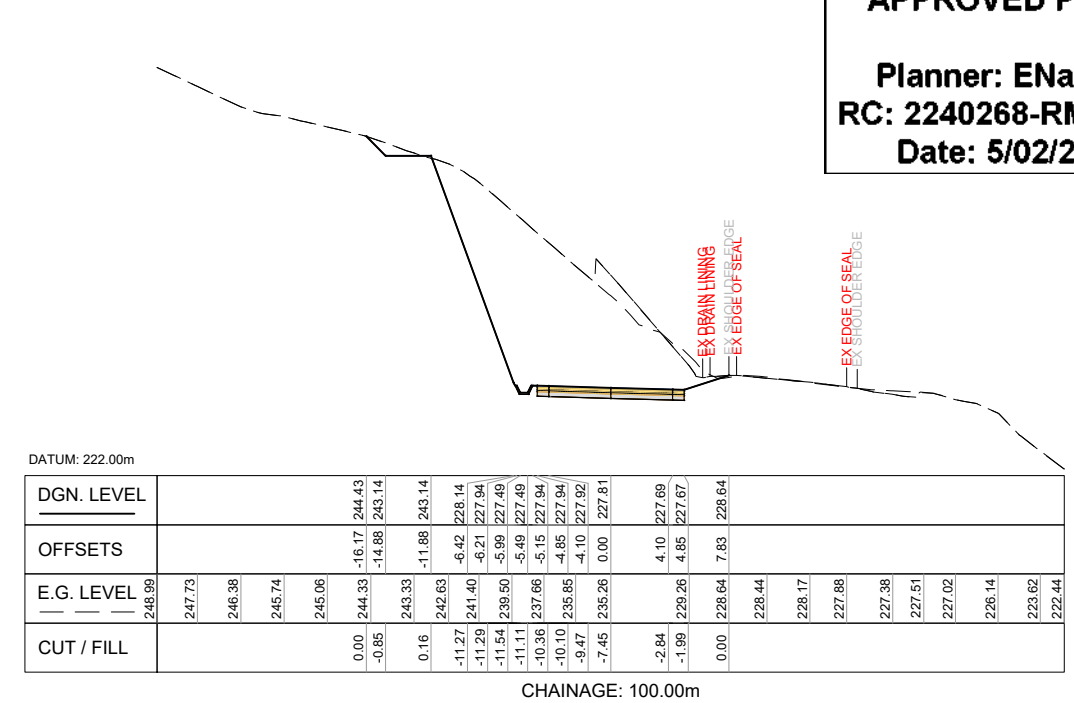
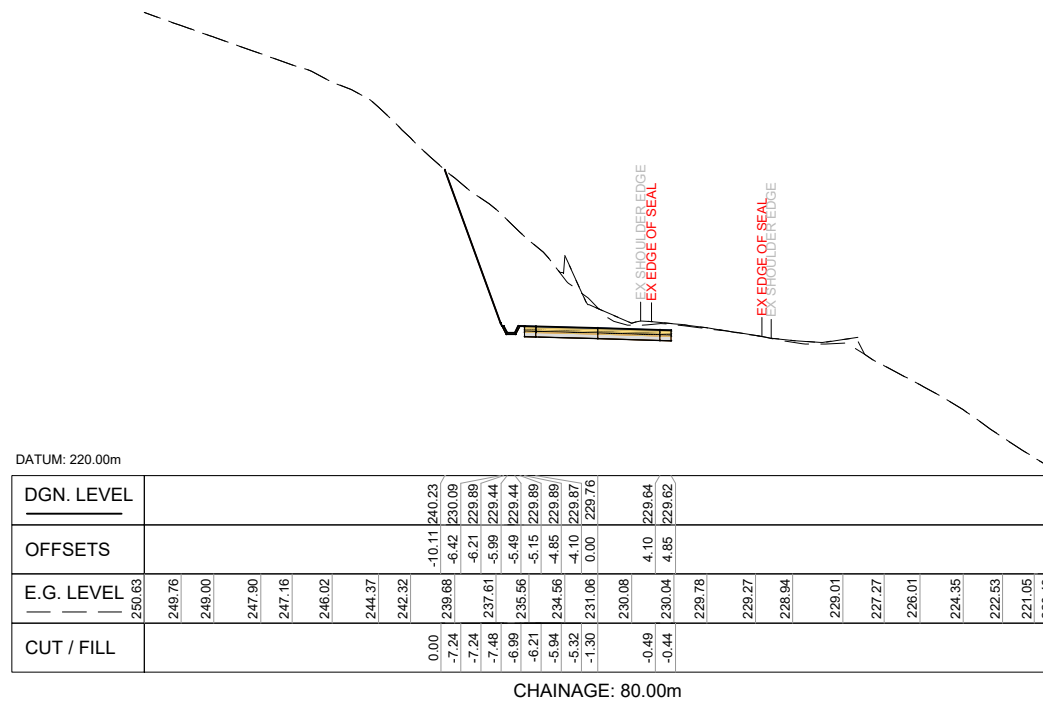
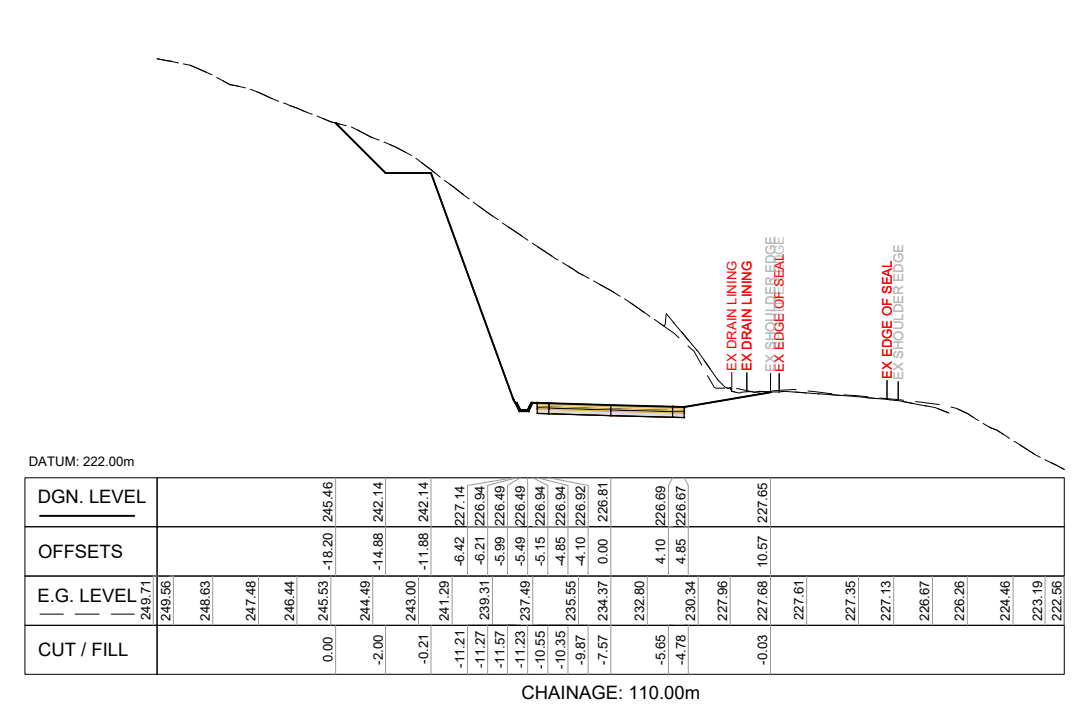
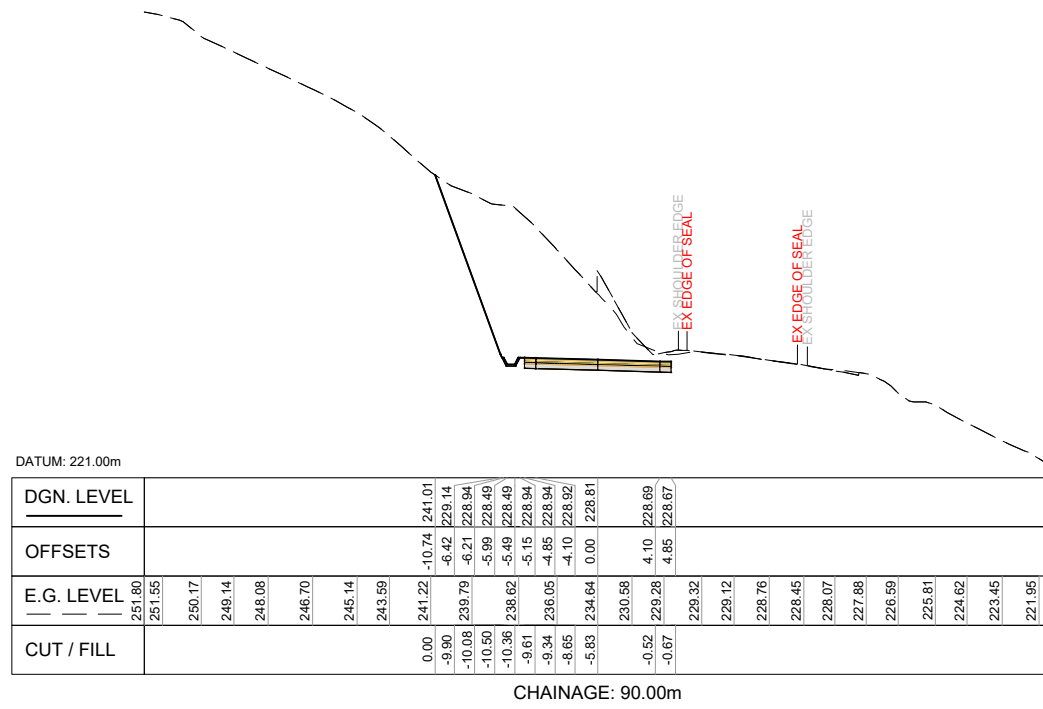
CIVIL

SCALES		ORIGINAL SIZE
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DRAWN	DESIGNED	APPROVED
K.DARSHAN	M.LEGGETT	APPROVER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
VERIFIER	VERIFIER	YYYY-MM-DD

FOR INFORMATION

PROJECT		
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY		
S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND		
A11 NZTA EMERGENCY WORKS 2022		
TITLE		
CROSSSECTION		
A11 MANGAMUKHA		
WSP PROJECT NO. (SUB-PROJECT)		SHEET NO.
1-11241.13(A11)		C011(A11)
REVISION		A

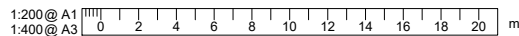
300 mm
200
100
50
0 10 mm
0 2 4 6 8 10 12 14 16 18 20 m



APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES.

- FOR GENERAL NOTES REFER TO SHEET C001



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REVISION	AMENDMENT	APPROVED	DATE
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Whangarei 0148
New Zealand

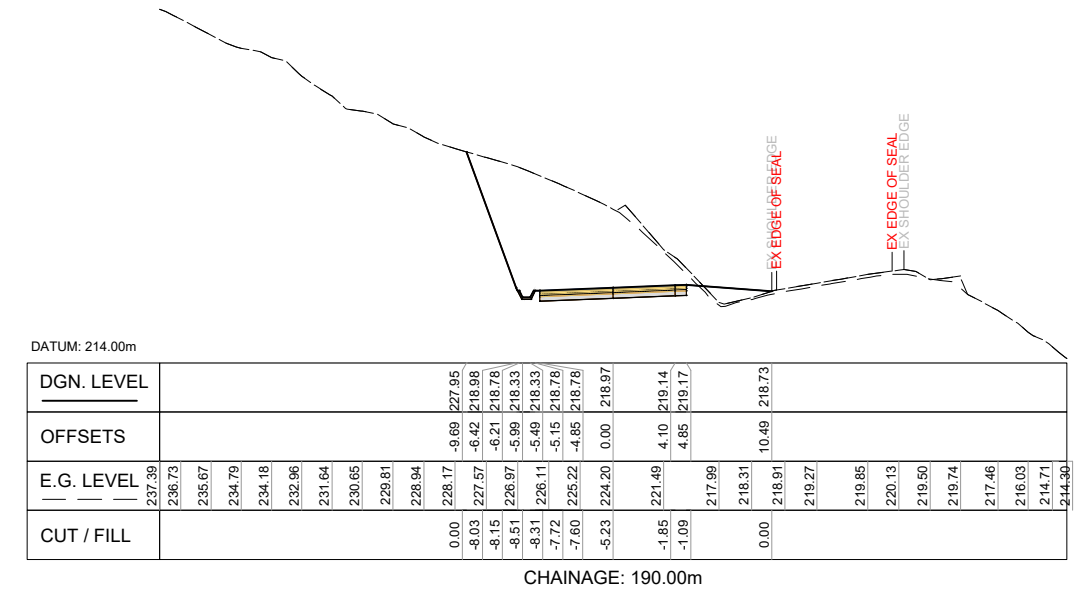
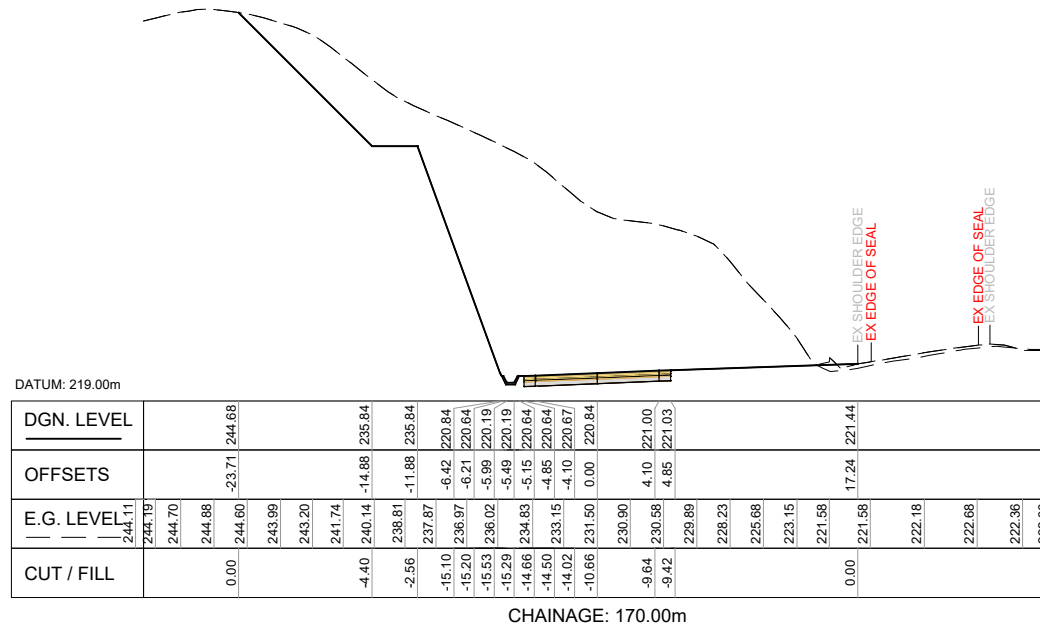
CIVIL

SCALES		ORIGINAL SIZE
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DRAWN	DESIGNED	APPROVED
K.DARSHAN	M.LEGGETT	APPROVER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
VERIFIER	VERIFIER	YYYY-MM-DD

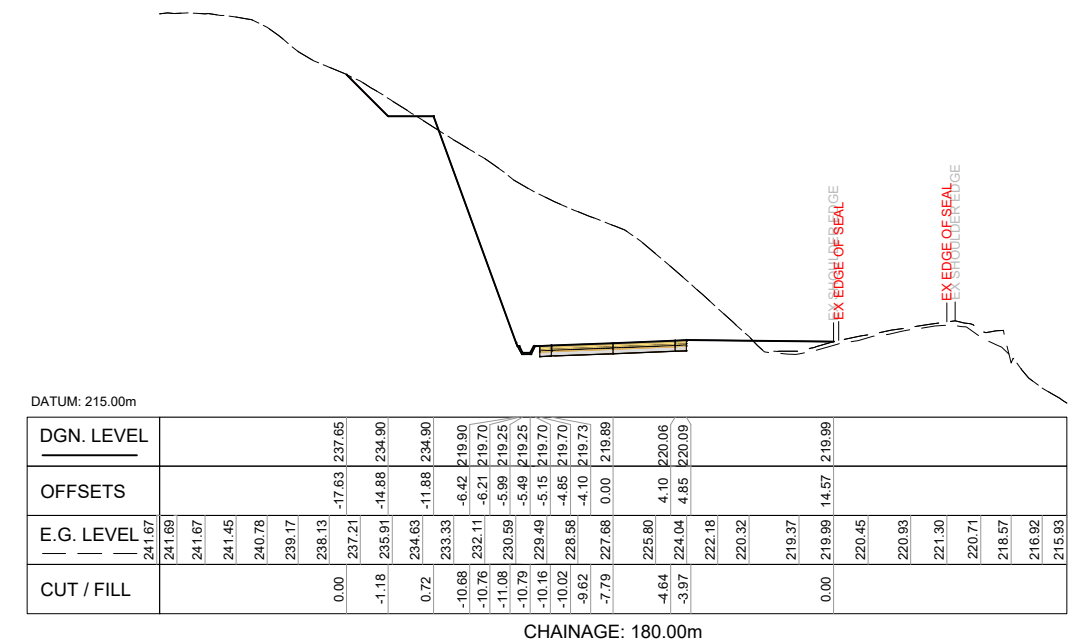
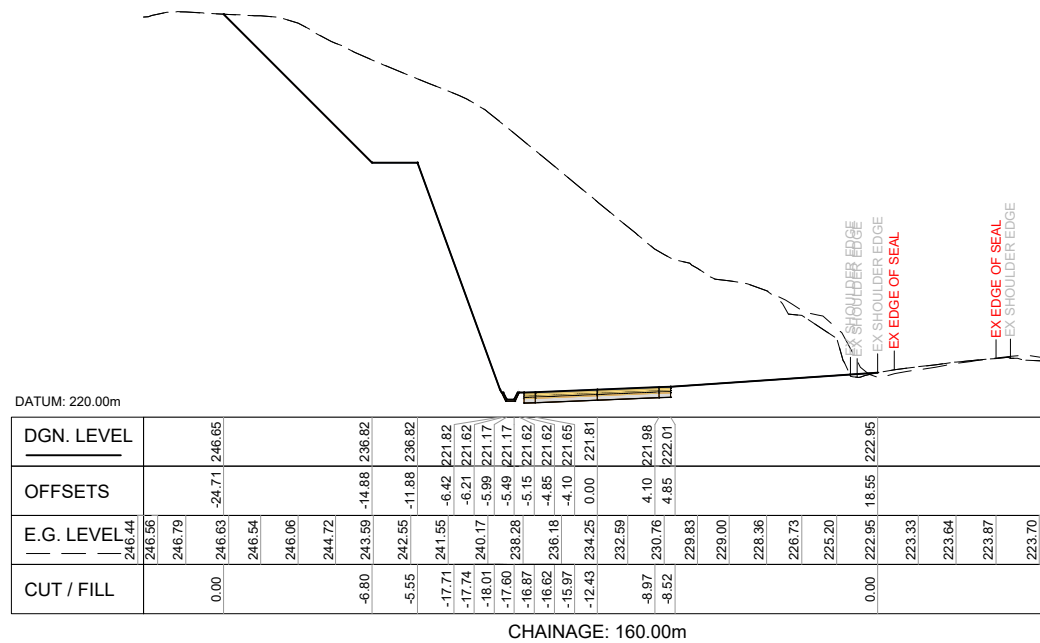
FOR INFORMATION

PROJECT		
WAKA KOTAHİ NEW ZEALAND TRANSPORT AGENCY		
S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND		
A11 NZTA EMERGENCY WORKS 2022		
TITLE		
CROSSSECTION		
A11 MANGAMUKHA		
WSP PROJECT NO. (SUB-PROJECT)		
1-11241.13(A11)		
SHEET NO.	REVISION	
C012(A11)	A	

300 mm
200
100
50
0 10 mm

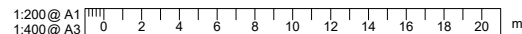


APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024



NOTES.

- FOR GENERAL NOTES REFER TO SHEET C001



WORK IN PROGRESS
PRINTED 11/12/2023 2:17:35 pm

REVISION	AMENDMENT	APPROVED	DATE
A	ISSUED FOR DISCUSSION		



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New Zealand

CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:200 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	K.DARSHAN	APPROVER	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
VERIFIER	VERIFIER	YYYY-MM-DD	

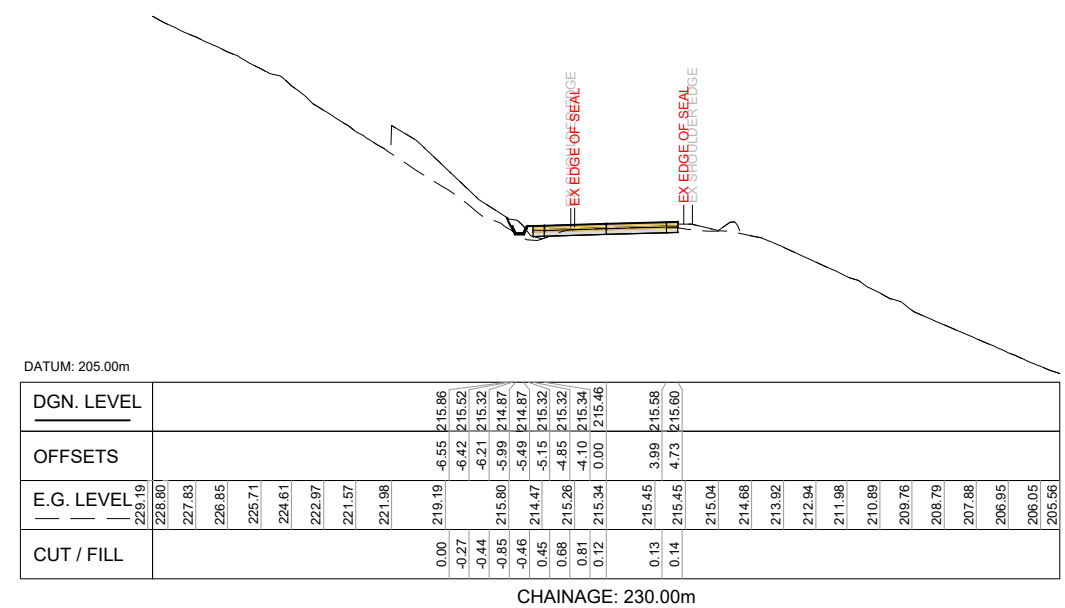
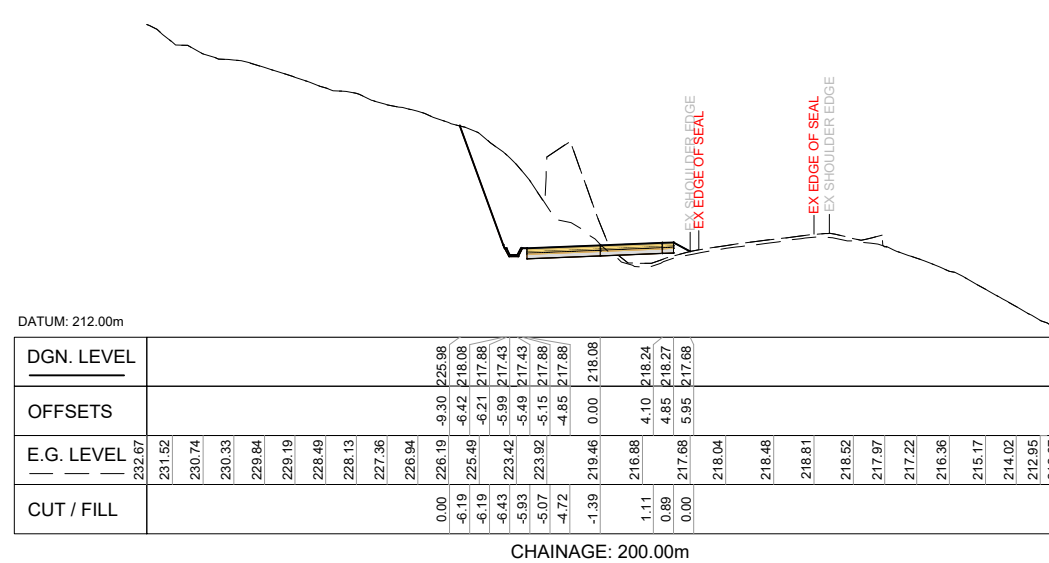
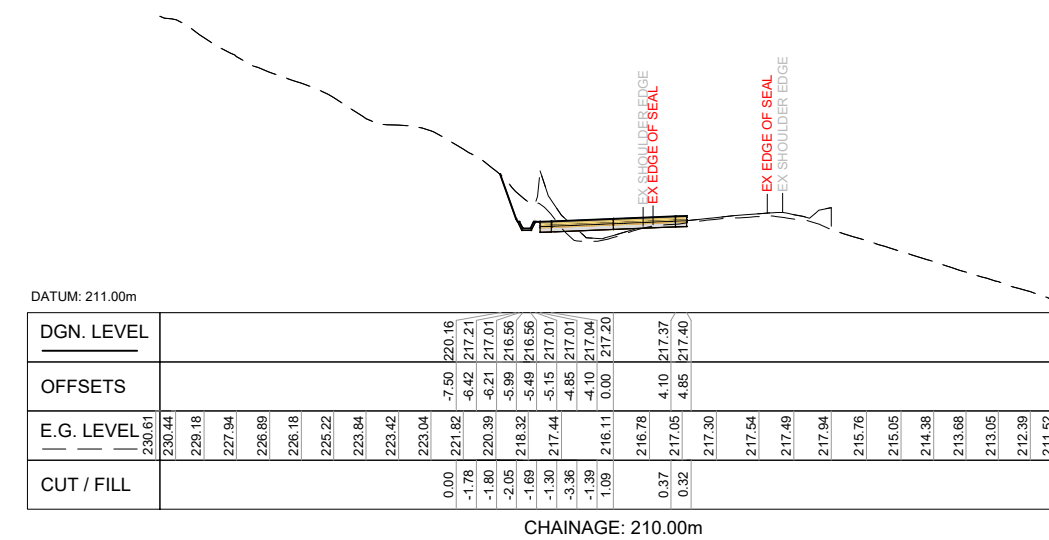
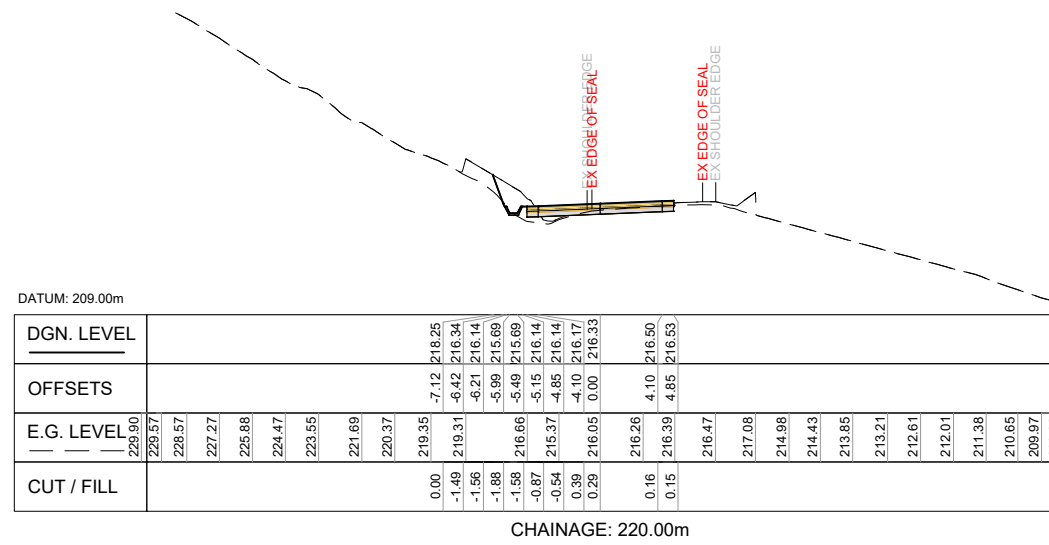
FOR INFORMATION

PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	CROSSSECTION A11 MANGAMUKHA	C014(A11)	A
WSP PROJECT NO. (SUB-PROJECT)			
1-11241.13(A11)			

LEGEND

	EXISTING GROUND
	DESIGN SURFACE

300 mm
200
100
50
0 10 mm



APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES:
1. FOR GENERAL NOTES REFER TO SHEET C001

1:200 @ A1
1:400 @ A3

WORK IN PROGRESS
PRINTED 11/12/2023 2:20:44 pm

REVISION	AMENDMENT	APPROVED	DATE
A	ISSUED FOR DISCUSSION		



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SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:200 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	K.DARSHAN	APPROVER	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
VERIFIER	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

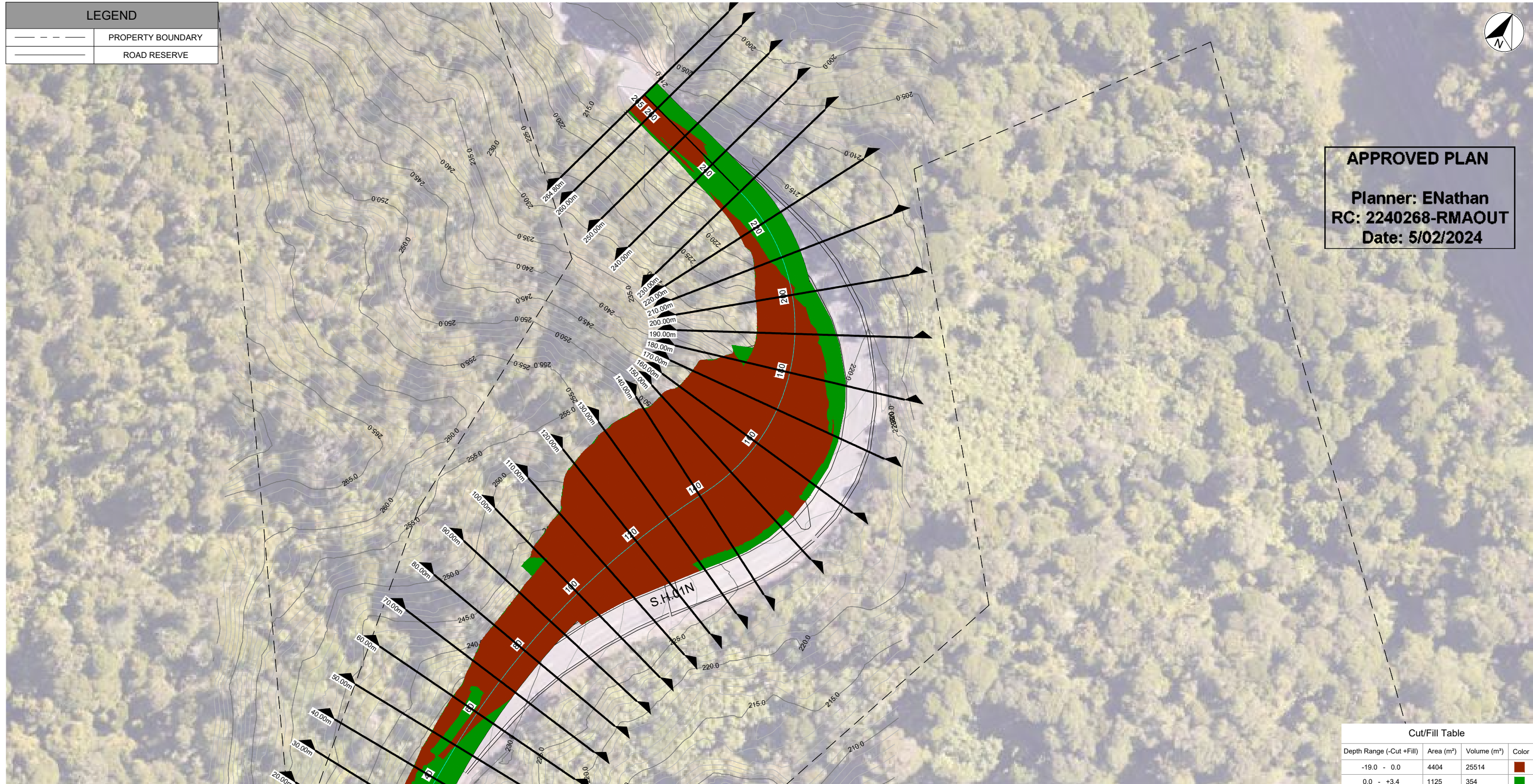
PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	CROSSSECTION A11 MANGAMUKHA	C015(A11)	A
WSP PROJECT NO. (SUB-PROJECT)			
1-11241.13(A11)			

LEGEND	
	PROPERTY BOUNDARY
	ROAD RESERVE



APPROVED PLAN
 Planner: ENathan
 RC: 2240268-RMAOUT
 Date: 5/02/2024

300 mm
200
100
50
0 10 mm

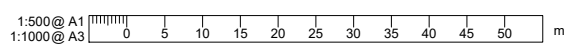


Depth Range (-Cut +Fill)	Area (m ²)	Volume (m ³)	Color
-19.0 - 0.0	4404	25514	
0.0 - +3.4	1125	354	

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Vol A11 Option 4	1.000	1.000	5529.85sq.m	25514 Cu. M.	354 Cu. M.	25160 Cu. M.<C
Totals			5529.85sq.m	25514 Cu. M.	354 Cu. M.	25160 Cu. M.<C

NOTES:
 1. FOR GENERAL NOTES REFER TO SHEET C001



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A	ISSUED FOR INFORMATION AND DISCUSSION		



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SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:500 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	DESIGN VERIFIED	APPROVED DATE	
K.DARSHAN	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	CUT FILL PLAN A11	C050(A11)	A

LEGEND

PROPERTY BOUNDARY



APPROVED PLAN

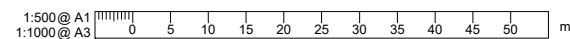
**Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024**

A11- SETTING OUT				
Number	Radius	Length	Line/Chord Direction	A Value
L1		22.99	32° 35' 40.58"	
C1	492.00	22.20	31° 18' 07.80"	
C2	200.00	96.17	43° 47' 05.14"	
C3	50.00	89.15	6° 28' 45.12"	
L2		34.30	315° 23' 54.98"	

WORK IN PROGRESS
PRINTED 11/12/2023 3:27:05 pm

NOTES.

- 1. FOR GENERAL NOTES REFER TO SHEET C001



REVISION	AMENDMENT	APPROVED	DATE
A	ISSUED FOR INFORMATION AND DISCUSSION		



CIVIL

SCALES		ORIGINAL SIZE
1:500 AT A1		A1
DRAWN	DESIGNED	APPROVED
K.DARSHAN	M.LEGGETT	APPROVER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
VERIFIER	VERIFIER	YYYY-MM-DD

FOR INFORMATION

PROJECT		
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY		
S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND		
A11 NZTA EMERGENCY WORKS 2022		
TITLE		
ALIGNMENT SETTING OUT		
A11		
WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
1-11241.13(A11)	C051(A11)	A



LEGEND	
	PROPERTY BOUNDARY
	REPLANTING AREA
	CLEAR VEGETATION

300 mm
200
100
50
0 10 mm

CLEAR VEGETATION, STRIP TOP SOIL AND UNSUITABLES TO COMPETENT MATERIAL WITHIN FOOT PRINT , 4283Sqm

REMOVING EXISTING PAVEMENT AND ALLOW FOR RE PLANTATION TO NATURE , 1375 Sqm APPROXIMATELY

APPROVED PLAN
Planner: ENathan
RC: 2240268-RMAOUT
Date: 5/02/2024

NOTES.

- FOR GENERAL NOTES REFER TO SHEET C001

1:500 @ A1
1:1000 @ A3

WORK IN PROGRESS
PRINTED 11/12/2023 3:53:50 pm

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A	ISSUED FOR INFORMATION AND DISCUSSION		



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SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:500 AT A1	M.LEGGETT	APPROVER	A1
DRAWN	DESIGNED	APPROVED	
K.DARSHAN	M.LEGGETT	APPROVER	
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE	
VERIFIER	VERIFIER	YYYY-MM-DD	

FOR INFORMATION

PROJECT	TITLE	WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 134 R.P. 2.748 - 2.835, MANGAMUKA, NORTHLAND A11 NZTA EMERGENCY WORKS 2022	REPLANTING AREA A11	1-11241.13(A11)	C060(A11)	A

APPENDIX C -Outline Plan 2240428 – RMAOUW

15 May 2024

Te Kaunihera o Tai Tokerau Ki Te Raki

Waka Kotahi - NZ Transport Agency
PRIVATE BAG 106602
29 Customs Street West
Auckland Central
Auckland 1143

*The top place where talent
wants to live, work and invest*

Tēnā koe New Zealand Transport Agency – Waka Kotahi,

Re: 2240428-RMAOUW - Outline Plan Waiver for Transit New Zealand (now known as NZTA) – Designation SH.

I am pleased to advise that your application to waive the requirement to submit an outline plan waiver is duly granted pursuant to s.176A (2)(c) of the Resource Management Act 1991.

The property in respect of which the application is made is situated along State Highway 1, Mangamuka 0476.

The site is designated as:

Desig #	Site Notation/Purpose	Requirin g Authority	Site Location	Area	Map	Underlying Zone
SH (As shown on Plannin g Maps)	All of NZTA's State Highway network, including State Highways 1F, 1N, 10, 11 & 12	Transit New Zealand (now known as NZTA)			ALL	Refer definition of Road (Ch3)

The outline plan waiver is to undertake remediation and repair works on roading slips A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A12, A13, A26, and A27 along a section of State Highway 1 within the Mangamuka Gorge. The proposal is as detailed in the information submitted with the application for 2240428-RMAOUW and which is shown on the plans prepared by WSP, project titled WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 13.613 - 13.722, MANGAMUKA, NORTHLAND A5 NZTA EMERGENCY WORKS 2022, Project Number: 1-11241.13, and referenced and dated as listed below:

Title	Sheet No.	Date
Plan Pavement Extents	C021(A1-A2) – Rev. 2	12-07-2023
Plan Pavement Reconstruction	C021 – Rev. 2	12-07-2023
Plan Pavement Reconstruction	C021(A4) – Rev. 1	02-11-2023
Plan Pavement Extents	C021(A5) – Rev. 2	12-07-2023
Plan Pavement Extents	C021(A6) – Rev. 1	19-10-2023
Plan Pavement Extents	C021(A7) – Rev. 2	15-01-2024
Plan Existing Contours	C002(A8) – Rev. 1	27-11-2023
Plan - Pavement Extents Sheet 1 of 2	C021(A9) – Rev. 2	12-07-2023
Plan Pavement Extents	C021(A10) – Rev. A	No Date
Plan - Pavement Extents Sheet 1 of 2	C022(A12-A13)	12-07-2023



Plan - Pavement Extents Sheet 2 of 2	C023(A12-A13) – Rev. 3	12-12-2023
Plan Pavement Extents	C021(A26) – Rev. 1	29-09-2023
Plan Design Overview	C020(A27) – Rev. 1	06-10-2023

In exercising Council’s delegated authority, consideration has been given to the purpose of the Transit New Zealand (now known as NZTA) designation, and the intent and scale of the proposed works. It is concluded that the works are within the purpose of the Designation.

If you have any queries regarding this information, please do not hesitate to contact the undersigned.

Ngā mihi,

Tianxu (Brian) Huang
Team Leader – Resource Consents

Date: 15 May 2024





APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024

LEGEND	
	ROAD RESERVE
	PROPERTY BOUNDARY
	PROPOSED ROAD MARKINGS
	PROPOSED EDGE OF SEAL
	PROPOSED GUARDRAIL

300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.

1:200 @ A1
 1:400 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED FOR CONSTRUCTION	CJP	06-03-2023
2	ISSUED FOR CONSTRUCTION	SHG	12-07-2023



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 Private Bag 9017
 Whangarei 0148
 New Zealand

CIVIL

SCALES		ORIGINAL SIZE
1:200 @ A1		A1
DRAWN	DESIGNED	APPROVED
D. MOORE	M. LEGGET	C. PARKER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
K. MEIN	S. GRIEVE	06-03-2023

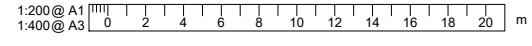
FOR CONSTRUCTION

PROJECT
 WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY
 S.H. 01N R.S. 119 R.P. 12.597 - 12.750, MANGAMUKA, NORTHLAND
 A1/2 NZTA EMERGENCY WORKS AUGUST 2022
 TITLE
 PLAN
 PAVEMENT EXTENTS
 WSP PROJECT NO. (SUB-PROJECT)
 1-11241.13

SHEET NO. C021(A1-A2) REVISION 2



NOTES:
 1. FOR NOTES REFER TO SHEET C001.



REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED FOR CONSTRUCTION	CJP	06-03-2023
2	ISSUED FOR CONSTRUCTION	SHG	12-07-2023



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CIVIL

SCALES	ORIGINAL SIZE	
1:200 @ A1	A1	
DRAWN	DESIGNED	APPROVED
D. MOORE	M. LEGGET	C. PARKER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
K. MEIN	S. GRIEVE	06-03-2023

FOR CONSTRUCTION

PROJECT	WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 13.317 - 13.422.0, MANGAMUKA, NORTHLAND A3 NZTA EMERGENCY WORKS AUGUST 2022
TITLE	PAVEMENT RECONSTRUCTION
WSP PROJECT NO. (SUB-PROJECT)	1-11241.13
SHEET NO.	C021
REVISION	2



LEGEND	
	ROAD RESERVE
	PROPERTY BOUNDARY
	PROPOSED ROAD MARKINGS
	PROPOSED EDGE OF SEAL
	PROPOSED GUARDRAIL

APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024

300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.

1:200 @ A1
 1:400 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED FOR CONSTRUCTION	S.H.G.	02-11-2023



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CIVIL

SCALES		ORIGINAL SIZE
1:200 AT A1		A1
DRAWN	DESIGNED	APPROVED
D. MOORE	M. LEGGETT	S. GRIEVE
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
V. GILES	S. GRIEVE	02-11-2023

FOR CONSTRUCTION

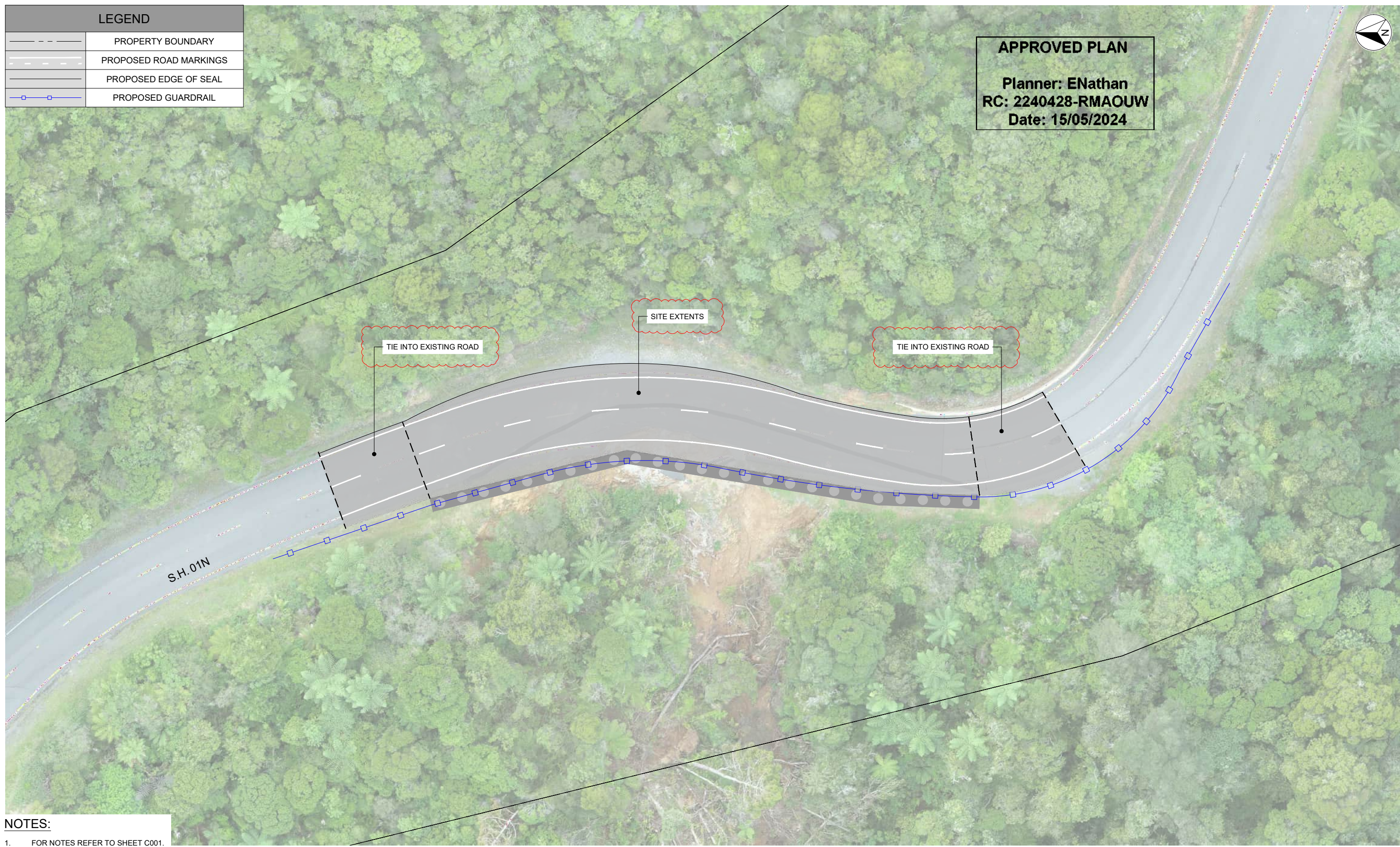
PROJECT	TITLE	SHEET NO.	REVISION
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 13.500 - 13.590, MANGAMUKA, NORTHLAND A4 NZTA EMERGENCY WORKS AUGUST 2022	PAVEMENT RECONSTRUCTION	C021(A4)	1
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13			

LEGEND	
	PROPERTY BOUNDARY
	PROPOSED ROAD MARKINGS
	PROPOSED EDGE OF SEAL
	PROPOSED GUARDRAIL

APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024



300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.

1:200 @ A1
 1:400 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED AS FOR CONSTRUCTION	CJP	06-03-2023
2	ISSUED FOR CONSTRUCTION	SHG	12-07-2023



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CIVIL

SCALES	ORIGINAL SIZE	
1:200 @ A1	A1	
DRAWN	DESIGNED	APPROVED
D. MOORE	M. LEGGETT	C. PARKER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
K. MEIN	S. GRIEVE	06-03-2023

FOR CONSTRUCTION

PROJECT
 WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY
 S.H. 01N R.S. 119 R.P. 13.613 - 13.722, MANGAMUKA, NORTHLAND
 A5 NZTA EMERGENCY WORKS 2022
 TITLE
 PLAN
 PAVEMENT EXTENTS
 WSP PROJECT NO. (SUB-PROJECT)
 1-11241.13

SHEET NO. C021(A5) REVISION 2



LEGEND

	ROAD BOUNDARY
	PROPERTY BOUNDARY
	PROPOSED GUARDRAIL
	ROAD MARKINGS
	ROAD EDGE OF SEAL

APPROVED PLAN

Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024

300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.

1:200 @ A1
 1:400 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED AS FOR CONSTRUCTION	S.H.G.	19-10-2023



CIVIL

SCALES	ORIGINAL SIZE	
1:200 AT A1	A1	
DRAWN	DESIGNED	APPROVED
D. MOORE	D. CLAASSEN	S. GRIEVE
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
V. GILES	S. GRIEVE	19-10-2023

FOR CONSTRUCTION

PROJECT
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 13.750 - 13.860, MANGAMUKA, NORTHLAND A6 NZTA EMERGENCY WORKS 2022
TITLE
PLAN PAVEMENT EXTENTS
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13
SHEET NO. C021(A6)
REVISION 1



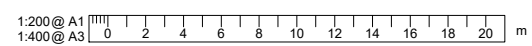
APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024

LEGEND	
	ROAD BOUNDARY
	PROPERTY BOUNDARY
	PROPOSED GUARDRAIL
	ROAD MARKINGS
	ROAD EDGE OF SEAL

300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.



REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED AS FOR CONSTRUCTION	S.H.G.	17-11-2023
2	ISSUED FOR CONSTRUCTION - WALL ALIGNMENT CHANGE	S.H.G.	15-01-2024



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CIVIL

SCALES	ORIGINAL SIZE	
1:200 @ A1	A1	
1:400 @ A3		
DRAWN	DESIGNED	APPROVED
D. MOORE	D. CLAASSEN	S. GRIEVE
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
J. MOOLMAN	S. GRIEVE	17-11-2023

FOR CONSTRUCTION

PROJECT
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 14.030 - 14.110, MANGAMUKA, NORTHLAND A7 NZTA EMERGENCY WORKS 2022
TITLE
PLAN PAVEMENT EXTENTS
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13
SHEET NO. C021(A7)
REVISION 2



NOTES.
 1. FOR NOTES REFER TO SHEET C001.

1:250 @ A1
 1:500 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED FOR CONSTRUCTION	S.H.G.	27-11-2023



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CIVIL

SCALES	DESIGNED	APPROVED	ORIGINAL SIZE
1:250 AT A1	M. LEGGET	S. GRIEVE	A1
1:500 AT A3			

FOR CONSTRUCTION

TITLE	DESIGN VERIFIED	APPROVED DATE	PROJECT
PLAN EXISTING CONTOURS	S. GRIEVE	27-11-2023	WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 14.480 - 14.630, MANGAMUKA, NORTHLAND A8 NZTA EMERGENCY WORKS 2022



APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
 Date: 15/05/2024

LEGEND	
	ROAD RESERVE
	PROPERTY BOUNDARY
	PROPOSED ROAD MARKINGS
	PROPOSED EDGE OF SEAL
	PROPOSED GUARDRAIL

300 mm
200
100
50
0 10 mm



NOTES:
 1. FOR NOTES REFER TO SHEET C001.

1:200 @ A1
 1:400 @ A3

REVISION	AMENDMENT	APPROVED	DATE
1	ISSUED FOR CONSTRUCTION	CJP	06-03-2023
2	ISSUED FOR CONSTRUCTION	SHG	12-07-2023



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CIVIL

SCALES	ORIGINAL SIZE	
1:200 AT A1	A1	
1:400 AT A3		
DRAWN	DESIGNED	APPROVED
D. MOORE	D. CLAASSEN	C. PARKER
DRAWING VERIFIED	DESIGN VERIFIED	APPROVED DATE
K. MEIN	S. GRIEVE	06-03-2023

FOR CONSTRUCTION

PROJECT
WAKA KOTAHI NEW ZEALAND TRANSPORT AGENCY S.H. 01N R.S. 119 R.P. 15.135 - 15.323, MANGAMUKA, NORTHLAND A9 NZTA EMERGENCY WORKS 2022
TITLE
PLAN - PAVEMENT EXTENTS SHEET 1 OF 2
WSP PROJECT NO. (SUB-PROJECT) 1-11241.13
SHEET NO. C021(A9)
REVISION 2



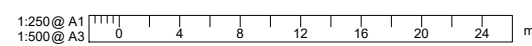
LEGEND	
	ROAD BOUNDARY
	PROPERTY BOUNDARY
	PROPOSED GUARDRAIL
	ROAD MARKINGS
	ROAD EDGE OF SEAL

APPROVED PLAN
 Planner: ENathan
 RC: 2240428-RMAOUW
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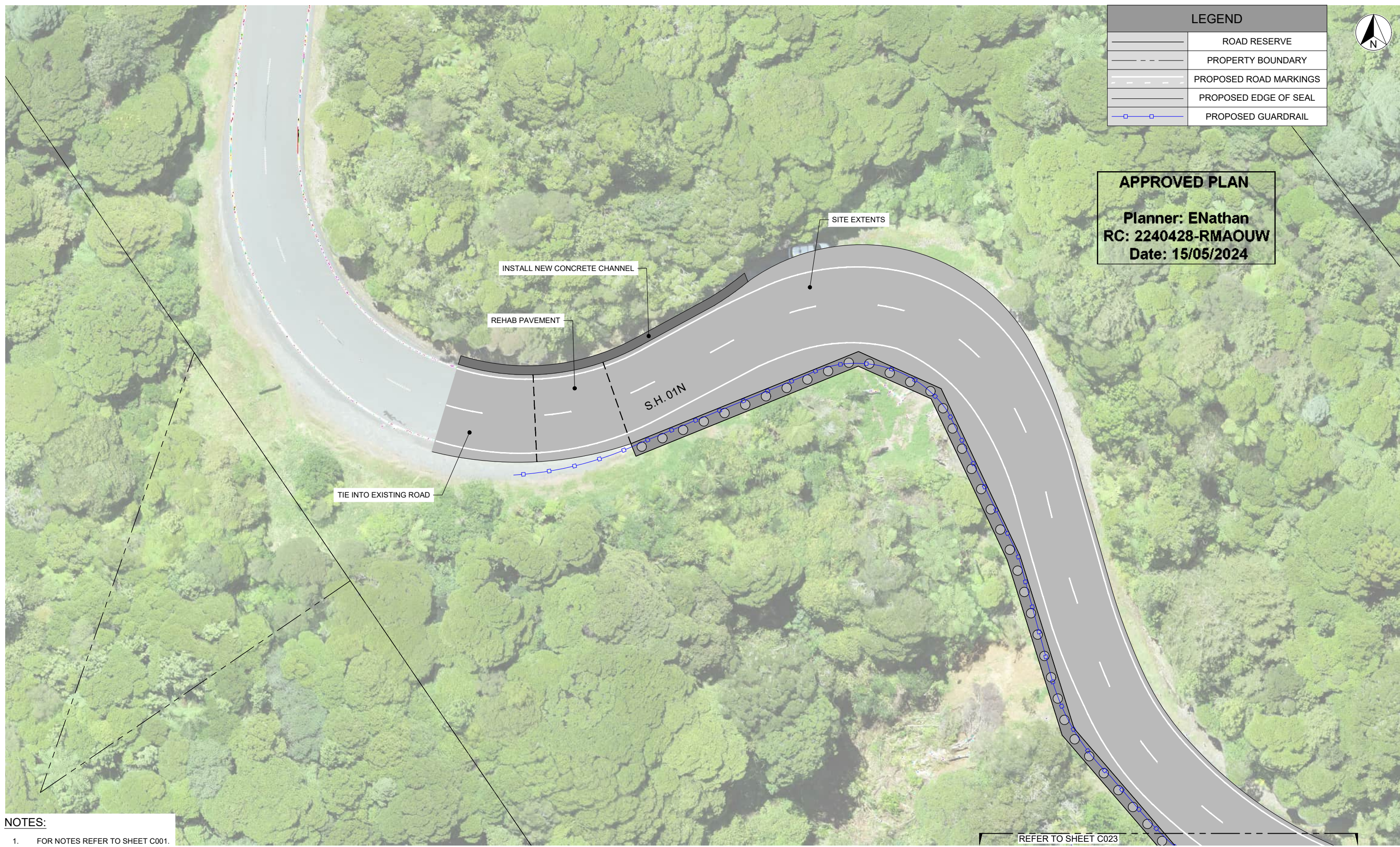
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	PROPOSED ROAD MARKINGS
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	PROPOSED GUARDRAIL

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 A12/13 NZTA EMERGENCY WORKS 2022

TITLE
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 SHEET 1 OF 2

WSP PROJECT NO. (SUB-PROJECT) SHEET NO. REVISION
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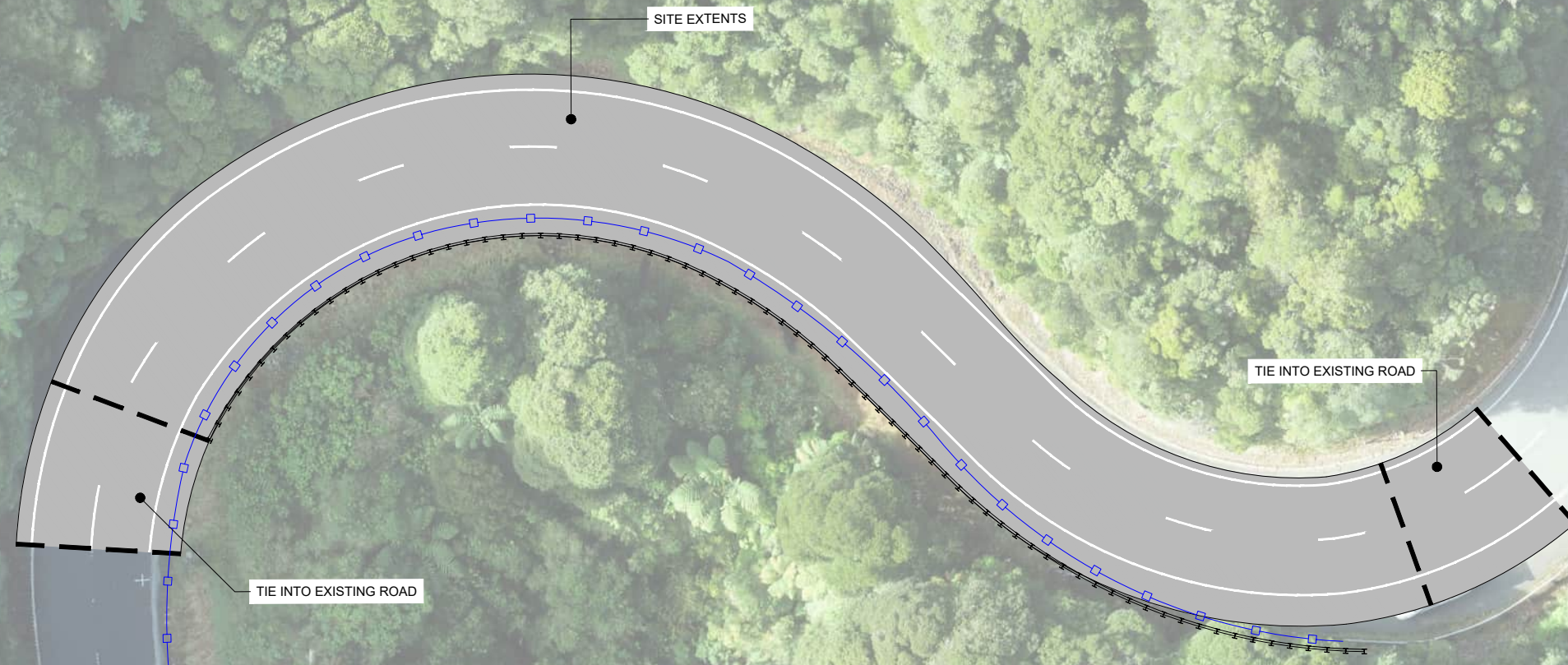
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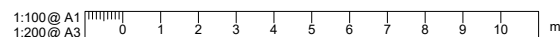


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A27 NZTA EMERGENCY WORKS 2022	
TITLE	
PLAN	
DESIGN OVERVIEW	
WSP PROJECT NO. (SUB-PROJECT)	SHEET NO.
1-11241.13	C020(A27)
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APPENDIX D Heritage Values Assessment

Archaeological and Historic Heritage Assessment

State Highway 1 Slip Repairs

Mangamuka-Victoria Valley

25 October 2023

Prepared for:

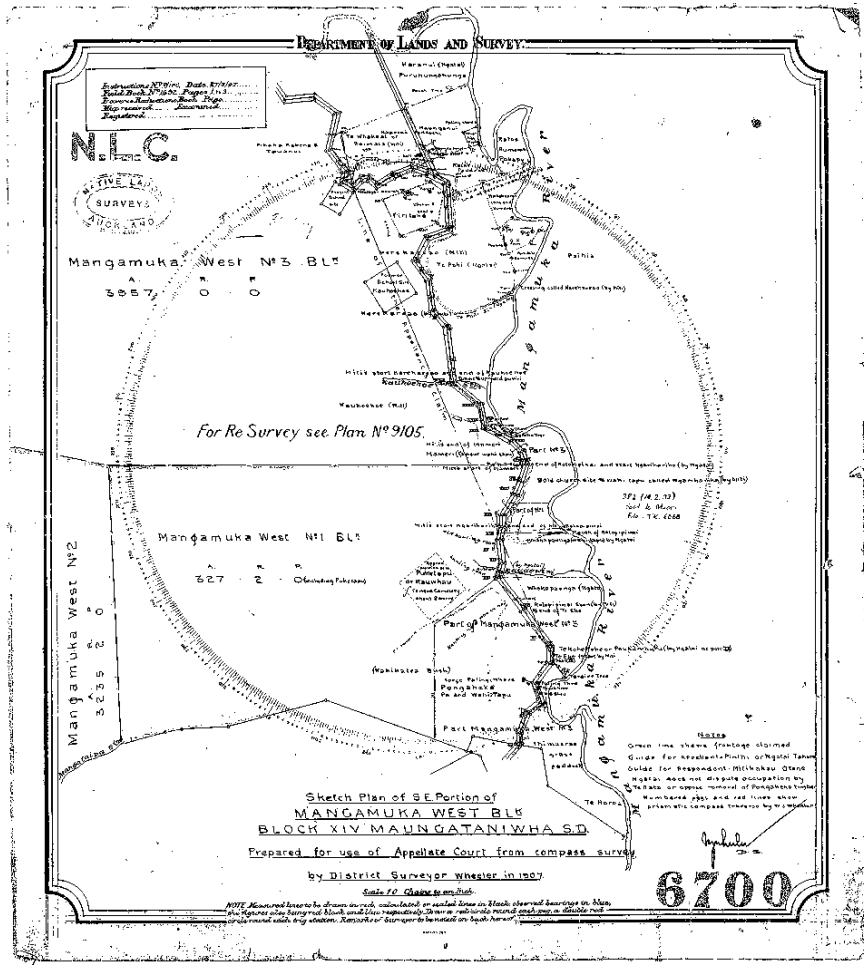
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Geometria

0.1 Executive Summary

This report provides an assessment of archaeological and heritage values along the State Highway 1 corridor from Mangamuka to Victoria Valley in order to assist with undertaking slip repairs through the Mangamuka gorge and over the Mangamuka range. It extends outside the area of slips in order to encompass areas which may be required as spoil dump sites and for other purposes associated the slip repairs, and any future works. There are no existing such assessments for the area and due to a prior lack of development, few recorded archaeological sites. A review of historic plans and other sources has identified more than 400 heritage features in the area and many of these may have an extant physical component and potentially meet the statutory definition of an archaeological site under the Heritage New Zealand Pouhere Taonga Act. Numerous names and historic topographic and vegetation descriptions have also been identified.

No archaeological sites are likely to be affected by the slip repairs themselves and these may occur under an Accidental Discovery Protocol. However several areas where spoil dump sites have been, or are in use are in areas of potential archaeological, historical and cultural significance and require assessment. New spoil dump sites and other works outside the slip areas will also need to be assessed early in the planning stages in order to avoid harm. Additional assessments will be added as appendices.

0.2 Quality Information

Document: Archaeological and Historic Heritage Assessment. State Highway Slip Repairs. Mangamuka-Victoria Valley

Ref: 2023-101

Date: 25 October 2023

Prepared by: Jonathan Carpenter

0.3 Revision History

Revision	Revision Date	Details	Authorized Name
Client draft v0.1	10 June 2023		J. Carpenter
Client Final v1.0	18 August 2023		J. Carpenter
Client Final v2.0	25 October 0223		J. Carpenter

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Glossary

Classic	The later period of New Zealand settlement
Fire scoop	Fireplace used for various reasons (cooking, warming, etc.)
Hangi	An earth oven for cooking food
Midden	The remains of food refuse usually consisting of shells, and bone, but can also contain artefacts
Pa	A site fortified with earthworks and palisade defences
Pit	Rectangular excavated pit used to store crops by Maori
Radiocarbon	Method of absolute dating using known rates of decay of a carbon isotope
Terrace	A platform cut into the hill slope used for habitation
Wahi tapu	Sites of spiritual significance to Maori

1.0 Introduction

Geometria Ltd was commissioned by Waka Kotahi to undertake an archaeological assessment of slip repair work on State Highway 1 through the Mangamuka gorge, between Mangamuka and Victoria Valley in the Far North. The work was requested by K. O'Reilly, Waka Kotahi Principal Project Manager, Infrastructure Delivery (Northland and Auckland). No particular Zone of Influence has been indicated and so this assessment takes a geographically broad approach, extending from the Mangamuka Bridge in the south east to the State Highway 1/Takahue Road intersection in the north west in order to account for existing and potential spoil dump sites at some distance from the slips/works themselves.

Under the Heritage New Zealand Pouhere Taonga Act 2014 all archaeological sites are protected from any modification, damage or destruction except by the authority of the Heritage New Zealand Pouhere Taonga.

This assessment uses archaeological techniques to assess archaeological values and does not seek to locate or identify wahi tapu or other places of cultural or spiritual significance to Maori. Such assessments may only be made by Tangata Whenua, who may be approached independently of this report for advice.

Likewise, such an assessment by Tangata Whenua does not constitute an archaeological assessment and permission to undertake ground disturbing activity on and around archaeological sites and features may only be provided by Heritage New Zealand Pouhere Taonga, and may only be monitored or investigated by a qualified archaeologist approved through the archaeological authority process.

1.1 The Resource Management Act 1991.

Archaeological sites and other historic heritage may also be considered under the Resource Management Act 1991 (RMA). The RMA establishes (under Part 2) in the Act's purpose (Section 5) the matters of national importance (Section 6), and other matters (Section 7) and all decisions by a Council are subject to these provisions. Sections 6e and 6f identify historic heritage (which includes archaeological sites) and Maori heritage as matters of national importance.

Councils have a responsibility to recognise and provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga (Section 6e). Councils also have the statutory responsibility to recognise and provide for the protection of historic heritage from inappropriate subdivision, use and development within the context of sustainable management (Section 6f). Responsibilities for managing adverse effects on heritage arise as part of policy and plan preparation and the resource consent processes.

1.2 The Heritage New Zealand Pouhere Taonga Act 2014

Under the Heritage New Zealand Pouhere² Taonga Act 2014 (HNZPTA; previously the Historic Places Act 1993) all archaeological sites are protected from any modification, damage or destruction except by the authority of the Historic Places Trust. Section 6 of the HNZPTA defines an archaeological site as:

" 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)”

To be protected under the HNZPTA an archaeological site must have physical remains that pre-date 1900 and that can be investigated by scientific archaeological techniques. Sites from 1900 or post-1900 can be declared archaeological under section 43(1) of the Act.

If a development is likely to impact on an archaeological site, an authority to modify or destroy this site can be sought from the local Heritage New Zealand Pouhere Taonga office under section 44 of the Act. Where damage or destruction of archaeological sites is to occur Heritage New Zealand usually requires mitigation. Penalties for modifying a site without an authority include fines of up to \$300,000 for destruction of a site.

Most archaeological evidence consists of sub-surface remains which are often not visible or obvious and indications of an archaeological site are often very subtle and hard to distinguish on the ground surface. Sub-surface excavations on a suspected archaeological site can only take place with an authority issued under Section 56 of the HNZPTA issued by the Heritage New Zealand.

2.0 Location

The project area is the State Highway 1 corridor between Mangamuka and Victoria Valley, and several adjacent spoil dump sites (Figure 1). The slips are located between the Taupapa Stream outfall to the Mangamuka River on the southeast side of the gorge, to the Raetea Valley DOC campground on the northwest side.

Current and closed spoil dump sites are located at Mangamuka State Highway 1 at Church Road, Makene Road, Victoria Valley Road, Mangatoetoe Road, and the north side of SH1 midway between Victoria Valley and Kitchen Road. New spoil dumps are being established at Peria Valley Road and the Mangamuka Valley as of August 2023.

2.1 Topography, Geology, Climate and Vegetation

The project area lies within the Maungataniwha ecological district, with Maungataniwha itself approximately one kilometre east of the highway with the summit at an elevation of 744m above sea level. The Maungataniwha range, extending northeast towards Whangaroa and Manganui, and southwest towards the Hokianga and Whangape either side of the high point comprises heavily forest, steep and dissected hill country 300-400m high. There are marine-cut ancient beach terraces up to 160m above sea level, and deep alluvial deposits on the floors of the larger valley systems.

Across the range, the underlying geology comprises basalt and dolerite with some breccia, weathering to soft brown clay up to 30m thick. Through the gorge, the weathering geology has produced Awapuku clay loam, with an area of Manganui clay in the Raetea Valley. On the steep country above, the rock has weathered to Te Kie stoney clay loam and red loam steepland soils. The Te Kie suite soils are semi-volcanic brown granular loams and clays, derived from Tangihua volcanic deposits mixed with sedimentary rock. While they can be highly fertile on the flat land, on the steep country they are prone to severe shallow or deep-seated slipping as the Te Kie soils are described as skeletal, comprising 35% or more rock fragments, and slip scars are difficult to revegetate.

On the valley floors, alluvium comprises varying amounts of mud, sand and gravels forming riverbed, flood plain and terrace deposits of unconsolidated and un-weathered to slightly weathered to clay

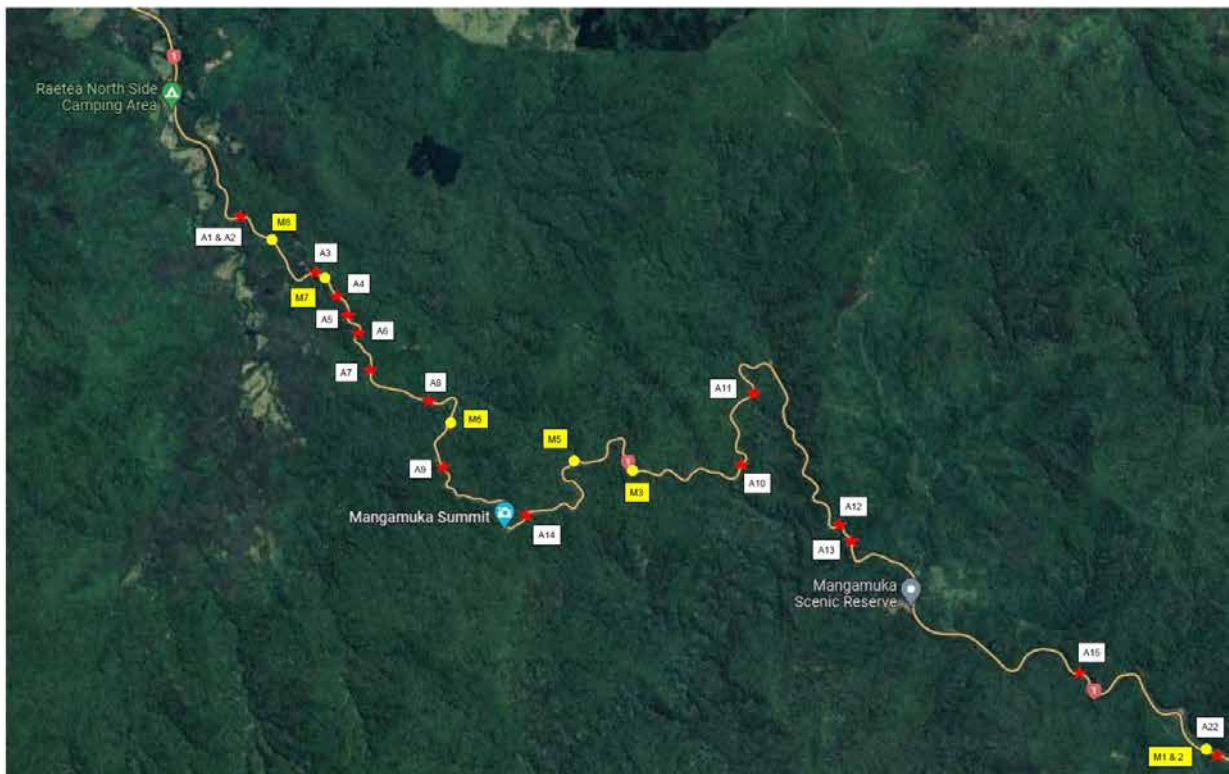
deposits up to 2m thick. Marine terraces underlie the slightly higher rolling country 30-150m above sea level west of the highway in the central part of the Mangamuka valley. To the west and east/north east of the Mangamuka valley towards Mangataipa and Fern Flat respectively, and north of the Victoria Valley towards Peria are blue-grey thin to medium bedded mudstones interbedded with fine sandstones, weathering to soft silty clay up to 10m deep.

The valley floors have weathered to Mangakahia clay loam and silt loam with the rolling hill country either side Kohumaru clay, beyond which the patchwork of soil types becomes more complex. The flood plain soils are relatively fertile and free-draining, with periodic flooding adding nutrients and depositing coarse sediment in the upper valleys and near the stream banks (silt loams) and finer material in the lower valleys and further away from the banks (clay loams). These are highly productive arable and pastoral soils. The clay soils are found on the higher terraces, are no longer being replenished by flood-borne sediment and are far more variable in terms of fertility and drainage.

The area has a mild, wet climate with the predominant winds from the south west, and annual rainfall ranging from 140mm on the low country to 2150mm across the ranges. The annual mean temperature is 15.9 with seasonal averages ranging from 12 degrees in June to 20 degrees in February.

The vegetation in the area was originally dominated by broadleaf podocarp-kauri forest, with intensive logging from European arrival of podocarps and to a lesser extent puriri and kauri (there appears to have been less kauri here than in many parts of Taitokerau). The larger river valleys contained extensive wetlands and kahikatea-dominated swamp forests. By the time of European arrival much of the low land areas had been cleared of primary forest by Maori, leaving a patchwork of primary forest in cooler, wetter gullies, and bracken fernlands and manuka-kanuka dominated shrublands, with areas of intensive Maori horticulture on the fertile and well-watered valley floors.

In summary, the soils and climate in the project area have produced a highly productive horticultural and pastoral landscape on the valley floors on either side of the Maungataniwha Range, with very steep, high and slip-prone country in between.



3.0 Proposed Works

Slip repairs in the project area take a more or less common form across the project area. Slips are to be retained with drilled concrete piles with a concrete pile cap beam. The cap beam is anchored back into the hillside with wire strand anchors.

Arrays of bored subsurface drains will take water from the upslope side of the slips to central manholes and then dispose of it via the existing stormwater system. Concrete channels and minor road widening will also be undertaken. Plans for works at slip A3 near the Raetea campground are provided below as an example of the typical treatment (Figure 2- Figure 5), along with typical cross sections for concrete piles and drains (Figure 6-Figure 7), and similar plans for all the slips have been provided and considered, along with associated/enabling works.

The locations of a number of closed, open and potential future spoil dump sites in the wider Victoria Valley and Mangamuka Valley area have also been provided for assessment, with separate site-based assessments contained in the Appendices of this report.

4.0 Methodology

The methods used to assess the presence and state of archaeological remains in the project area included both a desktop review and preliminary field assessment.

The initial desktop assessment involved an investigation of written records relating to the history of the project area and surrounds. These included regional historical and archaeological publications and unpublished reports, and New Zealand Archaeological Association Site Record Files (NZAA SRF) downloaded via the ArchSite website. Deeds indexes and other resources held by Archives New Zealand and land plans held at Land Information New Zealand were consulted, along with other historic maps and plans, historic and modern aerial and terrestrial imagery, and primary historic sources (Google Earth/Retrolens/Whangarei Public Library/Auckland Public Library/Alexander Turnbull Library/University of Auckland/Victoria University of Wellington/Paperspast/Appendices to the Journal of the House of Representatives). The Far North District Plan and Heritage New Zealand List were also consulted.

Subsequently, site visits were undertaken to view the slip repairs, and assess closed, operational and proposed soil dump sites and other areas of interest.



Figure 2: Slip A3.



Figure 3: Slip A3, plan of concrete cap and pile retaining and new channelling.



Figure 5: Slip A3, plan of bored drains.

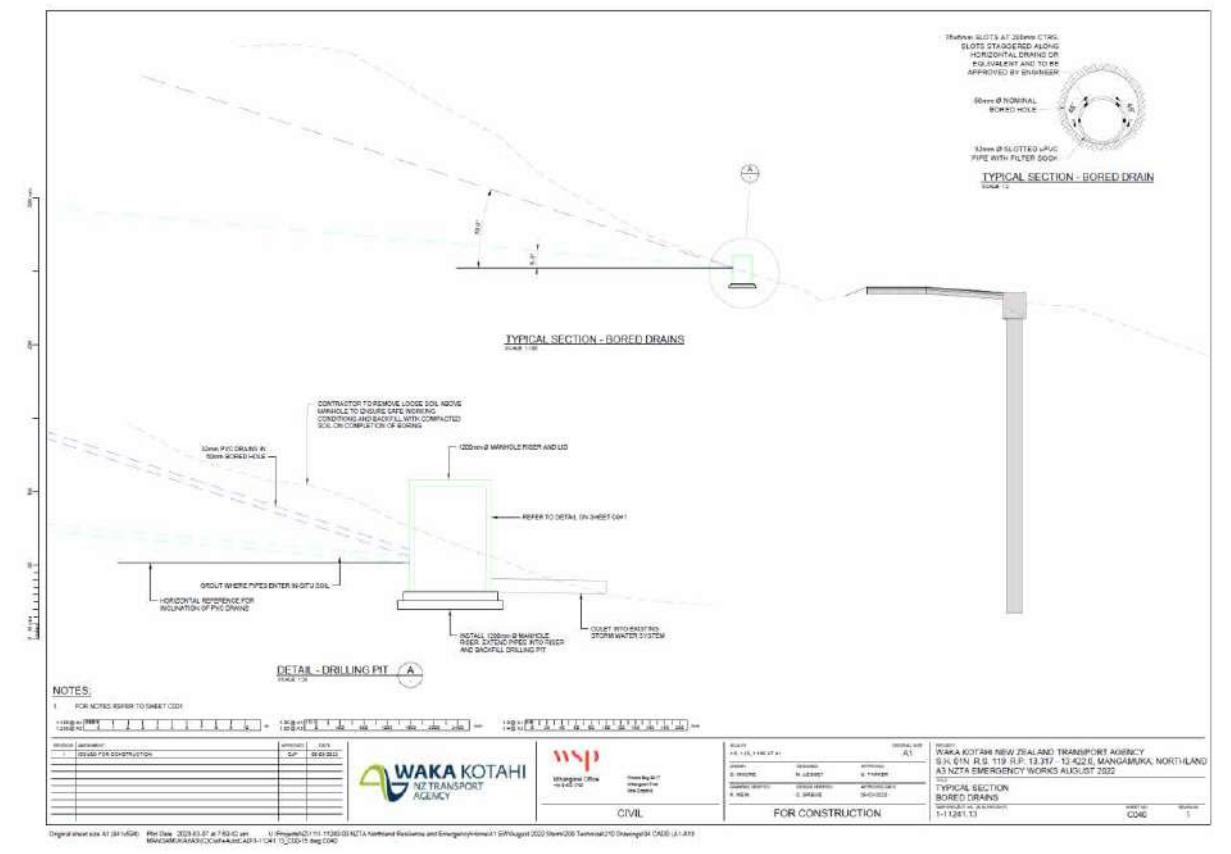


Figure 6: Typical cross section, bored drains.

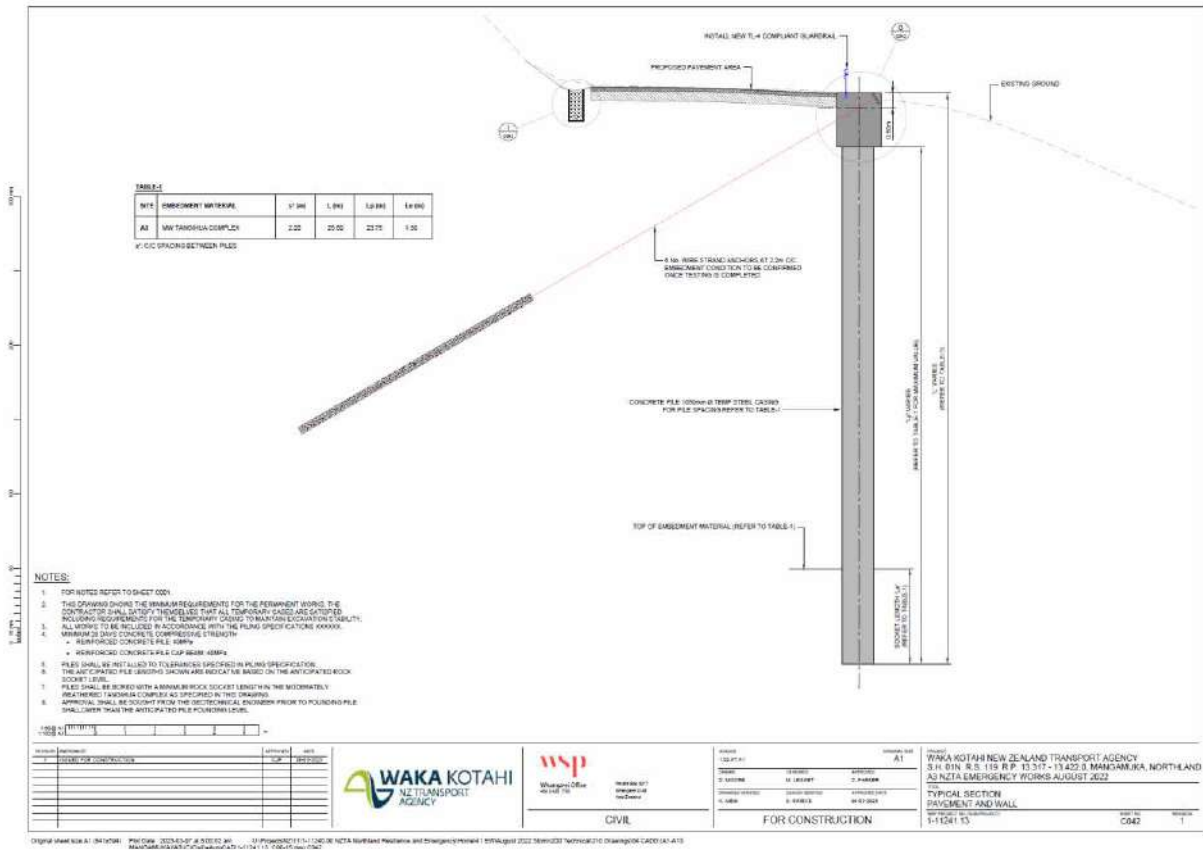


Figure 7: Typical cross section, concrete cap and pile retaining, channelling and pavement.

5.0 Background

5.1 Archaeological sites in the Project Area

There are no recorded archaeological sites in the project area through the Mangamuka gorge and over the range, but a number of sites are recorded in the central Mangamuka valley to the southeast of the gorge, and to the north west at Victoria Valley. A review of reports held by Heritage New Zealand and the New Zealand Archaeological Association suggests no archaeological surveys have been undertaken in the vicinity (Note: archaeological assessments which did not result in an archaeological Authority being sought may not be included in these repositories), and the sites have largely been recorded in an ad hoc fashion.

The nearest known prior formal archaeological assessments are to the west at Takahue (Gibb 2017, 2019), and in the Oruru valley/Peria to the north (Hensley 2003; Johnson, L., 1986, 1996, 2016. Large numbers of Maori archaeological sites including pa, pit and terrace complex, midden and horticultural sites are present in the Oruru Valley including more than 40 pa sites (Robinson pers. comm.), but most have yet to be formally recorded. A large number of similar sites are also present in the Takahue Valley, with a smaller cluster north of the Victoria River between Takahue Road and Te Rore Road, but far more are likely to be present given the importance of the valley to Maori for horticultural activities.

The nearest sites to the project area are 1-3km east of the mouth of the Mangamuka gorge, around the modern settlement of Mangamuka. O05/209 is taro, recorded by P. Matthews in 1985 as part of his survey of extant wild and cultivated taro in Northland (Matthews 1985). He records the variety at RR, actively grown by Mrs Harris on the north side of the highway, between the road and river. RR is an acronym for red petioles, rounded blades, and the varietal is one of the likely pre-European introductions of taro, and the most common type found in the survey, at 75%. This variety is the most

important food crop, the most well-dispersed, and found in a range of contexts including in the wild, associated with archaeological sites, and being cultivated at the time of survey, as opposed to e.g. later taro introductions as pig feed in the historic period (Matthews 1985: 268-269).

O05/208 is also taro, recorded by P. Matthews. This taro was of the GR variety in a derelict garden, and was gardened by Violet Harris's mother on the flats below the Harris house, on the south side of the highway. GR is green petioles and rounded blades, made up 13% of Matthews samples, and was most common north of Auckland in non-derelict, non-cultivated gardens. O05/211 is another Matthews Taro site, of the RR variety and growing wild in an old apple orchard near the Abraham Road bridge. O05/210 is another Matthews Taro site, of the RR variety and growing wild in a 20m long clump in the valley below the road, 400m east of the Abraham-Iwitaua Road intersection.

The next nearest site is well to the south, where burials are recorded on the Mangamuka-Broadwood Road, between Mangataipa and Tutekehua. To the east, a number of timber industry sites are recorded in the Omahuta Forest. But the overall impression is one of few sites and/or little site recording having occurred in the area.

At Victoria Valley, three pa sites and four pit/terrace complexes are recorded approximately four kilometres west of where the State Highway leaves the Mangamuka ranges at Mangataiore and passes over the river flats. All the sites were recorded by R. Pollock in 1982 and haven't been re-visited by an archaeologist since that time. R. Pollock appears to have been employed by the Forest Service in this period, undertaking archaeological surveys in State Forests. There is no record of a report associated with this episode of site recording in the Heritage New Zealand digital catalogue or the New Zealand Archaeological Association Northland Site Record File report library. The Pollock sites may have been recorded as part of an ad-hoc survey of a proposed afforestation project or similar at the request of the local Forest Service office. The sites comprise five small to medium sized pit and terrace complexes on the spurs running south towards the river (O04/567, 568, 596, 571, 572) from the main Panther Hill and subsidiary ridges; one large pa site named Pahoro (O04/570), immediately adjacent to the river on the west bank; and a small pa on Panther Hill itself, O04/573 (Carpenter 2019).

As the highway travels west the sites increase in density with large numbers of pa, pits and terraces recorded either side of the highway and the Victoria and Takahue Rivers, and the upper Awanui.

The lack of recorded archaeological sites in the Mangamuka-Victoria Valley area is likely due to a number of factors. A lack of large scale subdivision and development activity in the area since the 2004 RMA amendments has meant that archaeological and historic heritage assessment have not been undertaken in the area, and the lack of previously recorded sites/ad-hoc recording e.g. of prominent sites visible from public areas has meant that what small scale subdivision and development has occurred has not triggered heritage assessments as there are no sites which might act as red flags in the course of consenting.

The lack of sites is belied by the descriptions of the dense 19th century Maori occupation of the valleys by observers, as discussed in Section 5.3 below, and a pre-European contact traditional history stretching back to the time of Kupe.

5.2 Other Heritage Sites and Features

There several scheduled Historic Heritage Items or Areas, or Sites or Areas of Significance to Maori in the project area and its immediate vicinity, in the Far North District Plan. At Mangamuka, the Ratana Church is scheduled Historic Site, Building or Object #178 and is 200m from the highway. There are also several scheduled Sites of Cultural Significance to Maori including MS08-34 the Kupe memorial, and MS08-29 a wahi tapu, both of which are immediately adjacent to the highway.

In the Mangamuka Gorge immediately adjacent to the highway is MS08-27 the Tapapa wahi tapu. This reserve is adjacent to the meeting place of the Tapapa and Patuturi Rivers. Tapapa refers to a story about a man hiding by lying face down on a rock by the river here. Near here is the place known as Hoanga, after the meeting of two friends (the rivers) Te hono o te awa o Patuturi kia Tapapa (Mangamuka School Centenary Committee, 1983: 45-46).

At Mangataiore on the northwest side of the range there are Scheduled three wahi tapu, MS05-60 Taunoke, MS05-59 Mangataiore, and MS05-28 Kotipu Marae. The latter two are immediately adjacent to the highway, the first is 300 from the road.

There is a scheduled Notable Tree in the Far North District Plan, Tree #4 a puriri at the Victoria Valley school site. There is one Listed Historic Places, Historic Areas or Wahi Tapu or Wahi Tapu Areas on the Heritage New Zealand Pouhere Taonga List in the vicinity. The Ratana Church at Mangamuka is Listed Historic Place #3884.

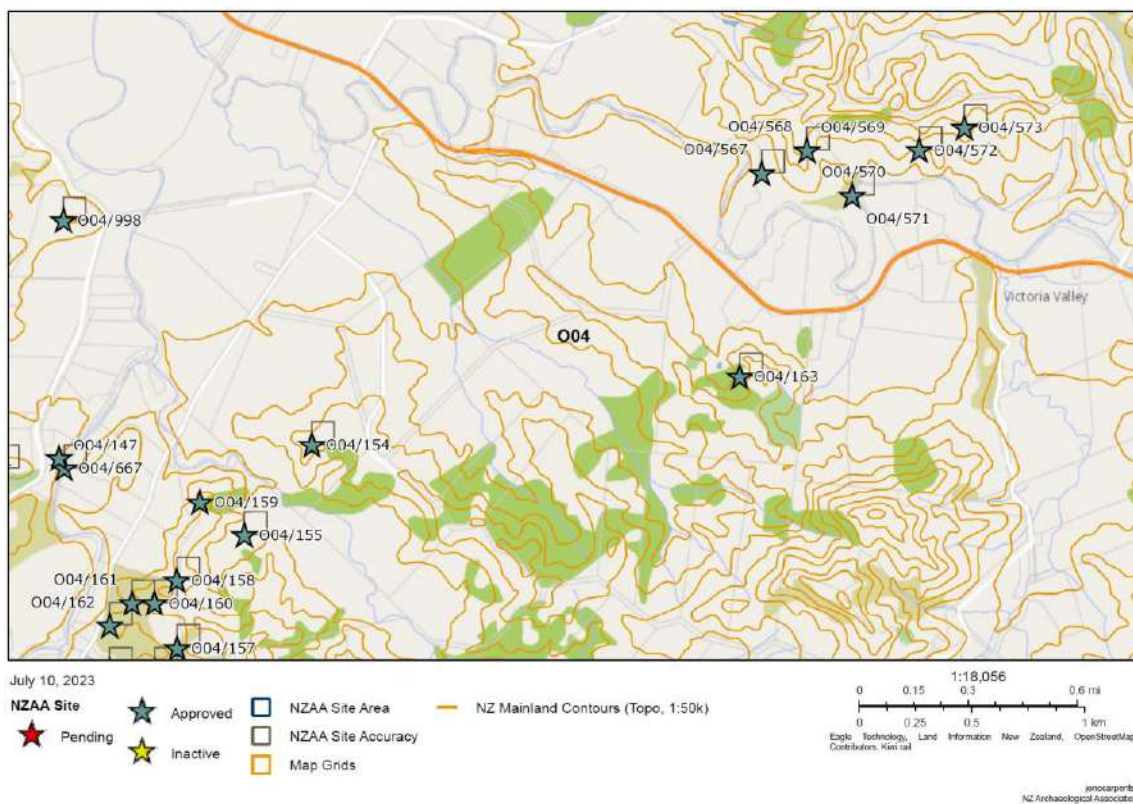


Figure 8: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 1 of 6).

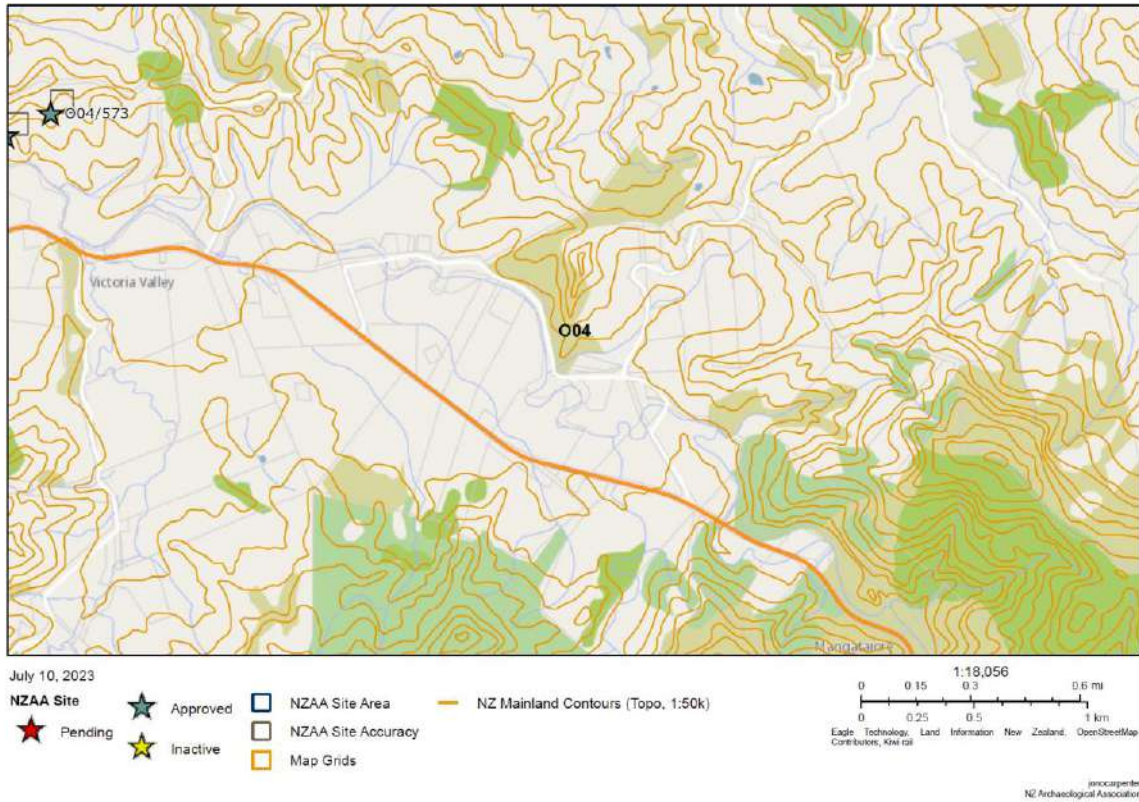


Figure 9: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 2 of 6).

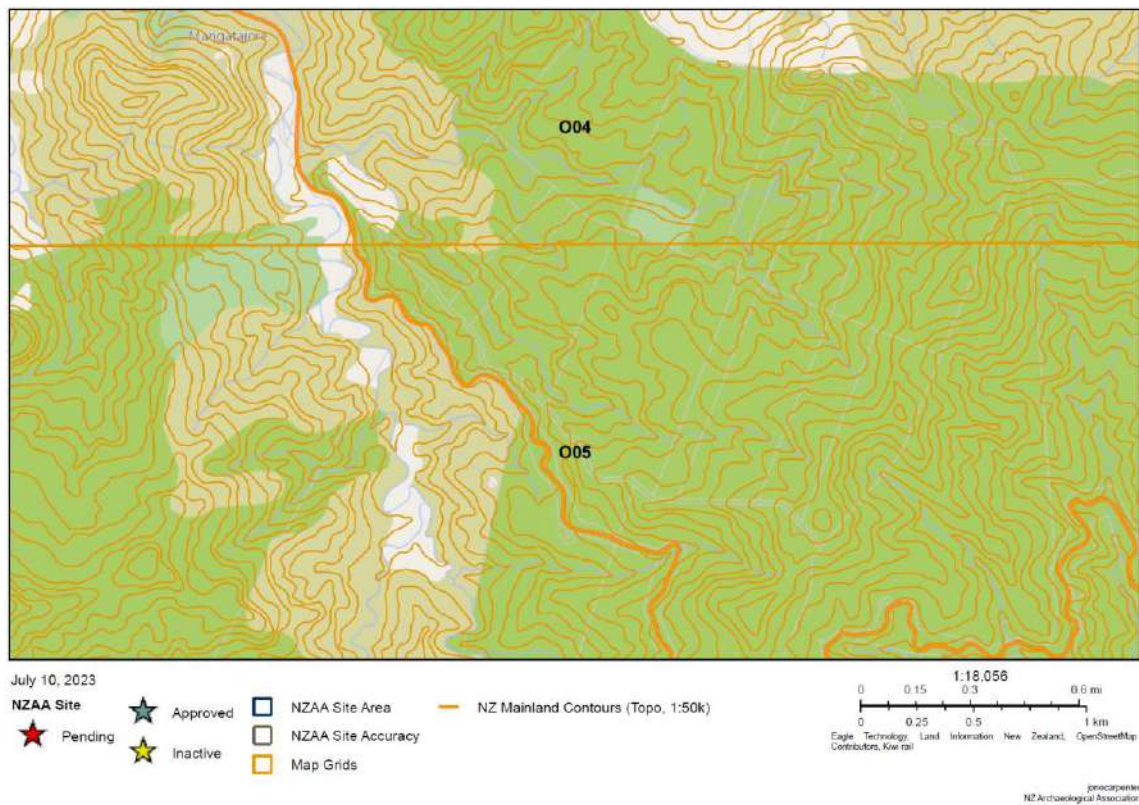


Figure 10: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 3 of 6).

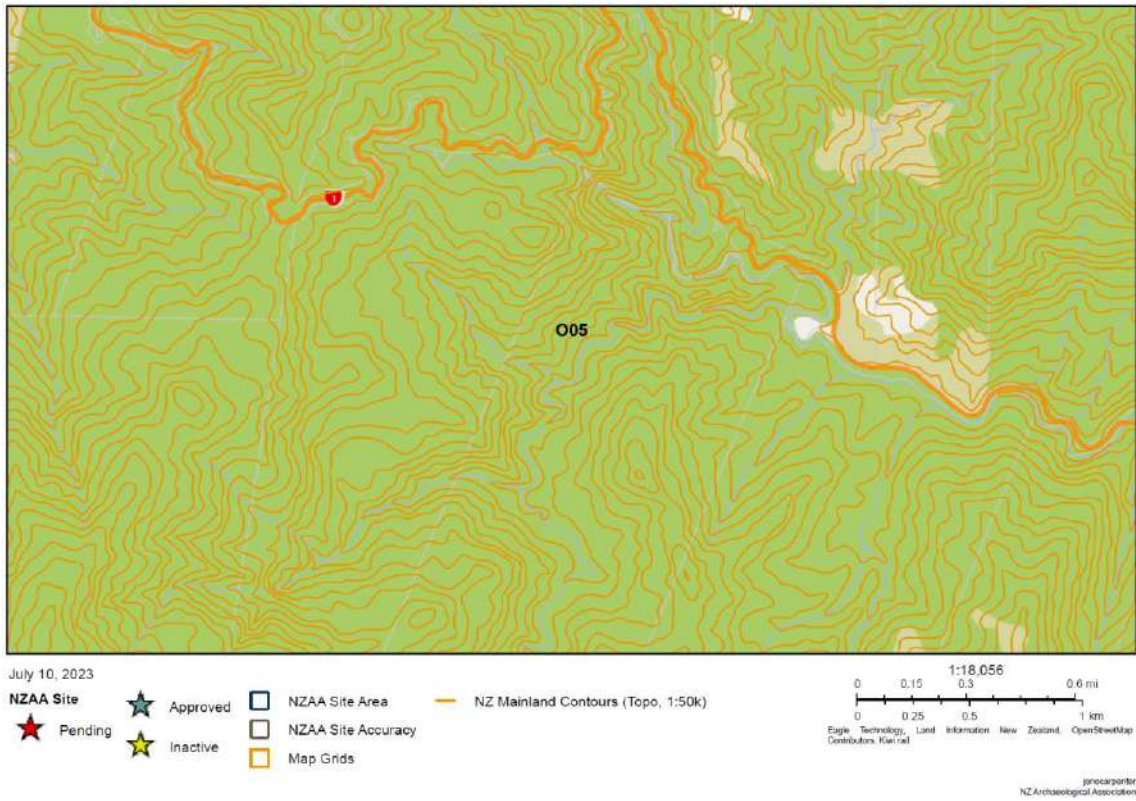


Figure 11: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 4 of 6).

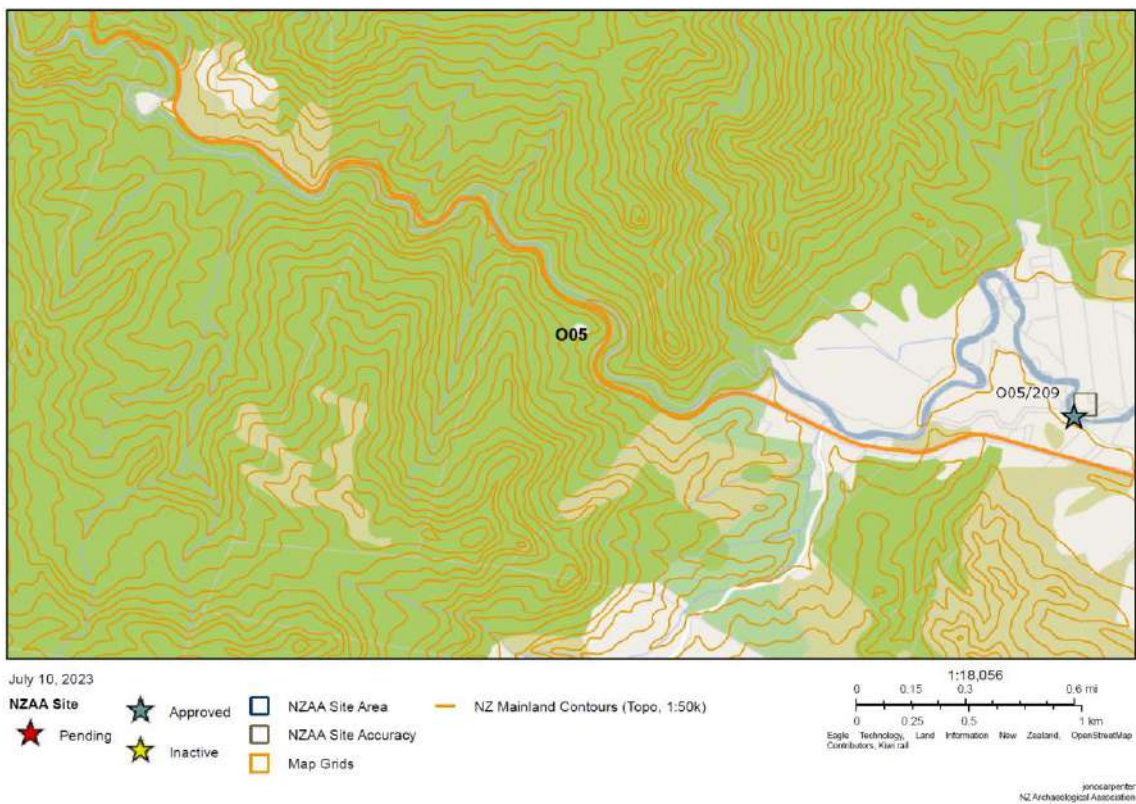


Figure 12: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 5 of 6).

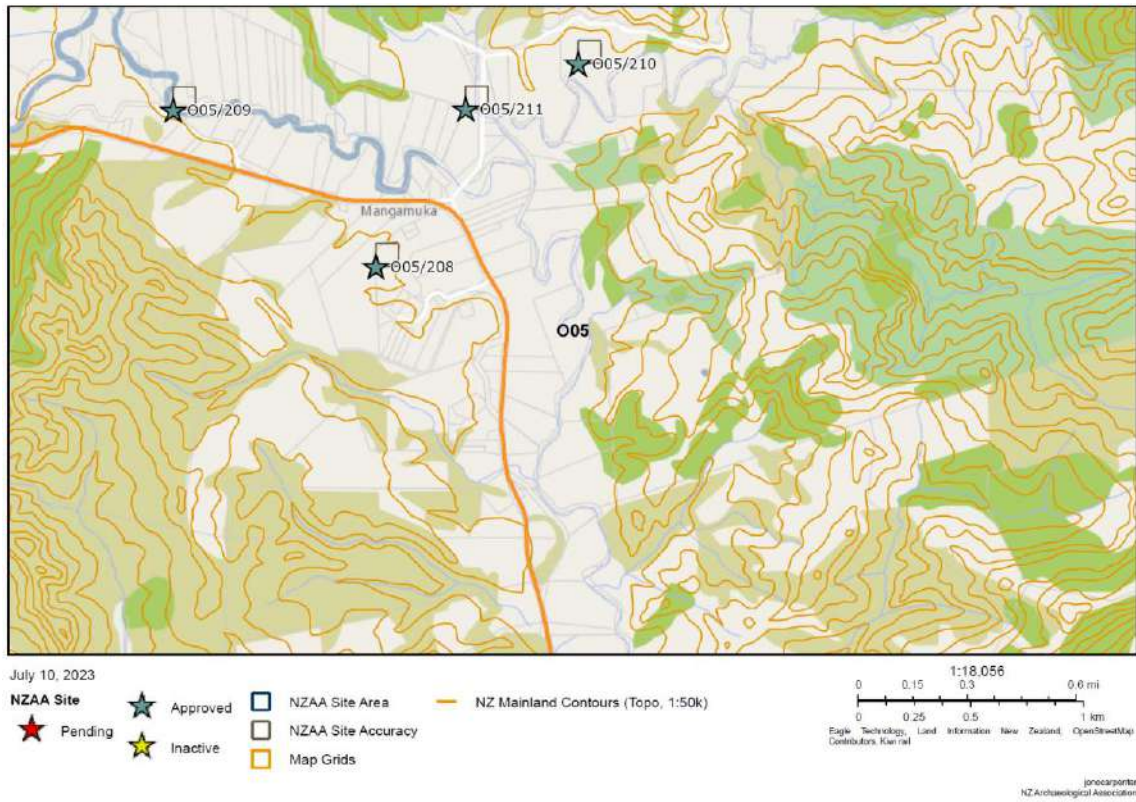


Figure 13: Archaeological sites in the vicinity of the project area, Takahue to Mangamuka (ArchSite; project area in blue, 6 of 6).

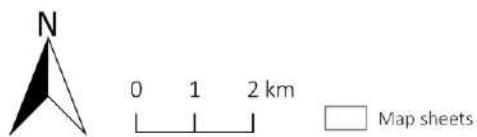
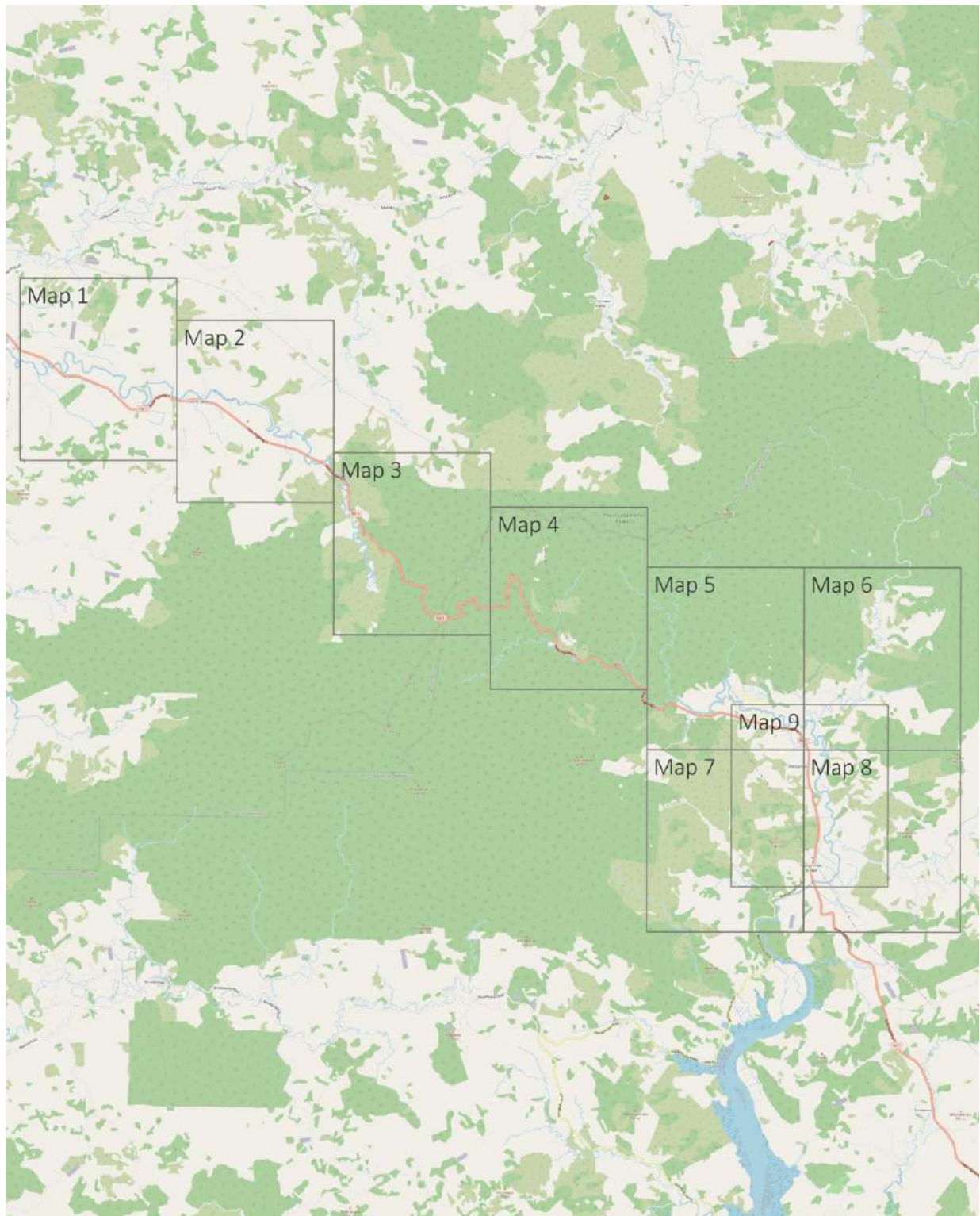


Figure 14: Map sheet key.

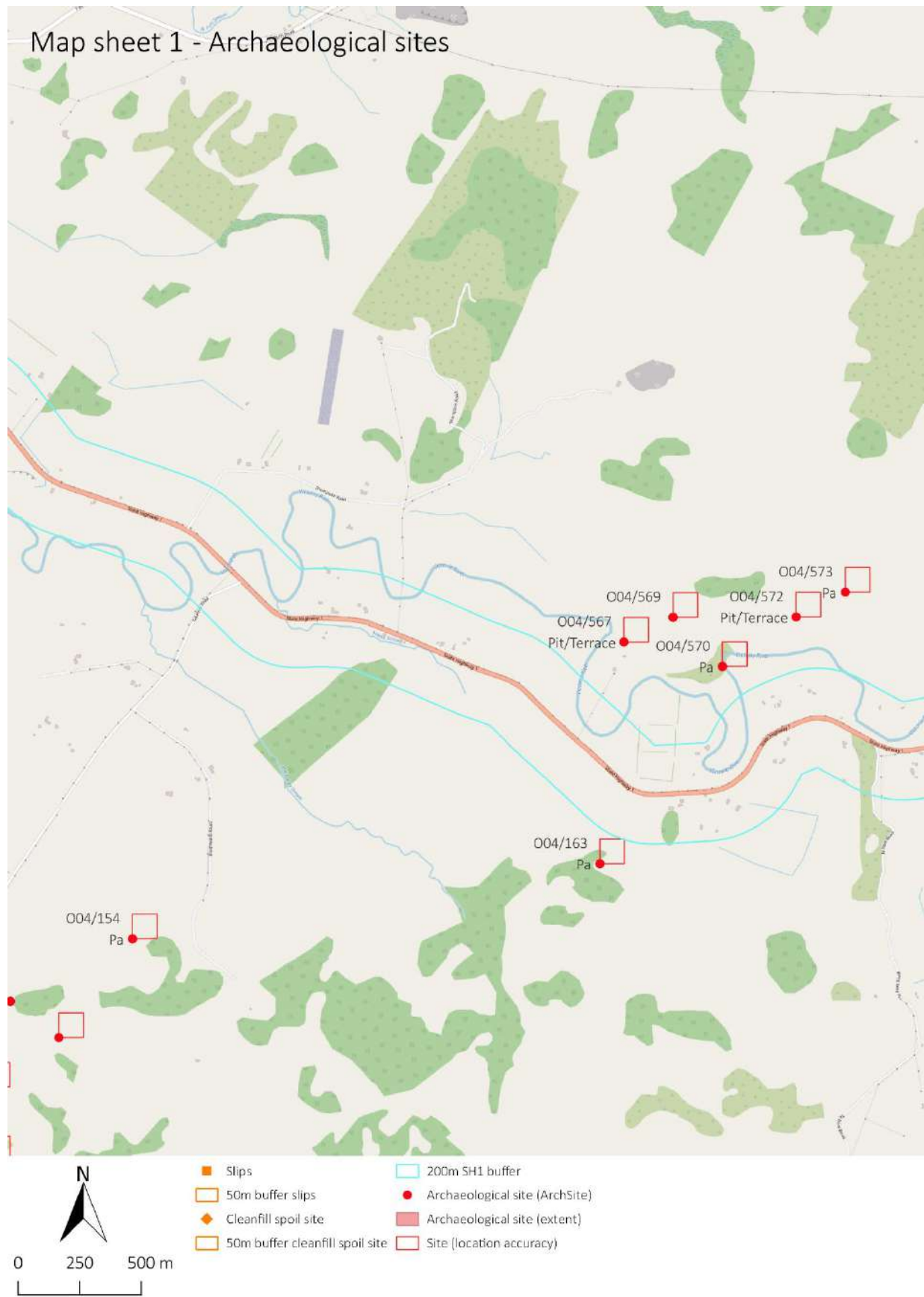


Figure 15: Map sheet 1 – archaeological sites.



Figure 16: Map sheet 2 – archaeological sites.



Figure 17: Map sheet 3 – archaeological sites.

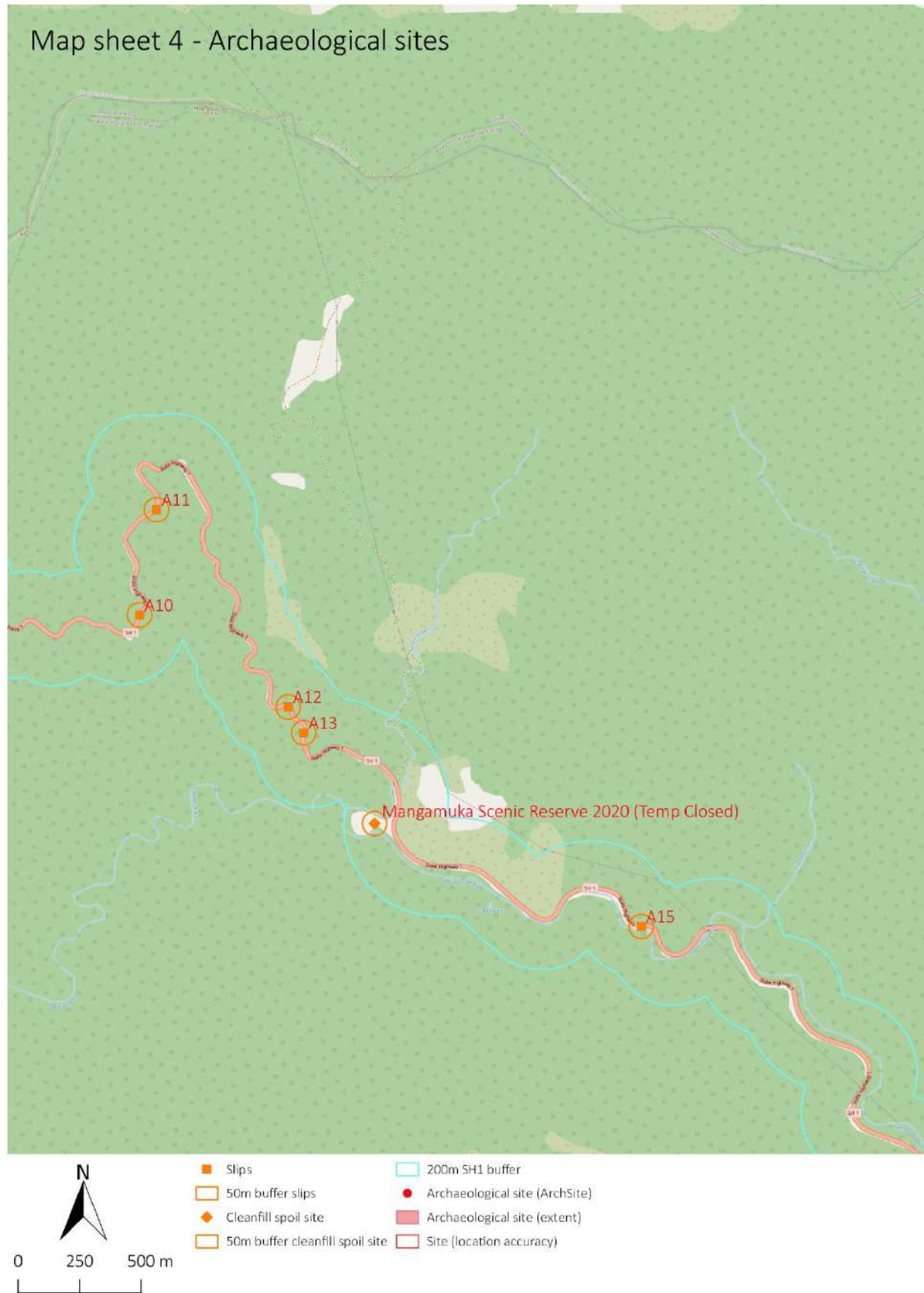


Figure 18: Map sheet 4 – archaeological sites.

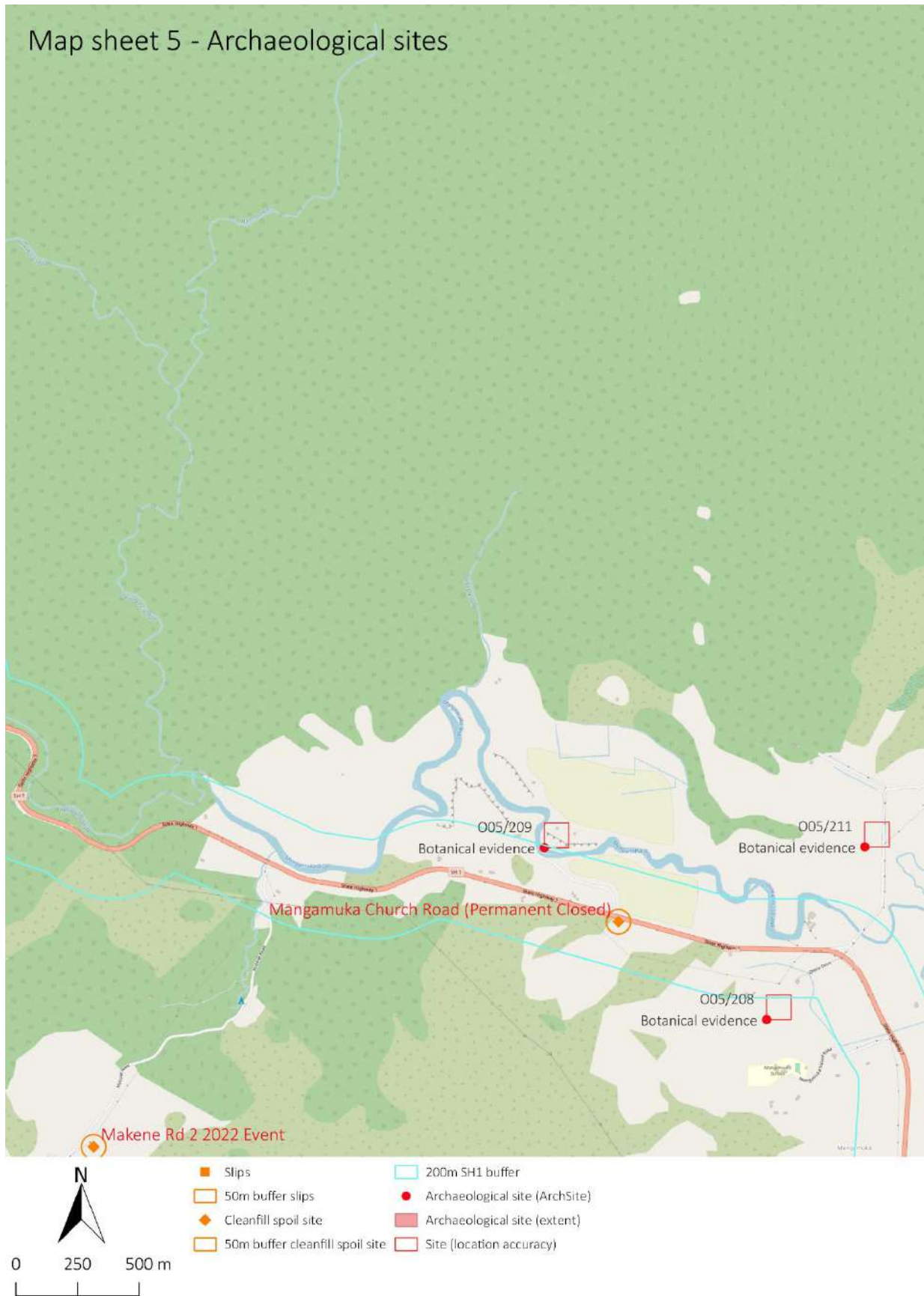


Figure 19: Map sheet 5 – archaeological sites.

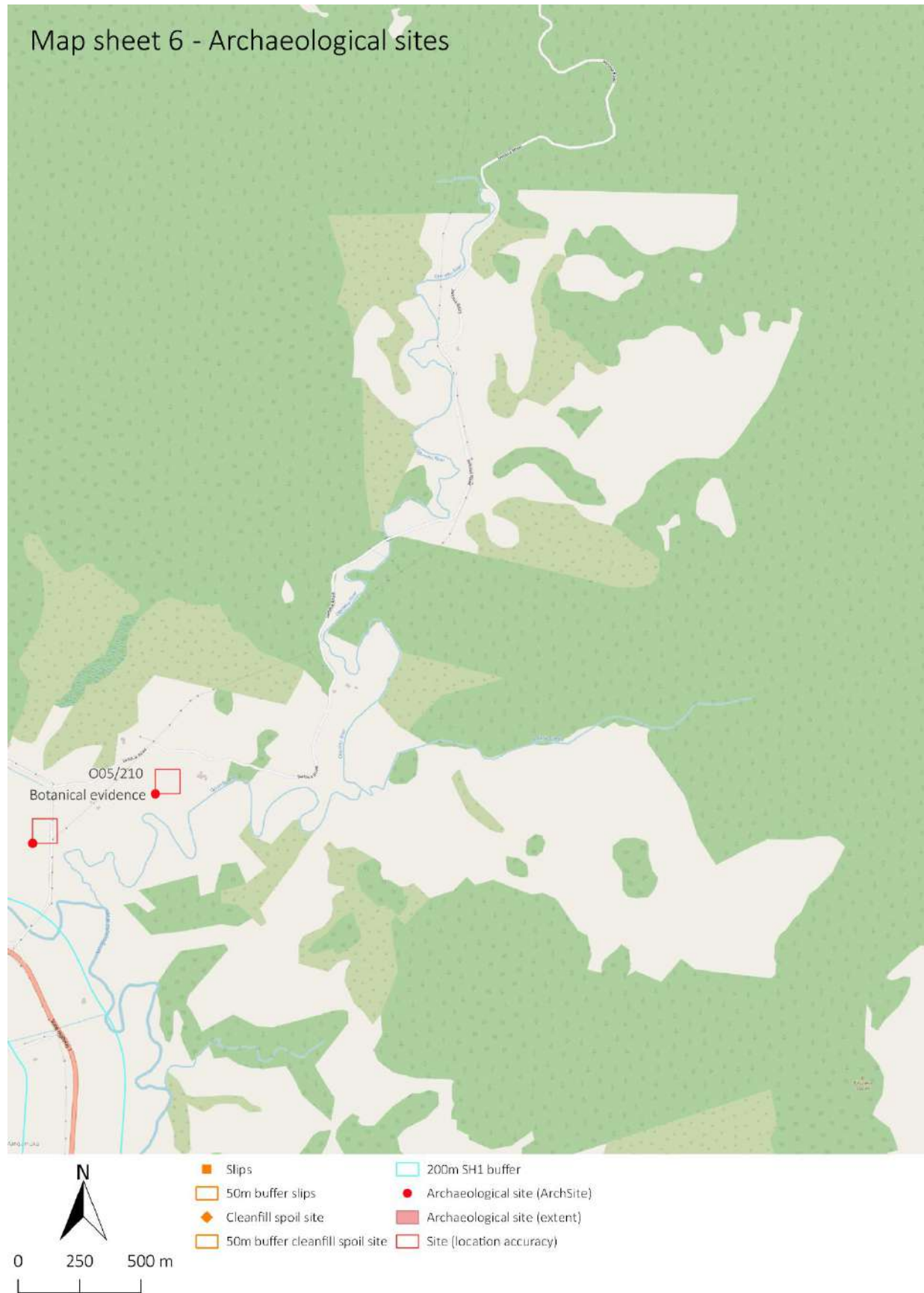


Figure 20: Map sheet 6 – archaeological sites.



Figure 21: Map sheet 7 – archaeological sites.

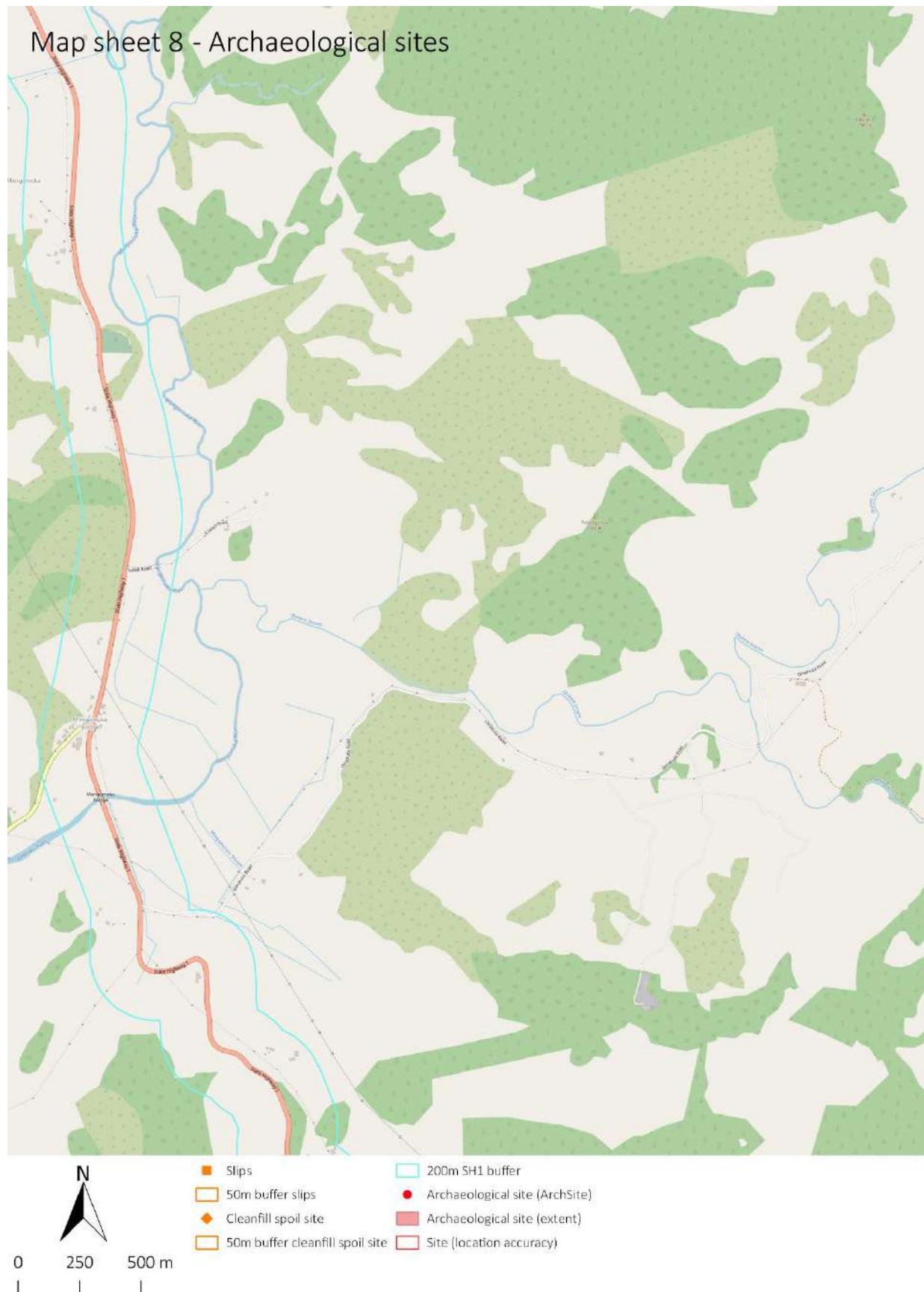


Figure 22: Map sheet 8 – archaeological sites.

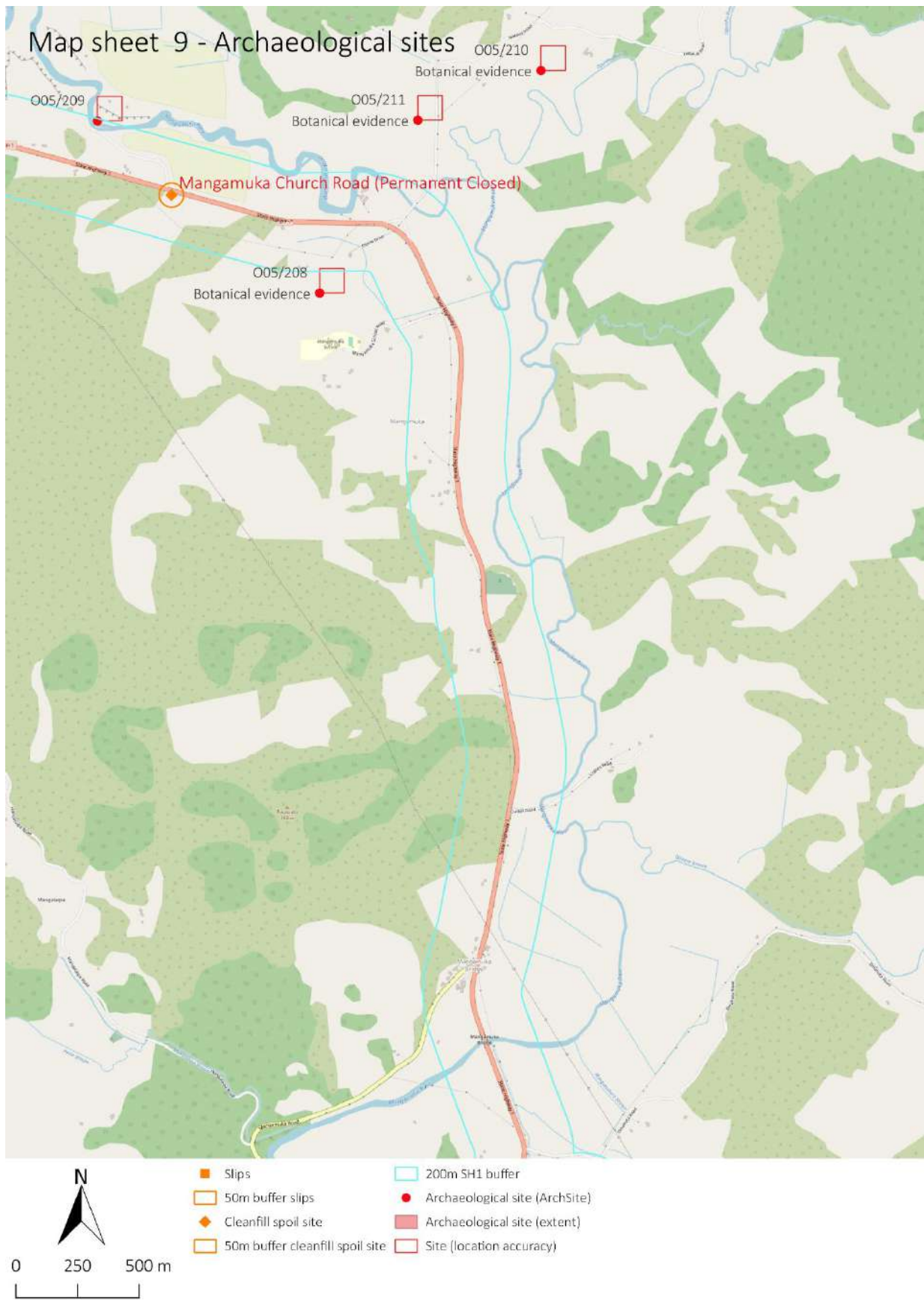


Figure 23: Map sheet 9 – archaeological sites.

5.3 Historic Background

Maori Traditional History

The Mangamuka valley is named for the muka flax, which once grew abundantly along the river banks there. The navigator Kupe visited the area, naming it Hokianga-nui-a-Kupe. His grandson Nukutawhiti, and Nukutawhiti's brother in law Ruanui returned to Hokianga and settled there with those who remained when Kupe returned to Hawaiiki. A number of subsequent waka arrived in the area, along with movements of people through the Hokianga from elsewhere in the motu. Most consequential for Te Rarawa was the arrival of the Tinana waka captained by Tūmoana, at Tauroa west of Ahipara. His descendants included Houpure the ancestor of Te Rarawa, and his brother Houmeaiti who would settle at Hokianga. They would come into conflict with Ngāti Miru and Ngāti Awa to the north, ultimately dividing the area amongst themselves.

By the 18th century, Te Rarawa would hold the land from Ahipara up to Hukatere and over to Kaitaia through to Takahue, Maungataniwha and Mangamuka to the Hokianga and the west coast and the smaller harbours between Hokianga and Ahipara. To the north were Ngati Kuri and Te Aupouri, Ngai Takoto to the northeast and Ngati Kahu and Ngati Kahi ki Whangaroa to the east, and Ngati Pou to the southeast and Nga Puhi beyond.

At the end of the 18th century and into the early 19th century, the iwi and hapu of Hokianga, Muriwhenua, Whangaroa, Ipiripi and were in regular conflict with the interrelated tribes of Ngati Whatua, Te Roroa and Te Uri O Hau. Hongi Hika was shot and wounded at Mangamuka during a skirmish with Ngati-Pou and Te Roroa elements on the south bank of the Operehu River in early 1827, at a battle known as Hunuhunua, after driving Ngati-Pou from Whangaroa. Many dead from the battle lay on the other side of the Tapapa River for a time.

European accounts of Mangamuka in the mid-19th century

European accounts from the 1830s and 1840s, made by explorers and missionaries give the impression of a thriving Maori community of multiple undefended kainga on the Mangamuka River flats, with large and abundant plantations of traditional and introduced cultigens, separated by pockets of remnant forest on the lowlands. The occasional threat of violence still necessitated the establishment from time to time of ad hoc defences, but there are no descriptions of major pa being occupied or defended by this time. A large number of Europeans, mostly involved in the kauri spar trade lived along the river banks on the lower reaches, while the kainga were on the productive river flats of the Mangamuka valley. There were two major named kainga at the time, Mangataipa where the river turned to the east to enter the mouth of the Mangamuka valley and became shallow and winding, and Rotopiwai just north of the modern Mangamuka bridge. Other smaller kainga were located further up the valley.

Transport was via the main river up to where it became shallow and winding, and thereafter by a mix of shallow-bottomed waka towai or river canoes and forest tracks. At the north end of the valley, foot tracks provided access over the Maungataniwha-Mangamuka ranges to the Oruru Valley, and the Victoria Valley and CMS Mission in Kaitaia. The area was well-travelled by both European and Maori in the earlier decades, with Missionaries from the Wesleyan Mission at Mangungu on the Hokianga preaching in Mangamuka every fortnight. Working with the tides and an early start allowed a visit from Mangungu to Mangamuka to be accomplished in a day, but Maori families travelling to Sunday service at Mangunu would often make the trip a three-day affair.

A map of the Hokianga, published by the British Parliament's Select Committee on the Present State of the Islands of New Zealand (British Parliamentary Papers 1838: 234) shows three chapels established on

the upper Mangamuka River by the Wesleyan Mission, according to the accompanying key at Mangataipa, Rotopiwai and Hunuahunua.

Select Committee on the present State of the Islands of New Zealand. p. 234.

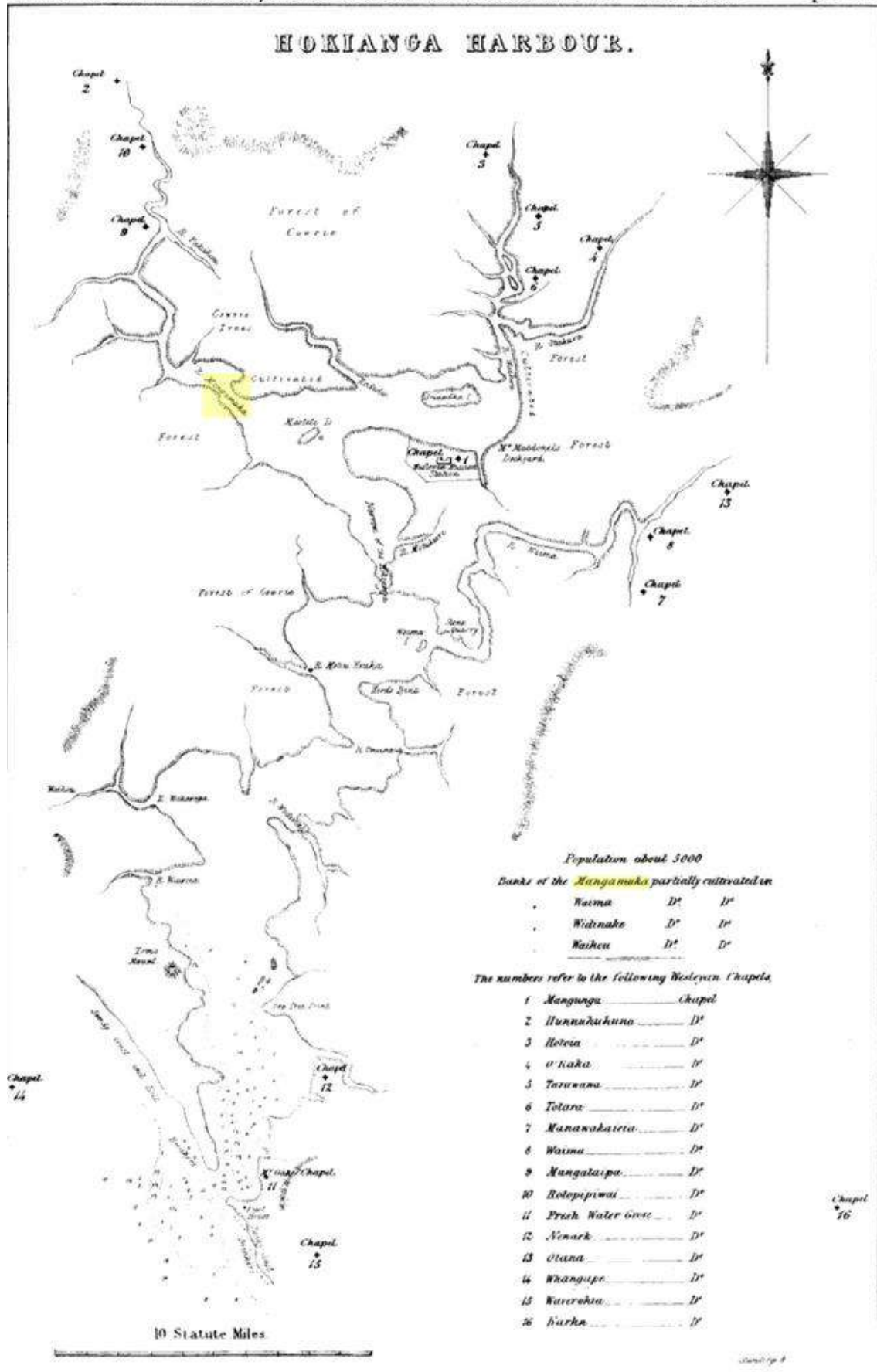


Figure 24: Map of Hokianga, with chapels at Mangataipa, Rotopopiwai and Hunuhunua on the Mangamuka River.

In February 1834, a European settler named Oakes visited Mangamuka with William White (Wakefield 1937: 260-261), the Wesleyan Missioner at Mangungu from 1830 to 1836. He talks about “the village of Mangamuka”, possibly Rotopopiwai being three miles walk above the navigable part of the river and the valley itself containing the finest cultivation he had seen in New Zealand, in patches cleared from the “thickest forest imaginable”. At the time, White was erecting one of the three chapels noted above, and his congregation had prayer books and bibles in Maori to learn and sing from and most could read and write well. Unfortunately couched in the unaffectedly racist language of the day, Oakes noted the Maori of Mangamuka were the most industrious and hospitable tribe he had met, which he put down to White’s fine character.

Writing in March 1834, Edward Markham reported 11 sawyers, and 20 Europeans overall, living on the Mangamuka River. He reports that Maori settlement grew denser the further he travelled up the river and by that time were all professing Christians. The sawyer’s houses are described as being of weatherboard and lined (presumably as opposed to whare of nikau or similar), some of them very nice, and with their saw pits roofed.

Near the head of the river, as far as boats could go, he stayed in kainga, and the next day travelled seven miles to go to a tangi, all the way travelling through cultivations and crossing a stream multiple times. Cultivations included maize, potatoes, kumara and taro but it appeared that the land had only been recently cleared, as large freshly burned stumps were present throughout the cultivated areas. Peaches were also in abundance, with peach trees around the kainga which was in a large, flat valley with the shallow gravel-bottomed stream winding through it. Potatoes were stored in 60lb kete on whata, raised platforms 20-30 feet high. He saw one whata 80 feet high, situated in a tree with all the branches removed but it is not clear if this was in Mangamuka or somewhere else.

The Rev. James Buller, serving at the Mangungu mission station had cause to travel to Mangamuka in 1837, after two Maori missionaries were murdered and the event risked spiralling into a wider utu-driven confrontation. Four young Christian chiefs had gone to a small village several miles from Rotopopiwai to evangelise at the settlement of a Chief, Kaitoke, who was an adherent of Papahurihia/Te Atua Wera, a notable Maori prophet of the period. Having been told by Kaitoke that any attempt to proselytize again would be met with violence, the four young men Wiremu Patene, Matiu, Rihimona, and Hohepa Otane were fired upon as they approached Kaitoke’s holding; Matiu lived long enough to wish that no further violence would be done in his name, and Rihimona, shot in the gut, survived for several days. Patene stayed with the casualties while Otane raised the alarm.

Buller, Turner and Whitely went up the river by boat as far as Mangataipa, then took a canoe onwards to Rotopopiwai. Hone Wetere had retrieved Matiu and Rihimona and they were in a whare on the other side of a potato field from where the Missionary party landed. They arrived in the dark, and were eating a meal of potatoes at 11pm when a party of Ihutai, related to the deceased, arrived at the kainga. The Missionaries counselled the aggrieved party to send for the British Resident Busby who could arrange a conference between the parties.

The next morning, the Missionary party arose at 5am and travelled some way up “...this beautiful valley, rich in crops of maize, potatoes, kumaras, etc., and the little huts nestled snugly under the spreading branches of the peach trees, or the karaka groves”. At 10am, a ruckus ensued as the great Hokianga chiefs (Tamati Waka) Nene, Mohi (Tawhai) and Taonui (Makoare) arrived and a mock battle was fought. Argument ensued as to what steps to take, Rihimona was commended to God by Turner, and as relative peace returned, pigs and potatoes were put in the ovens. But at that point, some of the younger men stole away up the forest track in the direction of Kaitoke’s kainga.

A general rush ensued as the party of approximately 500 warriors, followed by the Missionaries, charged down on Kaitoke's kainga, where a new entrenchment had been quickly thrown up. The defenders fired first, killing another Christian chief, Himeona, and wounding another. Then, everyone began firing. In the ensuing rush, ten were killed, the rest captured including Kaitoke who was wounded; he was removed to Otararau where he was tended to by the Missionaries. For some time, the whole area was unsettled, war canoes travelled the water ways, new pa were built and no one was sure whether the violence would turn into a full scale conflict, and settlers were raided

In 1839 the Rev John Bumby visited Mangamuka. The first leg of the trip involved a hard row of four hours from Mangunun to the end of the navigable portion, followed by a walk through beautiful plantations of potatoes and kumara to the Christian kainga of Rotopipiwai. Leaving the kainga the next day he reports having to cross the same river 20 times, while it was in flood, and climb immense mountains and that the day's journey was disagreeable. In the afternoon they arrived at the next kainga and stayed in a six foot long whare four feet high, with a central fire. He notes the richness of the valley, but also a number of abandoned kainga and ruined pa nearby, noting that the population must have once been more numerous. He goes on to note that about noon his party arrived at the chapel, a commodious and substantial Maori building, in the midst of the valley. While he makes no mention of the events to years previous, it seems likely the abandoned kainga were the result of the unsettled period after the events on 1837.

William Wade, writing in 1842 recorded travelling up the Mangamuka with Mrs Woon. They left at 9am in a large boat and he noted the thickly wooded banks and cottages of European settlers, mostly sawyers, living on the river banks. They visited one of the settlers, and then came to a 'retired' pa, Mangataipa on the bend of the river. At that point, the stream became narrow and more winding, through a forest growing down to the waters edge. Higher up the stream became impassable for European boats, but local shallow draughted waka tiwai could manage to travel further around the fallen trees and shallow stream bottom. Eventually they landed on the west bank and after a short walk through the forest arrived at Rotopipiwai, described as being 15 miles up the river and "delightfully situated in a fertile valley". There was no pa, the village consisting of scattered whare surrounded by fences, with a large Maori chapel. Wade records that Mr Woon had said that there were different villages further up the valley, some considerably further up than Rotopipiwai, and that villagers often travelled down on Saturdays for Sunday services at Mangununu, then back up on Monday.

By the late 1860s, the Mangamuka River and Valley had fallen on hard times. A combination of the remove of the capital to Auckland in 1840, the Northern War of 1845-1846, and the winding down of the Hokianga spar trade saw the European sawyers depart. As that part of the Hokianga emptied of Europeans, so did the market for the cash crop horticulture in the Mangamuka valley by the Maori inhabitants, many of whom appear to have moved elsewhere.

Mangamuka in the Late 19th Century

The Rev. James Buller returned to the Hokianga where he had once worked at the Mission at Mangunu. At six in the morning he travelled up the Mangamuka with the tide. By 1869 the sawyers houses on the river were gone, only marked by a wilding plot of grass or European trees. A few Maori were still living at Mangataipa where they were squaring logs. They left their boat there where the stream became shallow and borrowed some horses to proceed up the valley. They went to Rotopipiwai where the old chapel was in ruins but a number of cows grazed behind a post and rail fence. The old Christian chief Te Otane still dwelt at the foot of Maungataniwha. Buller was back at Mangunu by five in the afternoon.

The death of chief Te Otene Pura/Otane would go on to be reported in the 1874 Report from Officers in the Native Districts (AJHR 1874, Session 1 G-02: 2). Von Sturmer reported that the old chief, who had

fought for the Crown in the Northern War against Kawiti and Heke had received a government pension in return for his services, and died at about 90 years old.

Wiremu Patene, Otene's old friend had died a dozen years earlier. The Maori Messenger/Te Karere Maori reported his death in its edition of 16 December 1862. Te Otene said of his friend that he was esteemed by both Ngapuhi and Te Rarawa because he was good and would do no evil. He had taken ill in 1860 but had managed to return to the north in June 1862 and attend the Mangonui Rununga in July. He had visited his relatives in Oruru and then returned to Mangamuka where he passed several months later.

Reports to the House of Representatives in the 1870s concerning the Maori population, education matters, as well as general reports by government officers provide snapshots of life in the area. In the 1872 Papers Relating to Native Schools (AJHR 1872, Session 1 F-05: 14), Maori in Mangamuka were asking the government for a native school for the valley but were going to wait to see how the new school at Waitapu near the Hokianga Heads progressed before they made a final decision.

In the 1874 census of Maori population, Hokianga Resident Magistrate Von Sturmer reported that 235 Maori were living at Mangamuka and identifying as Te Ihutai, 126 males and 109 females. There were 165 people identifying as Te Urekopura, 102 males and 63 females, and three Ngati Toa (AJHR 1874, Session 1 G-07). These numbers would make the Mangamuka area the most highly populated Maori community in the Hokianga, with Waima coming second.

In 1878 Von Sturmer reported 140 Maori living at Mangamuka, 79 males and 61 females. He also recorded that they identified as Te Urimahoe. He noted that while 30 people had returned to the locality from the east coast that year, all over the Hokianga a large number of young Maori families had left to work in the kauri industry at Whangaroa and Kaipara because of the money they could make. He also reported two epidemics, measles and whooping cough, had greatly affected the local Maori population and caused numerous deaths in infants and "delicate youth". Overall there had been an 8% drop in the Maori population in the Hokianga since 1874 (AJHR 1874, Session 1 G-07: 12).

The 1879 Report from Officers (AJHR 1879, Session 1 G-01A: 2, 12-17) noted that at Mangamuka, Maori were successfully growing tobacco in large patches and that their crop was supplanting imported tobacco. The 1882 Education: Native Schools report (AJHR 1883, Session 1 E-02: 3) stated that a new school had been opened at Mangamuka in March and that "...it will certainly be a good one. The master did good work at Rakau Para for many years under disadvantageous circumstances; with a neat and comfortable schoolhouse and residence, and a large and regular attendance, he will probably do even better."

The Master was J. Harrison, the Sewing Mistress was his wife, and in the course of the first year 60 children enrolled with 45 still attending at the end of the year. Of the 45 children at the end of the year, 23 were boys and 22 were girls, 33 were Maori, five European and the balance of mixed race. The school cost £602 to build, with staff salaries totalling £161 and expenses of £20.

The 1884 Education reports notes 38 children in attendance during the inspection and the roll consisted largely of experienced students from Rakau Para and new students from Mangamuka, with few students of middle years. Overall the performance was satisfactory (AJHR 1884, Session 1 E-02: 5). The Officers report of the same year noted that grape growing had taken off in the valley since some German winemakers had arrived, and one Maori resident had sold a ton of grapes for two pennies a pound.

In 1892 three notable men lived in Mangamuka, Tamiora, the former Member of the House of Representatives Hori Karaka, and the Wesleyan Missionary Piripipi Rakena who had served in the South

Island. They were living in a settlement known as Otene, below Maungataniwha (New Zealand Herald, 12 March 1892).

In the 1893, the chiefs of Mangamuka gathered together and promoted a temperance policy in opposition to the formal granting of a liquor licence to the Mangamuka Hotel. Karaka Tawiti, Mitikakau Otene, To Tawio Pou, To Rakena Pou, Moka Kaio, Tipeno Apatari, Puhi Otene, Karena Kiwa, Hone Pororua, Pakia Tika, Eru Mate, and Makoro Kere joined to promote a policy of fining anyone caught walking tipsily on the road, or caught drinking or smelling of liquor £1 for the offence. The ban on alcohol sale and consumption was to last a year and a petition signed by 62 locals was sent to Parliament in aid of obtaining support, and Piripipi Rakena stated that all the local Maori were supportive, and bemoaned their European friends in the Hokianga supporting the sale of alcohol (New Zealand Herald and Daily Southern Cross, 29 August 1893).

Wiremu Patene was a leading chief of Hokianga. In him the Northern tribes have lost a wise counsellor, and the Europeans a warm-hearted friend. He was a faithful ally of the New Zealand Government, and a zealous promoter of Christian truth, acting in conjunction with the Ministers of religion.

“He was a man,” says Te Otene Pura, of Mangamuka, “esteemed by both peoples, the Ngapuhi and the Harawa; for he was a good man, and would not do evil. He practically exhibited love to his Maker and to man.”

We are informed that the late chief had a serious attack of illness in May, 1860; but he so far recovered his strength, as to be able to undertake a journey to the North in June, 1862, and was present at the Mangonui District Runanga held in July last. After bidding his relatives at Oruru and its vicinity an affectionate farewell, he returned

to his settlement at Mangamuka, on the Hokianga river.

"On his arrival," says the writer quoted above, "his people greeted him with gladness, as he looked well in health, for they supposed that his days on earth would be many." On the 10th of September, he was again seized with severe illness, and soon after became conscious that his end was at hand. His people assembled on the 20th, in accordance with his request, that they might hear his dying words. When informed that his friends had arrived, he said, "Let me be taken into the open air, that I may bid adieu to my people, and to the mountains of my native land." When placed on his couch, near his house, "he greeted his people, weeping, as he bid them farewell, and he lifted up his eyes to the mountains of his country and said, 'Farewell, O mountains of my country,' calling each by its name;" and turning his eyes towards the assembled throng, he said, "Farewell, farewell, O my people! My children, after I have gone, deal kindly with one another. The greatest boon you can have is Christianity with a contented mind. My second word to you all is this, love God and love man."

After the utterance of this speech, he was removed into the house, where he slept for a long time, and on awaking, chanted a song, a few lines of which we insert:—

Buried within my bosom is this love,
And I am vainly striving to conceal it.
O my friends, what a dread melody is this,—
This burning passion, &c., &c.

Our departed friend continued to linger till the 8th of October, when at the dawn of day he breathed his last. When it became known that Wiremu Patene was no more, two hundred of the people gathered round his remains to weep; and when they had bid farewell to the dead, Hohepa Otene Purā, his father, commenced the following Lament, which was chanted by all the people:—

I see him not, —
I see the foggy cloud above the mountain's
But vainly do I look for him, [height,
Oh where is he?
Haste Tiki with your guns,
Throw open wide your stores of powder,
And pay the homage due to such a chief.
We may scan with gaze intent, my son,
But who can see the mystic ball
Which strikes its victim?

Much more might be said in praise of our departed friend, but we will conclude with the hope that his last injunctions will be held sacred by the tribes he represented.

Figure 25: Obituary of Wiremu Patene.

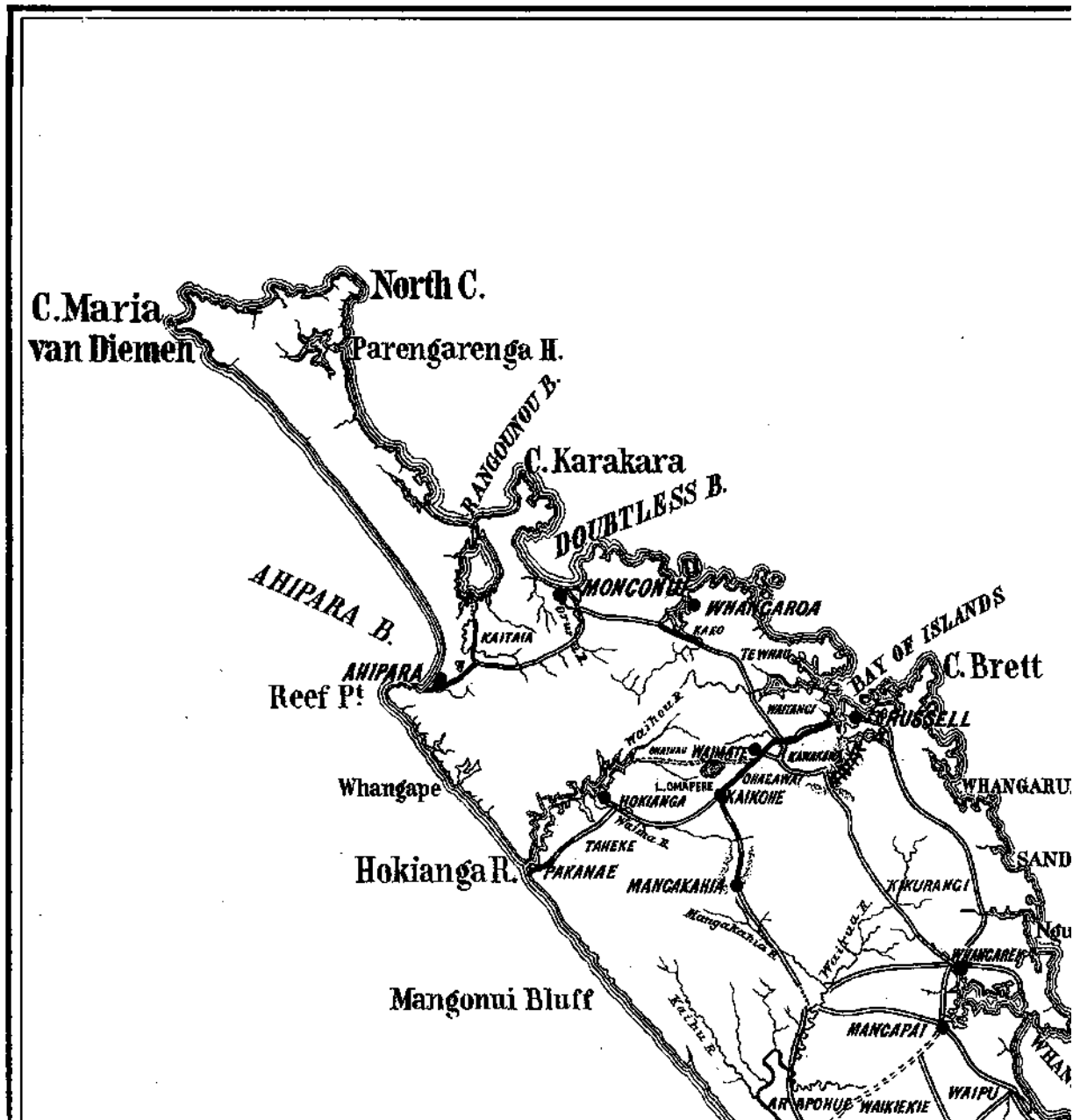


Figure 26: Detail from sketch map of roads and rail in the North Island form the Public Works Department (Appendix to the Journal of House of Representatives, 1875 Session 1 Appendix E-03).

Takahue and Victoria Valley

There are few European accounts describing Takaue/Victoria Valley in the early to mid-19th century. Ernst Dieffenbach provides a broad description of the area formed as he travelled through in 1840, moving down the Awanui River (which he called the Awaroa) and describing the broad valley land south and east of Kaitaia and the steep range of Maungataniwha. Above Kaitaia, the river was only passable by canoe and Maori brought down food from their plantations to Kaitaia which by then was the principal settlement (thanks to the CMS Mission being located there). The plantations in the valley are described as “extensive, and kept in good order” and Dieffenbach describes seeing several acres of wheat reaped and ploughed, and the exchange of decayed maize (i.e. pirau corn) and potatoes, for bread. Several Maori encountered by Dieffenbach owned cattle and horses. He noted that the Maori at Kaitaia had

moved over from the Hokianga about 25 years previous, taking the area from Te Aupouri and Ngati Kuri, and noting the number of pa on the hills, suggested the former population was very numerous.

He notes that “for a very small payment”, local Maori have cut a bridle road 32 miles long from the CMS Mission at Kaitaia, to the Mission at Waimate. Fifty Maori cut the road in six weeks and were paid in blankets, and Dieffenbach includes a waiata sung by those about the poor working conditions.

“Ka ngaro te purapura,

Te pata kai:

Etiki ka mate: ko Taewa ka mate:

Ko te Paki ka mate:

Ko te Matiu ka mate:

Ka ka po nei te manawa:

Ka tahuri au ki te reinga:

He poro kaki ka mate.

The tobacco is gone: we have no food cooked in a pot: Etiki is hungry: Taewa is sick: Te Matiu is sick: Te Paki is hungry: all our good cheer is exhausted: we turn back towards the Reinga: we are sick for some food.”

Dieffenbach records the bridle track ascending nearly to the summit of Maungataniwha, then proceeds in a different direction. From the top of Maungatanwha, the bridle track turns westwards and drops steeply into the Mangamuka valley. He says the upper part of the valley is flat and fertile alluvial land five or six miles broad and eight miles long, with the river flowing 20 miles to the Hokianga. The valley was then bounded by wooden hills and the river ran over a bed of whinstone pebbles and appears to flood frequently. He notes the hills on the lower river are covered with kauri trees but the best of them near the waters edge had already been felled.

Through the 1850s, the Crown and settler interests became increasingly enamoured with the Victoria Valley and its agricultural potential, and references to the area start to increase in various publications. Henry Tacey Kemp recorded that Panakareao would not sell the land, figuring it would be needed by Maori once all the surplus land they saw no need for had been sold to Europeans.

Kemp described the Victoria Valley in 1858, in the course of Crown attempts to purchase it from Panakareao. He noted that Maori referred to the area as Takahue, situated on the northern side of the “Rua Taniwah range”. He described the valley as well-watered and covered in excellent timber, with rich alluvial soil, and suggested it was about 20,000 acres in size. He noted a large proportion of the valley had been under cultivation but at the present there were only a few scattered plantations. Panakareao was described as the principal owner and when Kemp asked to visit, told him it had never been offered for sale and would probably need to be retained by Moari. Kemp suggested he then inferred a large price would be asked if the Crown persisted with its purchase.

Surveyor Charles Heaphy noted that “The Victoria Valley contains some fine land well wooded: it is at present in the possession of the natives, but they evince a disposition to sell, if such sale shall secure to them the immediate residence of Europeans, or the location of a settlement in their vicinity (Heaphy 1860: 76).

“The immigrants from Prince Edward's Island are also about to locate themselves at Mongonui. There is already a large extent of land in that neighbourhood at the disposal of the Government. The Natives--- who anxiously desire to have settlers near them--have promised to sell the celebrated "Victoria Valley;" and thus, if a good harbour, good land, capital, labour, and a ready market, can make a settlement prosperous, the future of Mongonui is secure.” (Ridgeway and Sons, 1860: 42).

Crown Purchases and Native Reserves

As noted above, local Maori, and in particular Te Patu hapu of Te Rarawa rangatire Nopera Panakareao were loathe to sell the Takahue/Victoria Valley lands to Europeans. The Muriwhenua Report (Waitangi Tribunal 1997: 199-200, 303-306) provides a detailed description of attempts to purchase the valley while Panakareao was still alive, and which did not succeed until after his death in 1856. Even then, it required the disinterment of his remains which he had placed in the centre of the valley to tapu the area.

The current highway runs through or adjacent to several Crown purchases and Native Reserves at the eastern end of the Victoria Valley.

South of the Victoria River and eastwards to the centre of the range were the Maungataniwha Blocks. Maungataniwha West No. 2 was sold in 1863 for £560, with two Native Reserves carved out; the 79 acre Ta Keke and 381 acre Mangataiore Reserve. Takeke was on-sold in 1877 for £70, and 191 acres of Mangataiore was subsequently sold. The Maungataniwha Block No. 1 extended northwards from the centre of the range, to Peria (ANZ Record No. R12153644).

The original Deed for Maungataniwha No. 2 West is provided in Appendix C but the text and signatories are as follows (Turton 1877: 18-19):

“This Deed written on this 14th day of January in the Year of our Lord 1863 is a full and final sale of conveyance and surrender by us the Chiefs and People of the Tribe "Te Rarawa" whose names are hereunto subscribed And Witnesseth that on behalf of ourselves our relatives and descendants we have by signing this Deed under the shining sun of this day parted with and for ever transferred unto Victoria Queen of England Her Heirs the Kings and Queens who may succeed Her and Her and Their Assigns for ever in consideration of the Sum of Five hundred and sixty pounds two shillings Pounds to us paid by Henry Tacy Kemp on behalf of the Queen Victoria (and we hereby acknowledge the receipt of the said monies) all that piece of our Land situated at Mangonui and named Maungataniwha—(West) the boundaries whereof are set forth at the foot of this Deed and a, plan of which Land is annexed thereto with its trees minerals waters rivers lakes streams and all appertaining to the said Land or beneath the surface of the said Land and all our right title claim and interest whatsoever thereon To Hold to Queen Victoria Her Heirs and Assigns as a lasting possession absolutely for ever and ever. And in testimony of our consent to all the conditions of this Deed we have hereunto subscribed our names and marks. And in testimony of the consent of the Queen of England on her part to all the conditions of this Deed the name of Henry T. Kemp, District Commissioner is hereunto subscribed. These are the boundaries of the Land commencing at a Hill named Puketoetoe, along the survey lines to Te Huinga, thence along the survey lines to a point known as Tapuketukituki, thence along, the survey lines to a point called Opou on the Kaitaia Stream, thence along the survey lines, returning towards the Kaitaia River, thence along the Kaitaia River to the Native Reserve known as Mangataeore, thence along the survey line of the Native Reserve to a Peg on the Kaitaia river, named Kowhatupotaka-taka, thence along the survey line to the starting point at Puketoetoe.

Receipt for £560. 2. 0. Received this 14th day of January in the Year of Our Lord One thousand eight hundred and the Sum of Five hundred and sixty 2s. Pounds sterling being the consideration money expressed in the above-written Deed to be paid by Henry T. Kemp on behalf of Her Majesty the Queen to us.

(Signed) Wiremu Pikahu.

Na Wharerau x.

Rei: Kiriwi.

Ko Te Huhu.

Rapata Take.

Na Te Kepa Taiaroa.

Rutene te Wa.

Na Wiremu Kingi.

Witnesses—

Henry Grover, R. M. Clerk, Mangonui.

Henry S. F. Richardson, Surveyor

W. B. White, Residt. Magte.”

H. T. Kemp.

The survey of Ta Keke is on plan ML 109, and the block is located immediate east of the Takahue Road intersection. Archives New Zealand contains a certificate of title issued in 1865 with the owners named as Tohuora Parahiku, Wharerau Te Rata, Ngapipi Mumu, Hore Ngakoti, Hemi Pau, Pita Tohia, Rupene Hopewai, Rapiana Tohe, Rata Te Ahi and Nopera Kirione (ANZ Record No. 1029).

The title investigation for Ta Keke is contain in Native Land Court Northern Minute Book 1: 7, with the hearing held on 30 December 1865 immediately after the investigation into the Wai Mamaku Block discussed below. Tohuora Parahiku stated that the 79 acre block of that name surveyed by Campbell, reserved out of the Maungataniwha Block, and named those who claimed the land as in the preceding paragraph. His claim was supported by Wharerau te Kanohi and title was issued in January 1866.

The Manga Tai Ore reserve is shown on ML 389, also from 1866, and extends either side of the highway from Victoria Valley Road to Kitchen Road. Archives New Zealand has a Certificate of Title issued in 1867 to Hemi Te Pau, Maihi Te Huhu, Karipa Ehakai, Nopera Kiriona, Ngatawa Pana Kareau, Hakitara Paea, Nopera Puru, Watene Pipi, Henare Waha and Tipene Te Taha (ANZ Record No. 1043).

Maori Land Court Northern Minute Book 2: 33 contains the record of the title investigation, attended by Hemi Te Pau, Nopera Kiriona and Kapira Ehakai on 15 March 1867. Hemi Te Pau states the block is reserved out of the Maungataniwha Block for their own use based on the ancestor Te Ure (or Ku?) Paraoa; the Maori Land Court database refers to Te Ku Paraoa while the survey plan has an annotation Te Ure Praoa (sic) within a clearing on the block. Nopera Kiriona agreed with Hemi Te Pau’s statement, noting that there was no person to interfere with the claim and they did not wish it to be sold. Kapira

Ehakai also agreed, noting he lived on the land and cultivated it. Surveyor Samuel Campbel also attested the claimants were living and cultivating on the block.

In the early to mid-1890s, Huirama Ngatawa of Mangonui made several claims to a share of Mangataiore. In 1896 he wrote to the government asking under whose authority the share of the deceased Ngatawa P. Kareau had been assigned to someone else and was still inquiring into the Ngatawa Pana Kareau succession in 1915 (ANZ Record No. 1891, 183 and 850; 1895/1207; 1915/2285).

In 1915, Wairama Maihi who was the son of Maihi Te Huhu wrote to the Native Affairs Parliamentary Select Committee, asking that his father's share of Mangataeore (sic) be transferred to him, his brother and his sister as the current successors (Hariata Pene and Paurini Wahanui) were not children of Maihi Te Huhu (ANZ Record No. 1915/2568). On investigation, it became apparent that Pene and Wahanui who were cousins of Maihi had been added as successors by Wairama Maihi himself in 1896, upon the death of his father.

The claim and definition of relatives interests went through the Maori Land Court in 1915 (Northern Minute Book N0.37: 72, 74, 88-91, 110-111).

The land was obviously much contested as in 1916, Herepete Karipa and seven others wrote asking that the land be re-vested as disputes had arisen about individual holdings ANZ Record No. 1916/4001).

The Kaiaka Block was the last Crown purchase before the Native Land Court was established in 1865. It comprised 7367 acres of broken country north of the Maungataniwha Block and Victoria River, purchased for £1114 or 3s an acre, the second highest per acre rate of all Crown purchases. In February 1865 Civil Commissioner W. B. White wrote to District Commissioner Kemp stating that despite it being superior land that local Maori had long declined to sell he had argued the price down from 5s per acre to 3s per acre for 8000 acres, and that the Kaiaka Block had been surveyed but not mapped (White to Kemp, 24 February 1865 in Turton 1883: 17).

The original Kaiaka Block deed is contained in Appendix C but the text and signatories are as follows (Turton 1877: 26-27):

"This Deed written on this thirtieth day of May in the year of Our Lord 1865 is a full and final sale conveyance and surrender by us the Chiefs and People of the Tribe Te Patu (Rarawa) whose names are hereunto subscribed And Witnesseth that on behalf of ourselves our relatives and descendants we have by signing this Deed under the shining sun of this day parted with and for ever transferred unto Victoria Queen of England Her Heirs the Kings and Queens who may succeed Her and Her and Their Assigns for ever in consideration of the Sum of one thousand one hundred and fourteen 1/- Pounds to us paid by W. B. White Esqre. Civil Commissioner on behalf of the Queen Victoria (and we hereby acknowledge the receipt of the said monies) all that piece of our Land situated at Mongonui and named Kaiaka the boundaries whereof are set forth at the foot of this Deed and a plan of which Land is annexed thereto with its trees minerals waters rivers lakes streams and all appertaining to the said Land or beneath the surface of the said Land and all our right title claim and interest whatsoever thereon To Hold to Queen Victoria Her Heirs and Assigns as a lasting possession absolutely for ever and ever. And in testimony of our consent to all the conditions of this Deed we have hereunto subscribed our names and marks. And in testimony of the consent of the Queen of England on her part to all the conditions of this Deed the name of William Bertram White Civil Commissioner is hereunto subscribed. These are the boundaries of the Land commencing at the North from Boundaries. Taumerekauri, Mangatete to the Toatoa block to Tutaihika. On the East by a surveyed line, Native Reserve, in the Maungataniwha West

No. 1 block, to Waitotira Creek, along the Creek to Hokotuku, to Te Puihi, along the surveyed line to Mahititawa to Te Kati to Tetaporoahi, Opake, on to Te Pahi. On the South by Maungataniwha West No. 2 to Kotengenioru, then by the Victoria river to Parakokopu. On the West from Parakokopu by land belonging to Natives by a surveyed line to Tearawhati on to the Puihi Creek, along the Creek to the Kaiherehere to the Kaiherehere Creek, up to the Taumerekauri.

Witnesses to the payment and signatures—

Reihana Kiriuri.
Karaka Waruora.
Timoti Papata.
Hone te Karu.
Puru.
Rupene Hopewai.
Ko Wi te Hau.
Neho Wetekia.
Pane te Pae.
Tipene Taha.
Rakena.

Received this thirtieth day of May in the Year of Our Lord One thousand eight hundred and sixty five the Sum of one thousand one hundred and fourteen 1/- Pounds sterling being the full consideration money expressed in the above-written Deed to be paid by W. B. White Civil Commissioner on behalf of Her Majesty the Queen to us.

Witnesses—

Rutene.
Hare Reweti.
Karaka.
Reihana Matiu.
Raphana Tohe.
Tohuora.
te Wiremu Pi Ka Hu.”

The 154 acre Waimamaku Reserve was carved out of the block next to the Victoria River, along with three others. The Muriwhenua Report (Waitangi Tribunal 1997: 236) states that none of the reserves were identified in the Kaiaka Deed or Plan and the reserves must have been arranged after the sale.

The survey of the Wai Mamaku reserve is contained on land plan ML 106 from 1866 showing the reserve approximately on kilometre east of the State Highway 1/Takahue Road intersection. Maori Land Court Northern Minute Book 1: 7 contains the record of investigation into the Waimamaku title in December 1865. Wharerau Te Kanoho states that the block shown in the survey undertaken by Campbell was to be reserved from the sale of the Kaiaka Block for himself and Hehi Wharerau. Hehi Wharerau confirmed the others' statement. This was confirmed by Karaka Karau and there was no opposition to the claim, so title was granted to the two claimants in January 1866

Archives New Zealand contains a certificate of title for “Waimamaku at Victoria”, issued to Wharerau Te Kanoho and Hehi Wharerau in 1865-1866 (ANZ Record No. 1030). The Muriwhenua Report notes the land was sold in 1941, and Archives New Zealand has an alienation file wherein the land was purchased by James Maurice Panther (ANZ Record No. 33910C).

In 1868, a report was made by W. B. White, the Resident Magistrate in Mangonui, in Reports on the Social and Political State of the Natives in Various Districts at the Time of the Arrival of Sir G. F. Bowen (AJHR 1868 Session 01-A04: 36). He noted that on his first arrival, twenty years ago, on visiting Ahipara, he was struck by the size of the Rarawa population their large villages and pa, and the extent of the cultivations and quantities of produce being sent to Mangonui to supply the whalers then visiting the port, besides wheat, corn, onions, exported to Auckland, and even Sydney. By 1868 he described the area as a wasteland, the population dwindled to a few hundred. A census taken in 1858 gives the population of this district as 2,362. No census had been taken since, but he noted that year earlier, a dispute about some land assembled two-thirds of the male adult population in Victoria Valley, about 300 fighting men; he had heard from CMS Missioner Mr. Puckey, of Kaitaia, that fifty years earlier, Nopera Panakareao's father could lead over 2,000 fighting men.

By 1872, work had started on a road to connect the Victoria Valley with Mangonui, according to the 1872 Public Works Statement (AJHR Session 1 B-02A 1872: 5). In his 1875 report, Resident Magistrate White reported that the local Maori were enthusiastic regarding the establishment of a school at Victoria Valley, as had occurred at Ahipara. They had also engaged with building the bush track to Victoria Valley funded by the Auckland Provincial Government through the Ahipara and Mangonui Road Boards and constructing roads and culverts, but both Maori and European residents were disappointed that no work had been undertaken by the Public Works Board (AJHR Session 1 F-03 1872: 5).

The first European settlers into the valley included the Panthers, Switzers and Kitchen families, taking up lands under the Homestead Act and arriving via Mangonui in the 1870s.

A school was proposed for Mangataeore in 1873, shortly after the school at Kaitaia was proposed. The Mangataeore School would be the fifth in line, after Kaitaia, Peria, Kohumaru near Mangonui, and Parapara near Taipa, and ahead of schools at Taupo Bay, Herekino and Motukaka (Native Schools, AJHR Session 1, G-04, 1873: 7). At about that time, there were 57 Maori living at Mangataeore, identifying as Ngatiterangi hapu of Patu. There were 32 males and 25 females, 27 under fifteen (Approximate Census of the Maori Population. AJHR Session I, G-07, 1874: 1). George Kelly, writing in the absence of Resident Magistrate White of Mangonui noted that a typhoid and measles epidemic had hit the Maori population hard in late 1874 and early 1875, leaving to a decrease in population. There were 38 Maori at Mangataeore that year, 20 males and 18 females, and 20 were under fifteen (Census of Maori Population, 1878. AJHR Session I, G-02, 1878: 1, 11). Note in this report, they are referred to as being affiliated with Ngatitaranga.

The school was opened in Victoria Valley in 1880, under Master James Patton at a salary of £110 per annum. £53 was spent on the school building and furnishings that year (AJHR Session I, E-01 1881 Appendix: 9) and £219 in 1879 for the establishment (AJHR 1880).

The Mangamuka-Victoria Valley Road

In the 1870s there were still no roads between Okaihau and Kaitaia. In the 1875 Public Works Statement reported to the House of Representatives, three miles of clearing, three quarters of a mile of side cutting, and a number of bridges and culverts had been undertaken between Okaihau and the Waihou River (AJHR 1875 Session 1, E-03: 53).

The Crown Lands Department report of 1880 (AJHR 1880 Session I C-0 1880: 6) states that 30 miles of bridle track had been surveyed from the north side of the Hokianga opposite Herds Point (Rawene) to Victoria Valley, with seven or eight miles completed at either end. The form of the bridle tracks under construction are described as a carefully-graded line which could easily be widened to dray road width and serve as a main road as time and money permitted, with the bush felled for at least half a chain and generally one chain wide. The road, via Papinga, Broadwood and Takahue was surveyed from 1878-

1880 and completed for horse traffic in 1880, was 28 miles in length and maintained a 1 in 10 grade despite a climb of 1160 feet to get over the saddle north of Broadwood. It cost £4,938, including some of the survey and was the first road to connect the Hokianga with the Far North (AJHR Session I, C-04 1881: 31).

In 1882, the Surveys of New Zealand Report for 1881-1882 (AJHR Session I, C-03 1882: 19) reported that J. Garsed had explored about 17 miles of the proposed route of the Great North Road between Okaihau and Kaitaia, crossing the Maungataniwha range at about 1,100 feet. The report noted that Garsed had obtained a grade of 1 in 21, suggesting that crossing the range would come at considerable cost due to the steepness of the required cuttings and because it would be made through forest. Work was due to start in the spring of the following year.

In 1883 the first tenders were let for the Okaihau to Victoria Valley Road were let. The European communities had been advocating for a road outlet since the late 1870s, but political inertia and delays in negotiating access over the substantial amount of Maori land involved meant that progress was relatively slow. In September of that year, a line through the gorge and over the range was surveyed by J. Garsed, and a specification for the road including bridges, embankments, and culverts was prepared.

A Joshua Garsed served as Forest Ranger for the Puhipuhi Forest in the mid-late 1880s, and was the nephew of Surveyor General S. Percy Smith, and may be the J. Garsed in question. He served in the militia in southern Taranaki and had connections with Whanganui. Regardless, as well as surveying the road and preparing the specification, Garsed was involved in its construction in 1884-1885, supervised by E. Fairburn.

The work was not without problems, even in the early stages. H. W. Bishop, the Resident Magistrate for Mangonui reported in May 1884 in Reports from Officers in the Native Districts that at the Victoria Valley end, Garsed was turned off the land and prevented from cutting his line through the Mangataeore Block by the owners. Despite being fined £10 and costs, the opponents continued to frustrate the survey as they did not want the road through their land (AJHR 1884 Session 2, G-01).

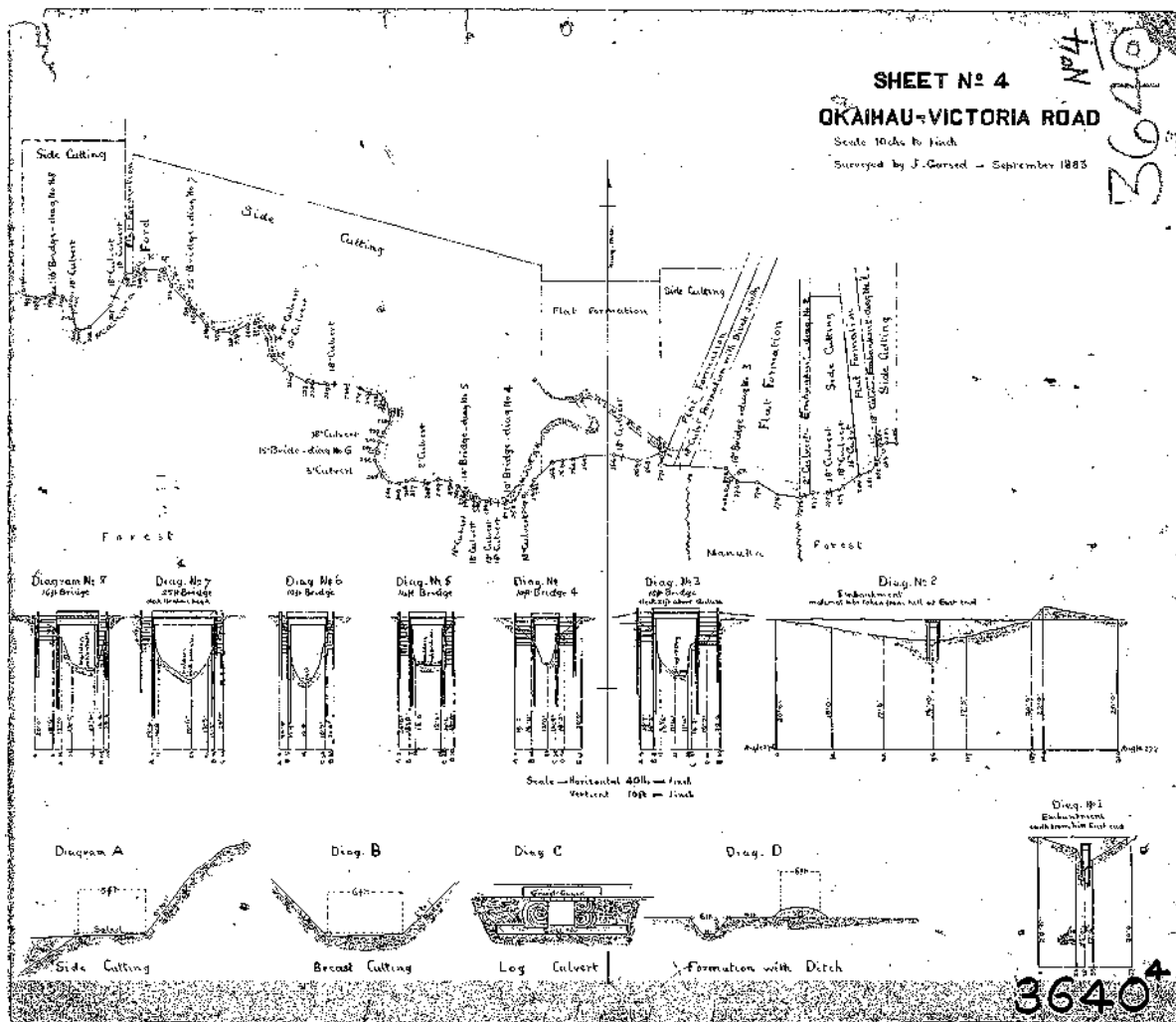


Figure 27: SO 3640/4 Okaihou-Victoria Valley Road. J. Garsed, 1883. This plan shows exemplary elevations road formation and structures which do not appear to have been built before 1900.

In 1884 the New Zealand Herald reported that access to Victoria Valley was available from three directions, including from Mangamuka Bridge where the surveyor had laid his line over the range to Victoria Valley and works on the road were progressing, although the road only extended seven miles north of Okaihou at that point (New Zealand Herald, 12 January 1884).

The Appendix to the Journal of the House of Representatives report on Surveys of New Zealand (AJHR 1886 Session 1, C-01A: 22) and specifically reporting on the progress of roads being opened up to access Crown Lands reported on progress on the Okaihou-Victoria Valley Road, noting that the 1885 report conveyed that 17 ¾ miles of road had been constructed north of Okaihou, with 10 miles of cart road and 7 ¾ miles of bridle track beyond that. Another 4 ½ miles was added in the most recent year, taking the road as far as Mangamuka, where a bridge was being constructed over the river by a contractor. There is no reporting on the road prior to this date.

The 1886 Surveys of New Zealand report (AJHR 1887 Session 2, C-02: 14) reported that the Mangamuka Bridge had been built and another half a mile of bridle track completed. From that point the road ran through Maori land and local Maori were under contract to build one and a half miles of bridle track. The works would soon reach the junction with the Oruru Road which was being built by the Mangonui

County, and while only 7200 acres of Crown Land would be opened by the government road, a huge additional acreage of Crown and private land would be indirectly served by the new road. The work was being project managed by E. Fairburn with direct supervision by G. G. Menzies. The bridge is likely to have been the one approximately 400m west/downstream of the Mangamuka bridge, which is shown on an 1894 survey plan discussed in the next section. The Oruru Road appears to run along the line of what is now Iwitaia Road and Abraham Road, running northwards from the later to Te Karoa Road on the north side of the Maungataniwha Range. This alignment is also shown on two other plans from 1894 where it is described as a cut road to Oruru.

The 1887 Surveys of New Zealand report (AJHR 1888 Session 2, C-01A: 15) noted that the bridge previously reported on over the Mangamuka River had a 130 foot span and that in the preceding season, 230 chains (almost three miles) had been constructed, comprising 27 chains of cart road and 203 of bridle track. The junction with the Oruru bridle track had also been met that year. The 1889 report (AJHR 1889 Session 1, C-01A: 18) noted little progress, as local Maori had been tied up with land disputes and sittings of the Native Land Court. One of the two contracts let the year before had been completed, and 34 chains of bridle track and 24 foot of bridging had been undertaken, with the road now extending past the Oruru road junction. The costs had not increased as inspection of the finished work had been done at the same time as the inspection of the Oruru_Fern-Flat road. To the south, eleven miles of Bridle Road between Mangamuka and Waihou Bridge had been maintained and repaired.

The 1890 report (AJHR 1890 Session 1, C-05: 21) notes that in the year prior, work on the south side of the range had stopped in favour of the north side, as improving that end would have the greatest immediate positive impact for the European settlers. Accordingly, a six foot wide road formation 14 chains long and 20 foot of bridging was undertaken, along with four miles of grading and pegging by Mr Grut. Repairs had also been undertaken on the already formed piece of road, largely as a result of fires. Mr Menzies continued to have charge on the south side.

By 1891, an additional 17 chains of bridle road had been formed, largely on the northern side of the range, with an additional two miles and 20 chains of bridle road improved and six miles maintained. One hundred and eighty chains or two and a quarter miles of forest had been cleared (AJHR 1891 Session 2, C-01: 19).

Reporting changed at this time, with roading now reported in the Department of Lands and Survey's annual report to the House, with somewhat less specificity. The 1894 report (AJHR 1894 Session 1, C-01: 36) noted that three miles of bridle track had been opened on the Victoria Valley side, and eight miles on the Mungamuka side. The eight miles of bridle track between Mangamuka and the Waihou River had been put in good order and further work would be undertaken shortly to extend the bridle track northwards, the survey of the intervening land being in hand.

In 1893 a correspondent to the Northern Advocate (7 October 1893), noting the possibilities of settlement for Rangiahua noted that the road northwards was still only a bridle track "...which wise people shun as much as possible. If a good metal road were formed right through the Victoria valley it would give a wonderful impetus to settlement and would open up thousands of acres of land, a large extent of which is covered in valuable timber." He goes on to note that the land in the Mangamuka Valley is as good as anywhere in the colony but it "might as well be at Timbuctoo" as far as access went.

The 1896 Department of Lands and Survey annual report (AJHR 1896 Session 1, C-01: 47, 49) noted that to get from Ohaeawai to Awanui there were "two routes available, one via Kaeo-Iwitaia and Mangonui, the other vid Okaihau-Rangiahau and Victoria Valley. Neither of these roads are constructed, though the first is available for horse-traffic throughout; the other being only formed to Mangamuka. From here, however, connection is made with the Mangonui-Awanui Road by a branch line via Fern Flat. Should it

be determined to construct any of these roads so as to be available for wheel-traffic, it will be necessary to make several deviations to obtain better grades”.

The 1896 report later notes that “This road traverses a portion of three counties, and is of a total length of about forty miles. It is one of the routes referred to in my report on the Warkworth-Awanui Road, and, in my opinion, ought to be the one selected as the Great North Road. It is made available for wheel-traffic between Okaihau and Rangiahua, from Rangiahua to Mangamuka, about eight miles; at the Victoria Valley end about three miles are constructed a bridle-track, and nine miles are yet to be constructed. During the year about 29 chains of road have been constructed and metalled, and the bridges repaired as far as possible with the money available. If this line is to be properly formed, several deviations will be required, which will considerably shorten the road. The exceedingly dry summer and extensive bush fires have destroyed and injured several bridges and culverts, so that a considerable sum is now required to do general repairs during the coming year”.

In 1897, the Annual report (AJHR 1897 Session 2, C-01: 47), the road is still only a bridle track from Rangiahua to Mangamuka and has yet to be formed through to Takahue. Traffic still has to travel via the northern deviation via Fern Flat. The Surveyor General still supported the road being opened as it was the most direct route northwards but little more than repairs and maintenance has occurred on the existing formation in the previous year. The 1898 report suggested little progress being made, and that “from Mangamuka northwards the line was laid out but never constructed, except about two miles at the northern end, which was done to give access to settlers and to the Takahue Block” (AJHR 1898 Session 1, C-01: 44). In 1898 the situation had not progressed north of Mangamuka as the land was still in Maori ownership, although parts of the Rangiahua to Mangamuka section had been widened and improved. On the north side there was two miles of cart road to provide access between Victoria Valley and Takahue (AJHR 1899 Session 1, C-01: 47). The 1900 report (AJHR 1900 Session 1, C-01) provides no information on the road between Mangamuka and Victoria Valley.

The 1901 Annual report states the road had been formed three miles towards Victoria Valley from Mangamuka at that time but that very little had been done recently due to a lack of funds and the existing road was in very poor repair. Nine miles of road required forming and grading before the Victoria Valley and Takahue Block could be reached (AJHR 1901 Session 1, C-01: 67). After 1901, the annual reporting of progress on the road in the AJHR appears to have ceased, although the Public Works Department published its annual accounts which sometimes included money spent on the road through the first two decades of the new century.

On 4 May 1908, the Northern Advocate reported that work on the “through road” between mangamuka and Victoria Valley had been suspended due to a lack of funds. The report bemoaned the delay in completing the road as once finished it would open up thousands of acres for settlement including valuable timber country. The land was currently owned by Maori but the correspondent hoped the Native Land Court would find some way of “dealing with it”.

In 1910, the Maunganui Country A. and P. Association met in Kaitaia and among other business passed a resolution asking the government to build the Victoria Valley-Mangamuka Road in order to open up direct communication with the Bay of Islands (Northern Advocate, 9 May 1910). In July 1910, local settlers in Kaitaia asked Maunganui County Councillor Masters to ask via Member of Parliament Vernon Reed what steps had been taken to open up the road (Northland Age, 25 July 1910).

On 3 December 1910, the Northland Age reported that settler’s wishes were finally granted with £500 voted by the government for construction of the road. The correspondent stated it was astonishing that it had taken so long to secure a road through some of the richest land in the Dominion and which would save 40 miles on a trip between Kaitaia and the Bay of Islands.

In 1911, Vernon Smith and the Royal Commission of Inquiry into North Auckland Railroads visited the area, taking two days to travel from Kohukohu to Kaitaia via Mangamuka and returning via Broadwood. Over the Mangamuka road the party experienced great difficulty with MP Stalworthy thrown from his horse into a boghole, and Mr Reed's horse falling through a bridge (Northland Age, 22 April 1911). It is not clear whether they travelled by the northern deviation through Fern Flat and Peria, or via the road still under construction.

In 1915, local communities were still arguing about which route between Mangamuka and Kaitaia should be improved. A correspondent to the Northern Advocate argued (Northern Advocate, 15 March 1915) that the communities should put aside local jealousies and join together in one voice and lobby central government for a "thoroughly serviceable road" to link the Maungonui and Hokianga Counties and provide access to the railhead, and suitable for motorised traffic and other vehicles. While the easiest route would be via Oruru and Fern Flat to Mangamuka, the route from Victoria Valley to Mangamuka would be more central.

In the Public Works Statement of 1917 (AJHR 1917, Session D-01 :) bush had been felled for a distance of 34 chains, the road widened 86 chains, and 12 chains of dray road formed, 11 of which were in rock), and 230 chains of road repaired.

In April 1919, MP Vernon Reed attended a meeting of the Hokianga Council to present a proposal whereby central government and the two local councils would each contribute to the cost of metalling the road from Victoria Valley to Mangamuka and Rangiahoua, estimated to cost £18,000; the government would contribute £3000 per annum for three years to undertake the work.

Improvements to the roads had been delayed by disagreement over priorities between Mangonui and Hokianga County, and central Government. An attempt to fund improvements to the road over the Takahue saddle so it could act as a temporary mail route to the railhead at Rangiahoua was turned down by the counties in fear that they would lose the opportunity to improve the Mangamuka and Fern Flat Routes. Later in the year, Reed was successful in bringing the counties on board. at which he was informed the Council would sign up to his proposal to immediately metal the road from Rangiahoua through to Mangamuka and Victoria Valley, with Hokianga and Mangonui County contributing 25% each and central government 50% of the cost (Northland Age,)

In 1920, 270 chains were widened and 15 chains of new formation completed, and filling, metalling, culverting and removal of slips was carried out (AJHR 1920, Session 1, D-01: 27). The 1923 Statement reports 16 miles 32 chains first class formation, 9 miles 10 chains second-class surfacing, together with 3,809 lineal feet culverts completed on the Victoria Valley-Mangamuka Road (AJHR 1923 Session 1-2, D-01: 42). In 1924 six miles of dray road were completed and three miles metalled (AJHR 1924 Session 1, D-01: 42). By 1926 78 chains of road has been widened, 103 chains. metalled, and 280 chains blinded (AJHR 1926 Session 1, D-01: 47).

The 1928 Statement reports that for the first time a fully metalled road route was opened between Kaitaia and the railhead at Okaihau through Mangamuka. Six and half miles of deviation were completed, the base course of limestone was laid and rolled, and one mile of metal laid (AJHR 1928 Session 1, D-01: 142). This would appear to be the conclusion of a 45 year project to transform the road from a walking track to bridle track to dray road to metalled road suitable for motor vehicles.

There is one published account of a fatality of a road worker. Henry Clay was killed in 1921 while working on the road (Northland Age, 11 October 1921) but many accounts of car accidents, fatal and non-fatal in the 1920s and 1930s. There are no particulars of Mr Clay's death, and no inquest was subsequently reported on. There is a Coroner's inquest file from 1921 for Henry Clay, presumably the same man, in the Archives New Zealand Wellington repository (ANZ R23724037).

Throughout the period from 1890-1910, funds were being spent on the Mangamuka-Oruru Road via Te Korua and it appears that maintaining this link between the east coast and Hokianga was the priority by far, as it was far quicker than going the long way around via Broadwood and Kohukohu, or Kaeo and Okaihau. During the war years, the issue of roading was side-stepped as the alignment of the railway north of the Waihou was debated.

The road remained a bridle track through the gorge and there is no indication that the structures on the 1883 plan had been constructed by that time.

5.4 Review of Historic Maps and Plans

Ninety historic survey plans were examined in order to identify potential archaeological, historic and cultural heritage features, from Mangataipa/Mangamuka Bridge north to the Takahue Road intersection of State Highway 1, a stretch of approximately twenty kilometres of road. These plans were produced between 1862 and 1931. Thirty-two plan sheets illustrated the positions of features of archaeological, historic and/or cultural interest in the project area, and were georeferenced into GIS software. The features digitised into points, lines and polygons so their location assessed against State Highway 1 and areas of work.

Review of the plans identified more than 450 features in the vicinity of State Highway 1 including "Native Reserves", wahi tapu and cemeteries, domestic, commercial and public or community buildings, sheds and other outbuildings, cultivations, orchards and individual fruit trees, tracks, bridges, culverts, names of places, owners and occupants, and descriptions of topography, vegetation and soils, some of which (such as clearings, areas in fern or light manuka/kanuka 'scrub bush' regenerating forest, or areas described as having good soil may be indicative of past human occupation or horticulture).

Key plans which indicate the locations of pre-1900 features which may have a physical/archaeological component or are otherwise potentially significant are discussed below in chronological order and illustrated in Figure 27-Figure 35. The plans are provided in Appendix C and tables of digitized features are provided in Appendix D.

SO 802

SO 802 (1862) is the plan of the Maunga Taniwha (Maungataniwha) West No. 1 and No. 2 Blocks undertaken by S. Campbell in 1862. The plan is in very poor condition and due to illegibility and skew the scanned copy is poorly registered. Nevertheless it shows the names of the original European settlers who took blocks on the difficult country north and south of the highway on the western side of the range and into the Victoria Valley.

ML 12805 and SO 867

ML 12805 (1862) is the plan of the 11,000 acre Maungataniwha West No. 2 Block, surveyed by Campbell and Richardson. Along with descriptions of topography and forest cover, it also shows the western end of the old bridle track from Victoria Valley to Mangamuka and Oruru. The line of the bridle track runs westwards towards Kaitaia, on or adjacent to the line of the current highway until the vicinity of the Takahue Road intersection, where it takes a more southerly route.

Half a kilometre west of the Kitchen Road intersection with the highway, the survey plan also shows a "Native Reserve" south of the Victoria River and cut by the highway, along with the annotation "Te Ure o Paraoa", with the land further west being described as "Very good soil, Level Land".

SO 867 (1862) is the plan of the almost 13,000 acre Maungataniwha No. 1 Block, also surveyed by Campbell and Richardson. It shows the bridle track splitting to Mangamuka, Oruru and Waimate at the

summit of Maungataniwha, and also shows the separate track from Victoria Valley to Oruru via Peria. It shows 6000 acres belonging to Wiremu and Reihana, and almost 7000 acres belonging to Wiremu alone.

ML 106

ML 106 (1866) is the survey of the 154 acre Wai Mamaku (Waimamaku) Block, between the Maungataniwha No. 2 and Kaiake Blocks and immediately east of the SH1/Takahue Road intersection. It straddles the Victoria River and the Highway and historic Missionary bridle track run along the southern boundary. Most of the land either side of the river is cleared, and there is a wetland south of the road/bridle track.

ML 109

ML 109 (1865?) is the plan of the Ta Keke (Takeke) Native Reserve, surveyed by Campbell and located immediately west of Wai Mamaku around what is now the Takahue Road intersection. It shows both the original surveyed road line following the bridle track, and the 1972 road taking for the current alignment of the highway and intersection.

Three enclosures are shown, two on the south side of the Victoria River and one on the northwest side. The central, southern enclosure appears to have a structure within it, adjacent to the bridle track alignment. These features are 180-200m from the highway, with the highway either following the bridle track or diverting up to 300m from the original alignment.

ML 389

ML 389 (1866) is S. Campbell's survey of the 581 acre Manga Tae Ore Block (Mangataiore) at the eastern end of Victoria Valley, on the south side of the river south east of the State Highway 1/Victoria Valley Road intersection.

The plan shows one apparent enclosure annotated "Cultivation" between the current highway and the river, and four other apparent enclosures, one with what appears to be a structure. The cultivation is 160m from the highway. The highway also cuts through a clearing immediately north west of the lower Kahikatea Stream annotated "Te Ure Praoa (sic)"; this is the ancestor Te Ure Paraoa through whom claim to the land was made at the 1866 title investigation.

The Oruru and Victoria Valley Road is shown. Two apparent later annotations show additional road lines, including one by Wheeler in 1888 along with the plan reference (SO) 5029.

SO 798

SO 798 (1867) is the plan of roads taken through the Kaiaka Block, surveyed by Campbell in 1867. The Kaiaka Block is the land north of the Victoria Valley River, excluding the Ta Keke and Wai Mamaku reserves.

This survey formally surveyed the line of the CMS missionary bridle track south of the river, and where it crosses over the river and along the southern side of W. F. Thompson's land as it turns northeast towards Mangonui, ultimately following the line of what is now Peria Valley Road.

SO 1031

SO 1031 (1876) shows homestead selections in the Kaiaka Block, north of the Victoria River. C. White's 100 acre Section 65 and W. F. Thompson's 200 acre Section 66 immediately north of the river are shown, with the land immediately adjacent to the river cleared, and the Victoria Valley road on the

southern side of the water. The road is what is now the highway, and Victoria Valley Road from the highway intersection east and over the river, being the-then road to Mangonui. The line of what is now Panther Road is surveyed, including the intersection with highway; that area is cleared but further north and over most of the Panther's Section 67 is forest, with a small central clearing.

SO 1426

SO 1476 (1870s) is the topographical plan of the Takahue District. It shows the lines of existing and proposed tracks from Victoria Valley to Ahipara and Takahue, and from Takahue to Whangape and Hokianga. Along with the tracks, groupings of small black squares suggest kainga or Maori villages in the different valleys.

SO 1969

SO 1969 (1879) is the plan of the Victoria Valley school site, surveyed out of W. F. Thomson's land by Sidney Weetman. The school site is an acre square on the north side of what is now Victoria Valley Road but then was the road between Ahipara and Mangonui. The school site is now the site of the Victoria Valley Hall, and is adjacent to closed 2020 spoil site.

ML 3608/A

ML 3608/A (1880) is a sketch map of the Mangamuka and Operehu Blocks. At the southern end it shows a tapu area in a bend of the Mangataipa Stream, and the 118 acre property of Webster and Campbell on the eastern side of the Mangamuka River, along with their house. On the western side of the river in the centre of the valley it shows Kauhoehoe, site of the old school. The edge of the bushline is shown around the Mangamuka and Operehu valleys.

ML 3007/4

ML 3007 (1880?) is the centreline survey of the section of the Okaihau-Victoria Valley road, from to the confluence of the Mangamuka River and Operehu Stream to the Waihou River. It is undated but has an annotation from 1880 and shows the location of the Mangamuka School established in 1879-1880. It shows the-then road survey through the valley on the eastern side of the river, with fenced enclosures on both sides of the river at/south of the Operehu outfall, each with multiple structures inside. A suggested bridge location is shown on the Operehu. The enclosures and whare on the western side of the river are likely to be in the vicinity of SH1.

SO 3228

SO 3228 (1891) is the survey of what is now Peria Valley Road, planned to replace the old bridle track to Mangonui and undertaken by Campbell and O'Neill. At the lower end by the school and Victoria Valley Road, the new alignment runs south of the old track while to the north east it runs north of the bridle track.

SO 3640

SO 3640 (1883) is the survey of the new road through Mangamuka Gorge and over the Mangamuka Range to Victoria Valley. Along with sections of older track, the plan (over four sheets) specifies the formation of the road in terms of cuttings, embankments, bridges and culverts, along with dimensioned elevations of the formation and structures. Approximately 200 of the recorded features are from this series of plans. However further research into the records of road building published by the Public Works Department in the Appendix to the Journal of the House of Representatives suggest that little or

no work was undertaken over the difficult ground through the gorge and over the range until after 1900.

The plan shows more than 150 timber boxed culverts 18 inches to three feet wide, along with 13 bridges ten to thirty eight feet long, and chainage for side cutting, breast cutting, embankments and flat formations with and without drains.

SO 5029

SO 5029 (1888) is Wheeler's 1888 road survey through the Manga Tae Ore Block, taken by proclamation in 1889, and as later annotated on ML 369 (1866). The line of this road is on or immediately adjacent to the existing highway. From the Victoria Valley Road intersection, the survey has a specification for 57 chains of flat formation, six chains of light side cutting, 2 chains of filling and fascining and a further 10 chains of flat formation.

SO 6314

SO 6314 (1891) is the plan of the north end of the Okaihau to Victoria Valley Road, surveyed by Wheeler in 1891. It shows multiple road alignments, including the north end of Garsed's road which was proposed for closing, Campbell's abandoned road which was surveyed 30 years prior as part of the earlier bridle track via the summit of Maungataniwha (both on the south side of the Victoria River), and Wheeler's new line of the road on the north side of the Victoria River. A fourth line of road runs between the other three, and south of the river but there is no annotation to say which iteration of the road it belongs to, but it appears to extend towards the Raetea Valley from a road shown on the Manga Tai Ore Block survey of 1866 (ML 389). All these old road alignments have sections within 100m of SH1.

The plan also shows three houses on the south side of the Victoria River, from north west to south east associated with settlers Switzer, George Kitchen, and Tracy. The Tracy house is 50m from the highway, the Switzer house is 75m from the highway. North of the river the Victoria Valley School Reserve and building is shown.

ML 3608/B and C

ML 3608/B (1894) is the plan of surveyed by W. G. G. Spencer. The survey shows the Mangamuka East or Operehu Block. It shows the northern part of the cut road to Oruru, running north from Mangamuka. A later annotation shows this road was closed on plan SO 29231 (1925). It also shows the extent of clearings around the confluence of the Operehu and Mangamuka River.

ML 3608/C (1894) is the plan of the subdivision of the Mangamuka East Block, also surveyed by Spencer. Notably it shows cultivations on the north side of the Mangamuka River, west of the confluence of the Operehu Stream. The alluvial flats east of the confluence are in fern and scrub. The plan also shows the southern part of the cut road to Oruru, starting just west of the confluence.

SO 7084/3 and SO 7084/4

The SO 7084 (1894) plans show the resurvey of the Victoria Valley – Okaihau Road undertaken by Spencer in 1894, with plans /3 and /4 showing the sections through the Mangamuka Valley and Gorge respectively.

SO 7084/3 shows "Native Cultivations" between the highway and river at the north western end of the valley, from the mouth of the gorge to approximately 700m south of the confluence with the Operehu Stream. The church is present 125m west of the highway, and Spencer's road runs past the church and skirts the edge of the flats and the high ground to the west.

In the centre of the valley, Spencer's road runs to the east of the old school house and an adjacent burial ground; the highway runs closer to these features, at a distance of less than 40m. At the southern end of the valley, Spencer's road and bridge is 400m downstream of the modern crossing, after which the road turns east again for 400m and rejoins the modern highway alignment.

SO 7084/4 generally followed the line of Garsed's road survey, ending at the first switchbacks north of the Tapapa Stream confluence.

ML 6700

ML 6700 (1898) is a plan of the Mangamuka West Block being all the land west of the Mangamuka River to the summit of the range, and north to the main west to east ridge north of the highway. The southern western boundary runs from Kumetewhiwhia west to Mangataipa. The block was surveyed for Te Rata Herewaka and Moko Herewaka, Maraea Pororua and others and was 12,600 acres

It has an annotation "Native cultivations" between the highway and the river at the western end of the valley. It also shows the new Kauhoehoe school site gazetted in 1895 just west of the highway but subsequent annotations suggest this was mislocated, and the actual school site is the current one to the north west. It also shows the original partitions of the block on the western side of the river, but while the acreages can be read, the owners names are largely illegible.

SO 12895

SO 12895 (1904) is the plan of Section 1 and 2 Block XII Takahue Survey District. It was surveyed in 1904 by Percy Ward for J. W. Groves and G. Kitchen and covers land from the highway southwest over the lower Raetea Valley and into the high ground above.

The plan shows the 1300 acre Section 1 and 200 acre Section 2, with access to the rear Section 2 via a road line through George Kitchen's Section 145 and 147. Two road alignments south of where the highway crosses the river near the mouth of the Raetea Valley form the northern boundary of Section 1, with the road immediately west of the current highway described as a graded line to Mangamuka. It also shows a new clearing in the valley. Presumably Groves was surveying access through to his section and breaking it in.

SO 12998

SO 12998 (1904) was surveyed for D. Kitchen, being Section 3 Block XII Takahue Survey District, east of Section 2 noted above and immediately south of the highway. One of the creeks forming the headwaters of the Victoria River runs south to north through the valley, before turning north west into the Raetea Valley proper. A road line is surveyed from the highway south, along the eastern side of the creek and the ground beside the creek is described as good land.

ML 6700

ML 6700 (1907) provides a snapshot of the settlement of the Mangamuka Valley at the start of the 20th century. Whare, from Mangamuka Bridge north to the Operehu. Outbuildings, whare nui, church, school, store and post office buildings are shown, along with wahi tapu, orchards and cultivations. The owners' and other names are shown and the map appears to have been produced with the help of multiple local informants. At this time, most of the river flats appear to have been cultivated in corn, kumera and pumpkins with peach and pear trees scattered throughout.

Many of the features shown will have been built prior to 1900 and depending on subsequent development in the immediate vicinity, will have archaeological features remaining, and most are within

100m of the highway. The river flats on both sides of the Mangamuka River from Mangamuka Bridge to the mouth of the gorge are highly archaeologically sensitive.

ML 9105/1 and ML 9105/4

ML 9105/1-4 (1913) are Percy Ward's surveys of the Mangamuka West Block for the Crown. ML 9105/1 shows the road alignment through the Mangamuka gorge to the road summit. It describes the road at the time as a formed bridle track, with an older line of track over some high ground to the north of the Tapapa confluence with the Mangamuka. This track is within 100m of the highway.

ML 9105/4 shows the road alignment from a kilometre east of the Tapapa confluence, to the centre of the valley. In the centre of the valley, 110m west of the highway alignment is the Puketapu or Kauhau (or Kauwhau) wahi tapu or cemetery. On the eastern side of the highway to the north is an enclosure, with two structures within, 180m from the road. Two school buildings are also shown, along with the post office and whare nui near the river at Iwitaia Road.

SO 18581

SO 18581 (1915) is assistant surveyor F. R. Burnley's plan of sections including Forest Reserve sections in Maungataniwha Block 1 and 2, and the Okaihau-Victoria Valley Road. It covers both sides of the highway alignment from the mouth of the Raeatea Valley to the summit of the road. Section 1, previously owned by Groves according to SO 12895 is now owned by H. J. Clapper, while Section 3 to the east is owned by J. Clark. The land either side of the highway summit is Forest Reserve. The area is described as good river flats with volcanic soil.

ML 9999

ML 9999 (1915) was surveyed by H. C. Cooper and is the plan of several sections in the Mangamuka West block, both north and south of the Mangamuka River at the western end of the valley near the mouth of the gorge. On the north side of the river are enclosures with houses, cultivations, and orchard belonging to Puhipi Tiwene, and enclosures, houses and cultivations belonging to Hemi te Hara and Stannaway.

South of the highway, the line of Makene Road has been surveyed but only the lower part around the intersection with State Highway 1 has been cleared; the area of the Makene Road spoil sites are still in primary forest. To the west, the boundaries of the Mangamuka West 3E Block has been cleared but the centre is still in forest, while further west part of the Mangamuka No.3 DD No. 5 has a fern-covered spur surrounded by forest.

6.0 Preliminary Findings

6.1 Archaeological and Historic Heritage Features at the Slip and Spoil Sites

There are no recorded archaeological sites in the project area. There is one scheduled Site of Cultural Significance to Maori in the project area, the Tapapa wahi tapu. This area is currently being used as a site office for the slip repair project and has been used for spoil dumping in the past. No additional ground disturbance or dumping should occur in this area without further assessment, and the effects of the existing dumpsite should be assessed, and the cultural values of the area identified. Another currentl active spoil dumpsite lies within an area that was cleared in 1866 and associated with the ancestor Te Ure Paraoa.

The highway through the Mangamuka gorge and over the range where the slips and slip repairs are being undertaken was not formed until after 1900, based on newspaper accounts and the records of

the Journal of the House of Representatives. This is despite the line through the most difficult country surveyed and specifications for bridges, culverts, cutting, embankments and a standard formation being prepared in 1883, and the approaches through the Mangamuka and Victoria Valleys being formed by.

The delay in building the road appears to be a result of the difficult terrain, problems with securing the route across Maori land, a lack of funds possibly relating to the Depression of the early 1890s (the worst until the GFC of 2008/2009), and the presence of a usable but longer and easier northern route via Fern Flat and Peria.

Historic research has suggested that every extant slip on the Mangamuka section of State Highway 1 may be within 50m of a structure specified on the 1883 Victoria Valley Road plan, but probably not built, if at all, until after 1900. It is not clear if these structures were actually built, and their locations in relation to the slips is imprecise owing to the poor scanning/plan quality and subsequent difficulty in georeferencing the plans.

Given the ongoing maintenance and improvement of the road since it was finally completed in 1928, the ongoing slips on the alignment, and the expected useful life of timber structures (many made of totara) in that environment, it is unlikely that any of the potential post-1900 structures have survived.

The works being undertaken to repair the slips and stabilise the highway are occurring in areas which have been highly modified by the existing highway formation, which can be expected to have largely destroyed prior iterations of the road, apart from where major deviations have occurred. The treatments being undertaken are also of a form and are in locations that are unlikely to uncover archaeological features. That is to say works on the upslope side of the highway comprise pavement, curbing, channelling and drainage at a level already cut down substantially for the current road formation, with subsurface drains into the hillside. Downslope works for retaining, guardrails etc are over active slips and areas of fill, with auguring for piles providing limited opportunities to view/identify features which may be buried below the current road level.

Nevertheless it is possible that these post-1900 archaeological or historic heritage features, which do not have statutory protection under the Heritage New Zealand Pouhere Taonga Act 2014, may be encountered and require consideration and management based on Waka Kotahi internal policy and general advice provided regarding historic heritage managed by Government departments and other agencies. A table of features in the vicinity of the Project area is provided below (Table 1).

6.2 Archaeological and Other Historic Heritage within 200m of State Highway 1

Outside the specific area of works on the slips and associated locations, there are a large number of potential archaeological sites within 200m of the State Highway corridor between Victoria Valley and Mangamuka. The highway passes through or is immediately adjacent to three Native Reserves, carved out of the Kaiaka and Maungataniwha West No. 2 Block Crown purchases in the mid-1860s. The Ta Keke, Wai Mamaku and Manga Tai Ore blocks were those areas that were of particular significance and or use and which needed to be retained by the vendors in the Victoria Valley. Plans of the three Reserves show clearings, areas under cultivation, whare, and claimants, owners and occupiers of the land in the mid to late 19th century prior to European settlers arriving in the area. They also show the lines of the original tracks between Maori settlements and plantations at Takahue, Ahipara, Kaitaia, Oruru and Mangamuka through the valley and over the Maungataniwha Range, and wetlands and watercourses prior to changes wrought by farmer's drains and raised roadbeds.

Later plans from the 1880s-1900s show the lines of European Roads pushed through both Mangamuka and Victoria valleys, including Garsed's original line, and later lines surveyed by Campbell, Spencer and Wheeler.

Where the highway, roads and other 20th century developments have not occurred, it can be expected that archaeological features will remain from these occupations and activities – houses and whare will leave postholes, hearths, ovens and fire places, midden and rubbish pits, old roads and track may still be present as overgrown cuttings, embankments and raised formations, with culverts and piles for bridges over streams. Where deep ploughing has not occurred, features related to Maori horticultural activities across the river flats may still be present.

From the mouth of the Raetea Valley westwards to Kaitaia, and from the mouth of Mangamuka Gorge running east and then south to Mangamuka Bridge, the margins of State Highway 1 should be considered archaeologically sensitive. No work should occur outside the existing formation without an archaeological assessment and any future spoil dump sites or other off-line requirements will require an archaeological assessment.

Table 1: Slips, Spoil Sites, Other Activities, Features, Treatments and Risk in the State Highway 1 Corridor.

Slip/Spoil Site	Feature within 50m and 50-100m	Source	Treatment	Risk
A1	Graded line to Mangamuka 18" timber boxed culvert Side cutting	SO 12895 (1904) SO 3640 (1883)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	Low
A2	Graded line to Mangamuka 18" timber boxed culvert Side cutting	SO 12895 (1904) SO 3640 (1883)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	Low
A3	18" timber boxed culvert Earlier historic track 50-100m west Side cutting	SO 3640 (1883) SO 12998 (1904)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	Low
A4	18" timber boxed culvert Side cutting	SO 3640 (1883)		Low
A5	18" timber boxed culvert Side cutting	SO 3640 (1883)	Concrete pile and cap; guardrail. Manhole and bored drains	Low
A6	18" timber boxed culvert x3 Side cutting	SO 3640 (1883)		Low
A7	18" timber boxed culvert Side cutting	SO 3640 (1883)		Low
A8	18" timber boxed culvert	SO 3640 (1883)		Low
A9	3' timber boxed culvert Historic track 50-100m north Side cutting	SO 3640 (1883) SO 3640 (1883)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	Medium
A10	18" timber boxed culvert Side cutting	SO 3640 (1883)		Low
A11	15' timber bridge 2' timber boxed culvert 18" timber boxed culvert Side cutting	SO 3640 (1883) SO 3640 (1883) SO 3640 (1883)		Medium
A12	2'6" x 20' totara timber boxed culvert 2' x 25' totara timber	SO 3640 (1883) SO 3640 (1883) SO 3640 (1883)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	Medium

	boxed culvert 2" timber boxed culvert Side cutting *Earlier track 50-100m, upslope	ML 9105 (1913)		
A13	Side cutting *Earlier track 50-100m north	ML 9105 (1913)	Concrete pile and cap; concrete channel; guardrail. Manhole and bored drains	
A14	Side cutting	SO 3640 (1883)	--	
A15	16' bridge Side cutting	SO 3640 (1883)	Overslip cleaned up	Medium
Mangamuka Scenic Reserve	Tapapa Wahi Tapu Flat formation Flat formation with ditch Side cutting	FNDC DP SO 3640 (1883) SO 3640 (1883) SO 3640 (1883)		Medium
Mangamuka Church Road	--	--	--	
Makene Road 1	--	--	--	Low
Makene Road 2	--	--	--	Low
Mangatoetoe Road	--	--	--	Low
Victoria Valley Road	1879 School site	SO 6314 (1891) SO 6314 (1891)		Medium
SH 1	1867 Clearing, "Te Ure o Praoa" (sic)	ML 389 (1867)		Medium



Figure 28: Map Sheet 1 – Heritage Features.

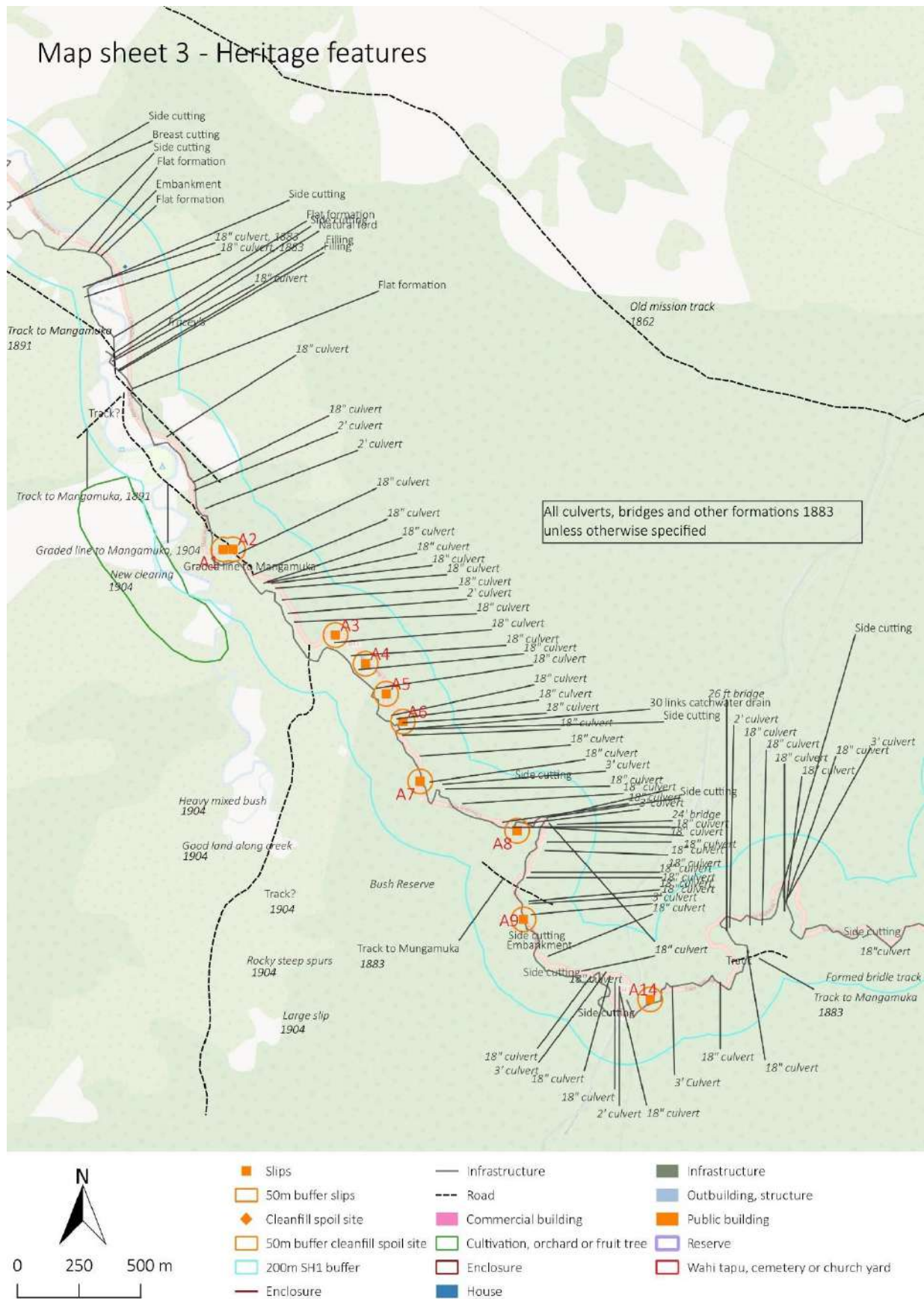


Figure 30: Map Sheet 3 – Heritage Features.

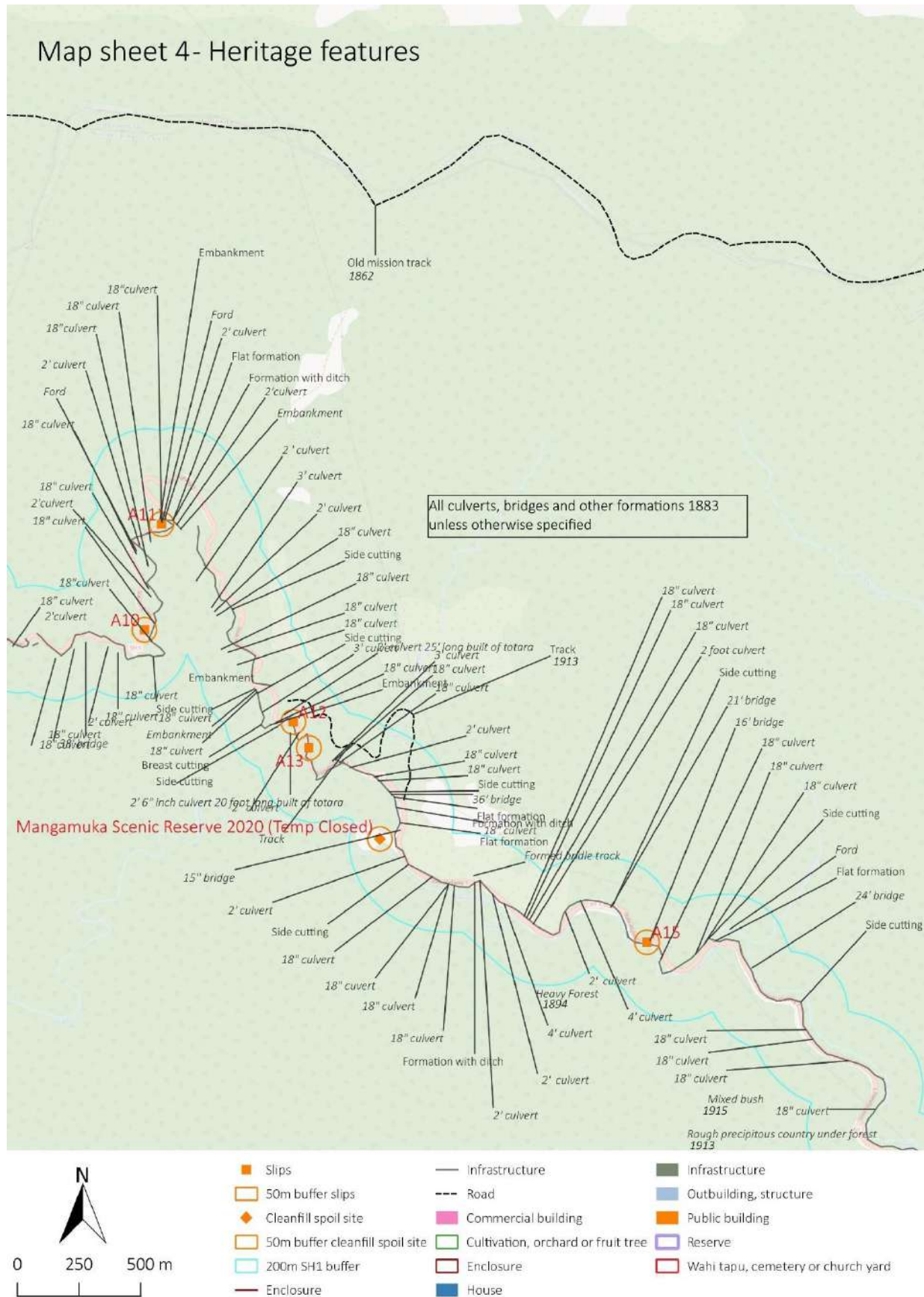


Figure 31: Map Sheet 4 – Heritage Features.

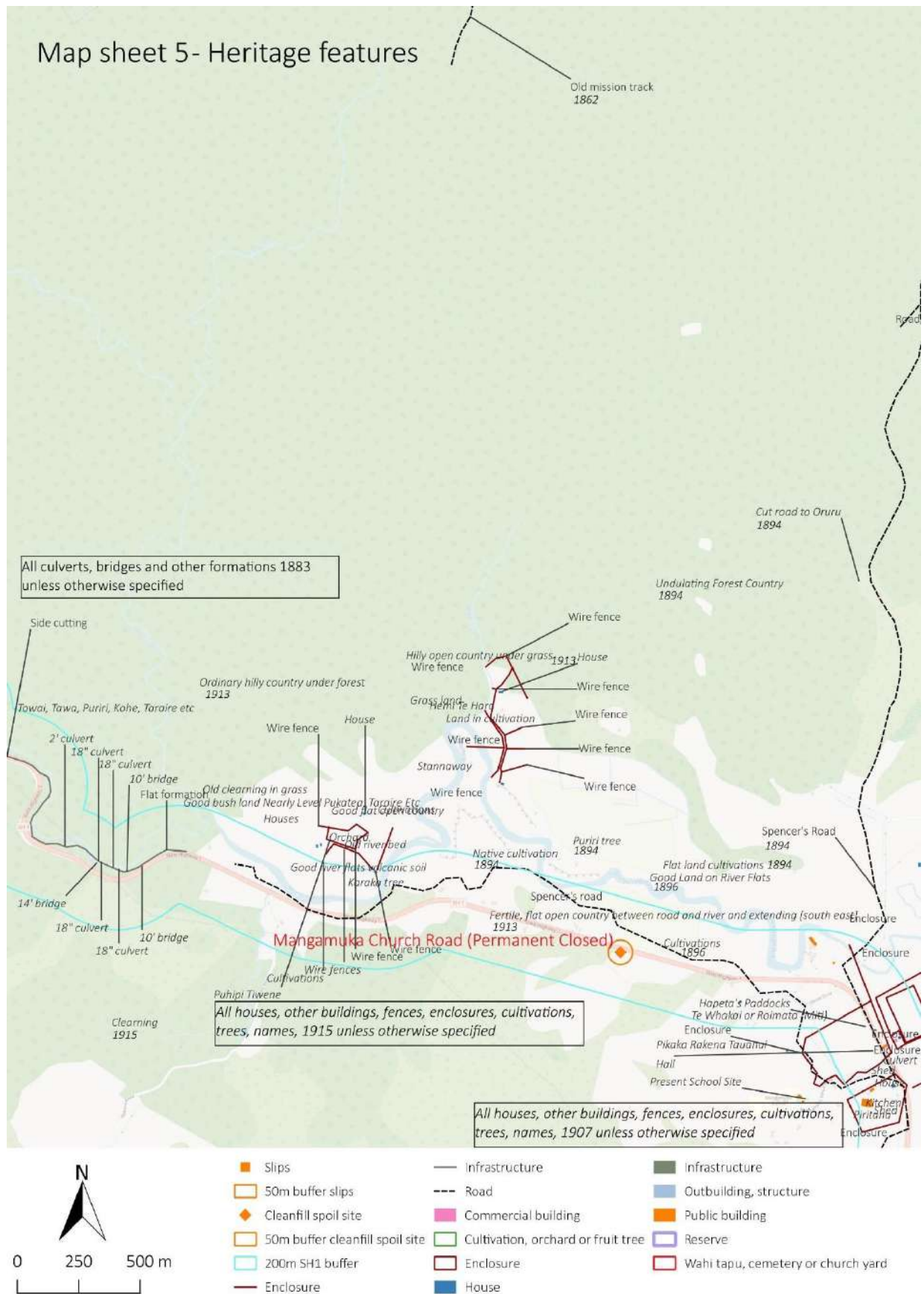


Figure 32: Map Sheet 5 – Heritage Features.

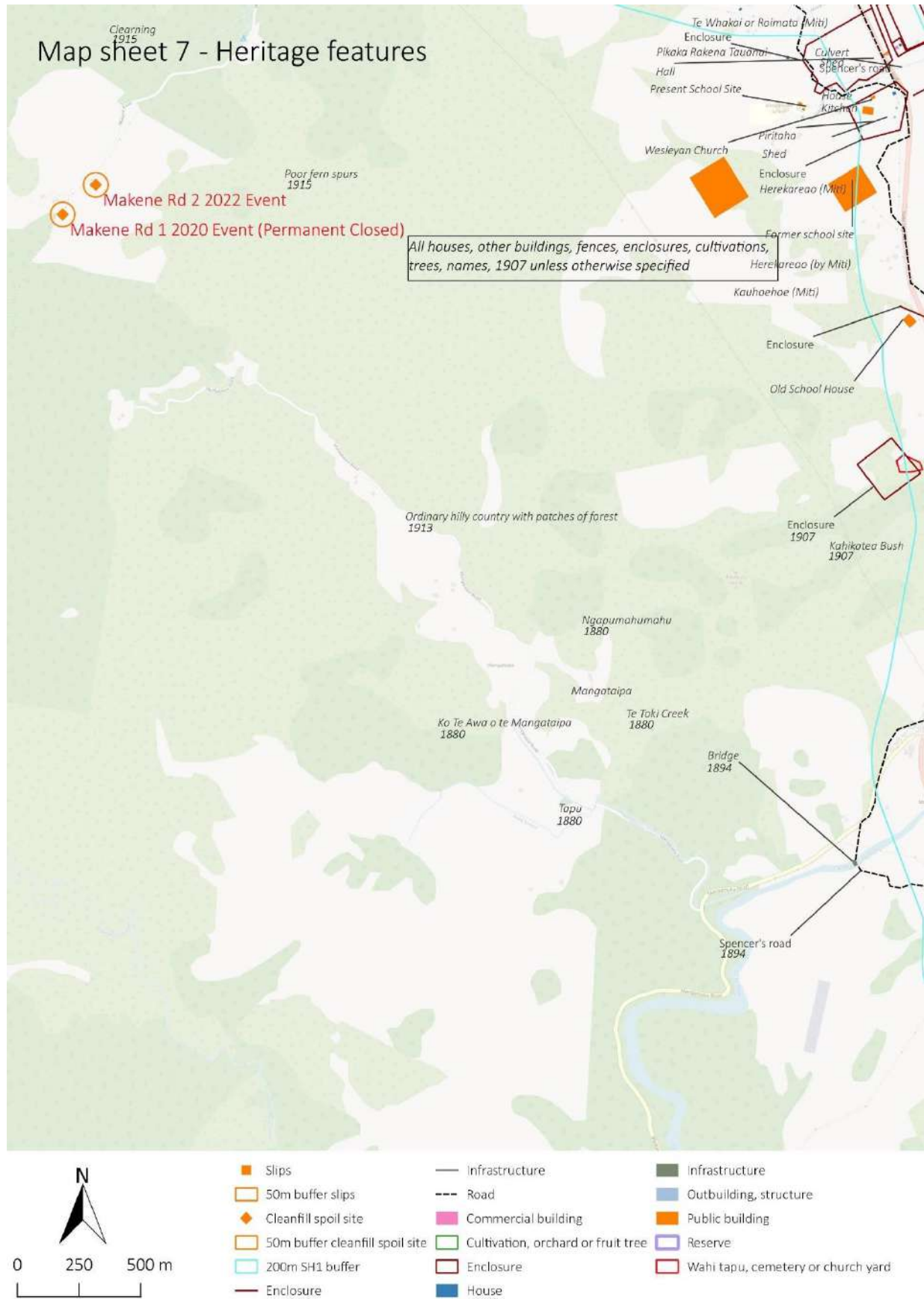


Figure 34: Map Sheet 7 – Heritage Features.

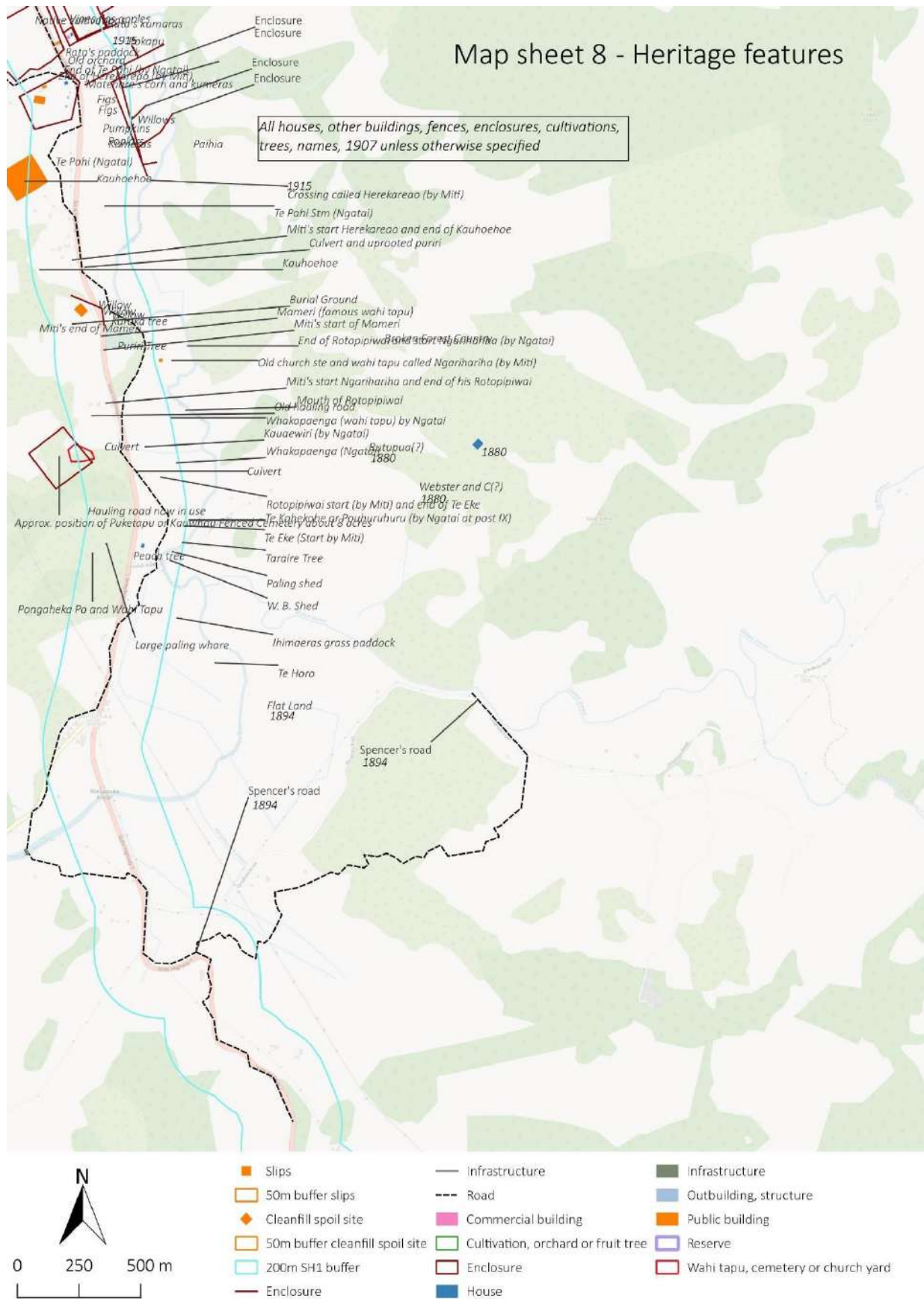


Figure 35: Map Sheet 8 – Heritage Features.

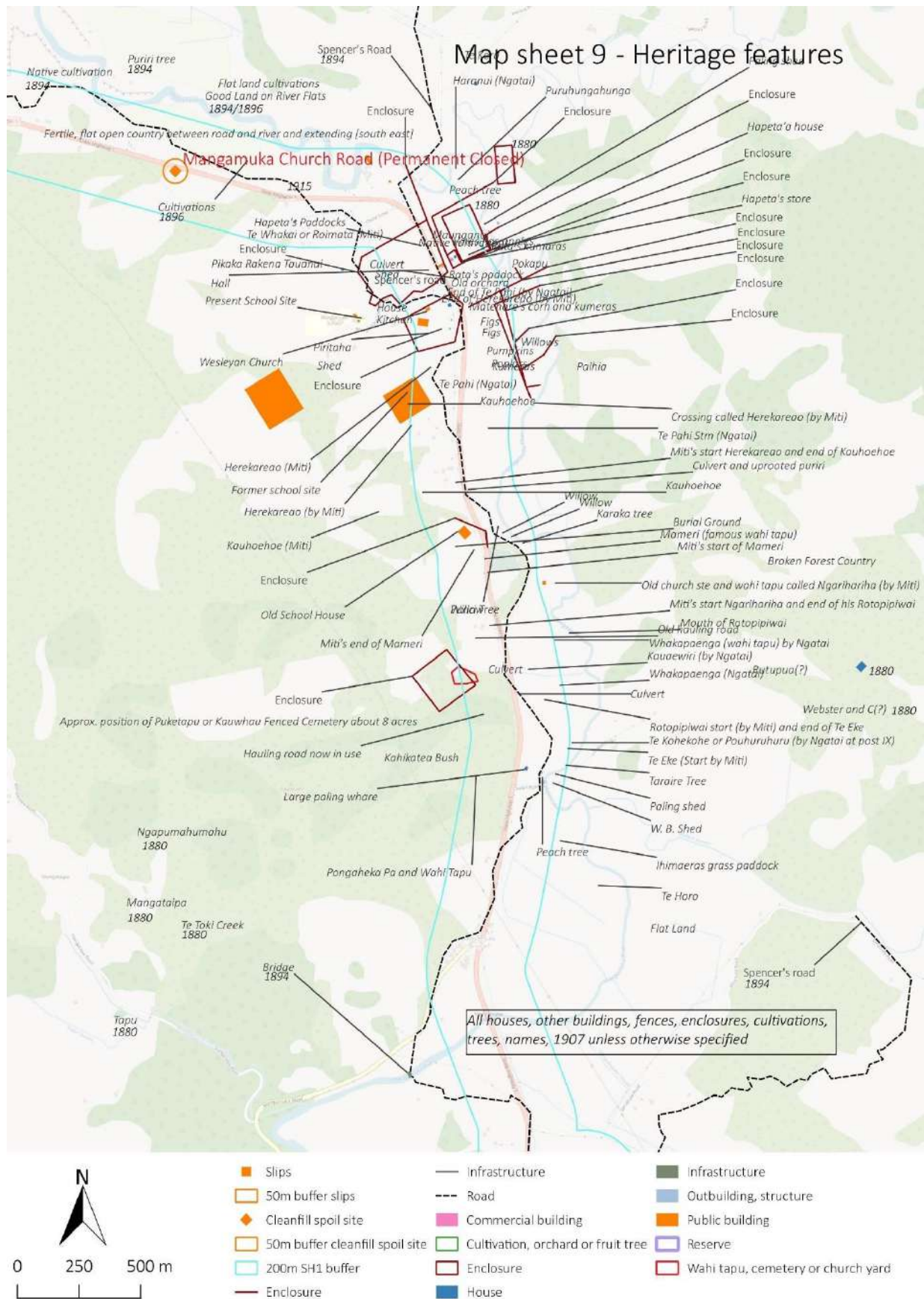


Figure 36: Map Sheet 9 – Heritage Features.

Table 2: Historic features within 200m of State Highway 1, Takahue Road Intersection to Mangamuka Bridge (Polygons).

Date	Source	Feature	Description/Comment
1861?	ML109	Enclosure	Enclosure?
1861?	ML109	Enclosure	Enclosure?
1865?	ML 109	Reserve	Ta Keke
1866	ML 389	Reserve	Manga Tai Ore
1866	ML 389	Cultivation, orchard or fruit tree	Cultivation
1866	ML 389	House	House?
	ML 389	Cultivation, orchard or fruit tree	Clearing, annotated "Te Ure o Praoa"
1866	ML 106	Reserve	Wai Mamaku
1880?	ML 3007	Enclosure	Enclosure and two structures (poor registration)
1891	SO 6314	House	House
1891	SO 6314	House	House
1894	SO 7084-3	Public building	Old School House
1894	SO 7084-3	Public building	Church
1907	ML 6700	House	House
1907	ML 6700	Commercial building	Hapeta's store
1907	ML 6700	Public building	Hall
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	Public building	Church
1907	ML 6700	House	House
1907	ML 6700	Outbuilding, structure	Kitchen
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	House	Whare
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	Public building	Former School Site Kauhoehoe
1913	ML 9105-2	Public building	Post office
1913	ML 9105-2	Public building	Hui house
1913	ML 9105-2	House	Whare
1913	ML 9105-2	House	Whare

Table 3: Historic features within 200m of State Highway 1, Takahue Road Intersection to Mangamuka Bridge (Lines).

Date	Source	Feature type	Description/Comment
1861?	ML106	Road	Oruru and Victoria Road
1862	ML 12805	Road	Old Mission track
1862	SO12805	Road	Old Mission track
1865	ML109	Road	Road taking 1972
1866	ML389	Road	Oruru and Victoria Road
1866	ML389	Road	Road survey
1866	ML389	Road	Road survey
1866	ML389	Road	Road survey
1870s			Flat formation
1870s	SO 1426	Road	Road to Awanui
188	SO 3640	Infrastructure	Embankment
1880	ML 3608-S	Topography and vegetation	Bushline
1880	ML 3608-A	Topography and vegetation	Bushline
1883	SO 3640	Road	Track
1883	SO3640	Road	Track to Mungamuka
1883	SO 3640	Infrastructure	Natural ford

1883	SO3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Filling
1883	SO 3640	Infrastructure	30 links catchwater drain
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Formation with ditch
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Formation with ditch
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	Breast cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Formation with ditch
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	Side cutting
1883	SO 3640	Infrastructure	Flat formation
1883	SO 3640	Infrastructure	
1883	SO 3640	Infrastructure	Filling
1883	SO 3640	Infrastructure	Side cutting
1883?	ML 106	Road	Kaitaia-Oruru Road
1891	SO 6314	Road	Track?
1891	SO 6314	Road	Road
1891	SO 6314	Road	Road
1891	SO 6341	Road	
1894	SO 7084/3	Road	Spencer's road
1894	SO 7084	Road	Spencer's road
1894	SO 7084	Road	Spencer's road
1894	SO 7084/3	Road	Spencer's Road
1894	SO 7084	Road	Spencer's road
1904	SO 12998	Road	Track?
1904	SO 12895	Topography and vegetation	New clearing
1904	SO 12895	Road	Graded line to Mangamuka
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure

1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1913	ML 9105-1	Road	Track
1913	ML 9105-2	Wahi tapu or cemetery	Wahi tapu
1913	ML 9105-2	Enclosure	Enclosure
1913	ML 9105-2	Topography and vegetation	Bushline
1913	ML 9105-2	Topography and vegetation	Bushline
1913	ML 9105-2	Topography and vegetation	Bushline
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline

Table 4: Historic features within 200m of State Highway 1, Takahue Road Intersection to Mangamuka Bridge (Points).

Date	Source	Feature type	Description/Comment
1862	ML 12805	Name	Native Reserve
1862	ML 12805	Name	Te Ure Paraoa
1862	ML 12805	Topography and vegetation	Native Reserve
1862	ML 12805	Topography and vegetation	Very rich alluvial soil, level Land
1883	SO 3640	Infrastructure	16 ft bridge
1883	SO 3640	Infrastructure	24 ft bridge
1883	SO 3640	Infrastructure	14 ft bridge
1883	SO 3640	Infrastructure	10 ft bridge
1883	SO 3640	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	26 ft bridge
1883	SO 3640	Infrastructure	17 f bridge
1883	SO 3640-3	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	36 ft bridge
1883	SO 3640-3	Infrastructure	15 ' bridge
1883	SO 3640-3	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	21 ft bridge
1883	SO 3640	Infrastructure	3 ' Culvert
1883	SO 3640	Infrastructure	18 ' culvert
1883	SO 3640	Infrastructure	18 ' culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert

1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	38 ' bridge
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Road	Track to Mangamuka
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert 25 ' long built of totara
1883	SO 3640	Infrastructure	2 ' 6 " culvert 20 ' long built of totara
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " cuvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	4 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert

1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	3' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	3' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	2' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	3 ' culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	18 " culvert
1883	SO 3640	Infrastructure	2 ' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1891	SO 6314	Name	Campbell's abandoned Road surveyed about 30 years ago
1891	SO 6314	Name	Garsed's Road which it is proposed to close
1894	SO 3640	Wahi tapu or cemetery	Burial Ground
1894	SO7084-3	Public building	Old School House
1894	SO7084-3	Cultivation, orchard, fruit tree	Native cultivations
1896	ML 6700	Cultivation, orchard, fruit tree	Cultivations
1904	SO 12895	Road	Graded line to Mangamuka
1907	ML 6700-1	Name	Maunganui
1907	ML 6700-1	Name	Hapeta's Paddocks
1907	ML 6700-1	Name	Te Whakai or Roimata (Miti)
1907	ML 6700-1	Name	Hapeta'a house
1907	ML 6700-1	Name	Hapeta's store
1907	ML 6700-1	Name	Rata's paddock
1907	ML 6700-1	Cultivation, orchard, fruit tree	Old orchard
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Piritaha
1907	ML 6700-1	Outbuilding, structure	Kitchen
1907	ML 6700-1	Outbuilding, structure	Shed
1907	ML 6700-1	House	House
1907	ML 6700-1	Outbuilding, structure	Shed
1907	ML 6700-1	Name	End of Herekareao (by Miti)
1907	ML 6700-1	Topography and vegetation	Poplars
1907	ML 6700-1	Name	Miti's start Herekareao and end of

			Kauhoehoe
1907	ML 6700-1	Infrastructure	Culvert and uprooted puriri
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Cultivation, orchard, fruit tree	Karaka tree
1907	ML 6700-1	Name	Miti's end of Mameri
1907	ML 6700-1	Name	Mameri (famous wahi tapu)
1907	ML 6700-1	Topography and vegetation	Puriri Tree
1907	ML 6700-1	Name	Miti's start of Mameri
1907	ML 6700-1	Name	Miti's start Ngarihariha and end of his Rotopiwai
1907	ML 6700-1	Road	Old hauling road
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Whakapaenga (Ngatai)
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Rotopiwai start (by Miti) and end of Te Eke
1907	ML 6700-1	Road	Hauling road now in use
1907	ML 6700-1	House	Large paling whare
1907	ML 6700-1	Name	Pongaheka Pa and Wahi Tapu
1907	ML 6700-1	Outbuilding, structure	Paling shed
1907	ML 6700-1	Cultivation, orchard, fruit tree	Peach tree
1907	ML 6700-1	Outbuilding, structure	W. B. Shed
1907	ML 6700-1	Topography and vegetation	Taraire Tree
1907	ML 6700-1	Name	Kauawiri (by Ngatai)
1907	ML 6700-1	Name	Te Eke (Start by Miti)
1907	ML 6700-1	Name	Kauhoehoe
1907	ML 6700-1	Name	Te Pahi Stm (Ngatai)
1907	ML 6700-1	Name	Herekareao (by Miti)
1907	ML 6700-1	Name	Herekareao (Miti)
1907	ML 6700-1	Public building	Hall
1907	ML 6700-1	Name	Te Pahi (Ngatai)
1913	ML 9105	Road	Formed bridle track
1913	ML 9105-1	Road	Track
1913	ML 9105-1	Road	Formed bridle track
1913	ML 9105-2	Topography and vegetation	Fertile, flat open country between road and river and extending [south east]
1915	ML 9999	Topography and vegetation	Good river flats volcanic soil
1915	ML 9999	Cultivation, orchard, fruit tree	Karaka tree

7.0 Recommendations

An archaeological Authority is not required for the slip remediation and associated works in the Mangamuka gorge and over the range. The features recorded in the project area do not appear to have been constructed before 1900, and if they were are unlikely to have survived subsequent road building activity and slip, and/or the works being undertaken provide limited opportunity to identify or recognise such features. Nevertheless, an accidental discovery protocol should be in place and any potential features uncovered should be investigated.

An assessment of the Mangamuka Scenic Reserve should be undertaken, given the area is a scheduled site of significance to Maori and the area has already been affected by use as a spoil dump site and as a site office for the slip remediation. If additional ground disturbing activity is required in this area, it should be assessed.

An assessment of the spoil dump site at State Highway 1 Victoria Valley should be undertaken, given the area was a surveyed clearing associated with the descendants of Ure of Praoa (sic; probably Paraoa) however the area has already been affected by use as a spoil dump site and farm buildings/yards. If additional ground disturbing activity is required in this area, it should be assessed.

An extensive archaeological landscape is present to the northwest and southeast of the project area, within Mangamuka and Victoria Valleys/Takahue. Both valley systems were highly productive horticultural landscapes utilised by Maori, and recognised by European settlers. Extensive accounts of dense occupation and horticulture are available for Mangamuka in the 19th century and this likely extended into the pre-European contact period despite the few archaeological sites recorded in the area. In contrast, many sites have previously been recorded in the Victoria Valley area (at the western end near the confluence of the Victoria and Takahue River valleys) but there are fewer detailed 19th century descriptions, although its value to Maori and the recognition of the importance in maintaining ownership over it in the face of land sales is discussed in detail in the Muriwhenua Waitangi Tribunal report.

No work, including site establishment, spoil dump site establishment, disestablishment or other ground disturbance should occur in the vicinity of State Highway 1 between the SH1/Omahuta Road intersection and the Mangamuka Scenic Reserve or from the Raetea campground northwards to Kaitaia without an archaeological assessment. These assessments should be circulated to stakeholders and appended to this report as they are produced.

Work may occur on or within the existing formation without assessment through the gorge and over the range.

8.0 Summary

Geometria Ltd was commissioned by Waka Kotahi to provide an assessment of archaeological and historic heritage values for State Highway 1 from Mangamuka to Victoria Valley due to the need to undertake slip repairs on the highway through the Mangamuka gorge and over the range to the Raetea Valley.

The Mangamuka and Victoria Valleys were centres of pre- and post-European contact Maori settlement. European explorers describe a dense Maori occupation in the mid-19th century. A network of foot tracks and the navigable parts of the rivers connected kainga or undefended settlements and adjacent extensive plantations of traditional and more recently introduced crops and fruit trees with each other, traversing tracts of primary forest. European sawyers huts were present on the lower banks of the Mangamuka River. The Mangamuka gorge and Mangamuka/Maungataniwha range was an important route between the Hokianga, Oruru and Victoria/Takahue Valleys, but the earlier track networks were located away from the current alignment through the rough and broken country.

Improvements and realignments of existing tracks through the area was lobbied for by European settlers in the 1870s and 1880s seeking another outlet for their produce, but was hampered by terrain and the necessity of securing access over a substantial area of Maori land. A major centreline survey and specification for the road with numerous bridges, cuttings, embankments and several hundred culverts was undertaken in 1883 but it appears that none of this work was undertaken prior to 1900, with the main route deviating from the current alignment at the north western end of the Mangamuka Valley to the north through Fern Flat until the early 20th century.

By 1900 the settlement pattern in the Mangamuka and Victoria valley had changed to one of dispersed individual homesteads and adjacent paddocks, cultivations and orchards, but the old communal

plantations and kainga had probably been abandoned in favour of a more individualised living arrangements several decades earlier.

There is abundant evidence of potential archaeological sites in the Mangamuka and Victoria Valleys, with house sites, public and commercial buildings, cultivations, orchards and paddocks indicated, along with wahi tapu, burial grounds, and the sites of earlier settlements, defended and undefended. However within the project area where the slips are being resolved there are unlikely to be any archaeological effects and an archaeological Authority is not required for the current works. Ad-hoc work such as opening new spoil dump sites may have archaeological or other historic or cultural heritage effects if undertaken without assessment, so these should be carefully considered prior to establishment.

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9.2 Unpublished Survey Plans

DP 6769

DP 6870

DP 15859

ML 106

ML 109

ML 389

ML 590

ML 2349

ML 2660

ML 3608/1

ML 3608/2

ML 3608/3

ML 3608/4

ML 6700/1

ML 6700/2

ML 9105/1

ML 9105/2

ML 9105/3

ML 9105/4

ML 9999

ML 12805/1

ML 12805/2

ML 12805/3

ML 12805/4

ML 12805

ML 13095

ML 15326

SO 798/1

SO 798/2

SO 798/3

SO 798/4

SO 802/1

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SO 802/4

SO 802

SO 867/1

SO 867/2

SO 8673

SO 867

SO 1031

SO 1426

SO 1484(1)

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SO 1963

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SO 3007/1

SO 3007/2

SO 3007/3

SO 3007/4

SO 3228/1

SO 3228/2

SO 3228/3

SO 3228/4

SO 3228

SO 3640/1

SO 3640/2

SO 3640/3

SO 3640/4

SO 6314

SO 6909

SO 7084/1

SO 7084/2

SO 7084/3

SO 7084/4

SO 8481

SO 12894

SO 12895

SO 12998

SO 16386

SO 18581

SO 18581

SO 19837

SO 23291

SO 24399

Appendix A – Maori Land Court Minutes

Table 5: Mangamuka Block Records.

Minute Details	Kaikorero	Whakapapa	Tupuna	Iwi/Hapu	Note
Mangamuka West Plan ML 3608 Northern MB No. 19: 137-150 10 April 1897 Title investigation Rawene	Henare, Hapeta Pou, Tawhio Te Waru, Piraki Apatari, Tipene Mete, Rihari Kiroa, Hipirini Rore, Kare Hohaia Pero, Mange Hare, Rihari Otene, Mitikakau	Pou, Tawhio Mete, Rihari Rore, Kare Hohaia Pero, Mange Hare, Rihari	Raroa Roha Rihi Papanui Mawi Kanohi Kaiwhare Kahuti Tupoto	Te Kohatutaka Te Uri-o-Te Aho Te Uri-o-Rorokai Te Waiwhakahihi Te Patu Te Rarawa	Papatupu claim Arranging case
Mangamuka West Northern MB No. 19: 151- 13 April 1897 Title investigation Rawene	Pou, Tawhio Apatari, Tipene Otene, Mitikakau	Pou, Tawhio Apatari, Tipene Otene, Mitikakau	Paihia Moewaka Whata Tama Tamahaere	Ngati Rangitiniia Te Patu Te Rarawa	
Mangamuka West Northern MB No. 20: 1-72, 74-112, 116-145, 151, 161 23 April 1897 Title investigation	Otene, Mitikakau Hahakai, Karipa Kiroa, Hipirini	Hahakai, Karipa Kiroa, Hipirini Pero, Mange	Tamahotu Tama Kaiwhare	Te Uri-o-Te Aho Te Rarawa Te Patu / Te Rarawa	Kauri forests, p.90 Decision, pp.139-145 Index to witnesses,

Rawene	Rore, Kare Hohaia Pero, Mange Hare, Rihi Mato, Taniora Pororua, Tahere	Hare, Rihi Mato, Taniora Kiwa, Karena	Kahuti Papanui Te Hoe Moewaka Tariaho Rapehuamutu	Te Kohatutaka Ngai Tupoto Te Uri-o-Rorokai Ngati Kaiwhare Ngati Te Rauwawe = Te Kohatutaka	pp.191-195
Mangamuka West Northern MB No. 20: 176-195 31 May 1897 Title investigation Rawene	Whiu, Ropata Otene, Mitikakau Hare, Nui Kerenene, Hori Mato, Taniora Tauranga, Kurupae	Kerenene, Hori	Te Waha Parangia		Arranging lists Lists of trustees, pp.187-189 Index to witnesses, pp.191-195
Mangamuka West Northern MB No. 22: 33-34, 188-190 27 July 1897 Injunction	Hapeta, Henare				Re timber cutting

Rawene					
<p>Mangamuka West</p> <p>Northern MB No. 29: 168-189, 199-210, 265-269, 273-274</p> <p>11 May 1900</p> <p>Title Investigation, appeal</p> <p>Rawene</p>	<p>Hape, Hone</p> <p>Henare, Hapeta</p> <p>Te Waru, Paraki</p> <p>Kiroa, Hipirini</p> <p>Wepiha, Hone</p> <p>Henare, Hapeta</p>				<p>Decision, pp. 265-269</p> <p>List of owners, pp. 273-274</p>
<p>Mangamuka West</p> <p>Northern MB No. 35: 82, 85, 90-101, 104-112, 122</p> <p>8 January 1904</p> <p>Partition</p> <p>Rawene</p>	<p>Kiwa, Karena</p> <p>Otene, Mitikakau</p> <p>Mete, Rihari</p>			<p>Te Uri-o-Te Aho</p> <p>Te Patu</p>	<p>Decision, pp.111-112</p>
<p>Mangamuka West</p> <p>Northern MB No.</p>					

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Table 6: Mangataeore (Mangataiore, Manga Tai Ore) Block Records

Minute Details	Kaikorero	Whakapapa	Tupuna	Iwi/Hapu	Note
Mangataeore Northern Minute Book 1: 33 15 March 1867 Title Investigation Ahipara	Te Pau, Hemi Kiriona, Nopera Ehakai, Karipa		Te Ure Paraoa		381 acres
Mangataeore Northern Minute Book 37: 72, 74, 88-91, 110-11 4 April 1905 Definition of Relatives Interests Mangonui	Maihi, Wairama				

Table 7: Ta Keke (Takeke) Block Records

Minute Details	Kaikorero	Whakapapa	Tupuna	Iwi/Hapu	Note
Northern Minute Book 1: 7 30 December 1865 Title Investigation Ahipara	Parihiku, Tohuora Te Kanohi, Wharerau				79 acres

Table 8: Wai Mamaku (Waimamaku) Block Records

Minute Details	Kaikorero	Whakapapa	Tupuna	Iwi/Hapu	Note

Northern Minute Book 1: 7	Te Kanohi, Wharerau				154 acres
30 December 1865	Wharerau, Hehi Karaka, Kawau				
Title Investigation					
Ahipara					

Appendix B – European Descriptions of Mangamuka and Takahue/Victoria Valley

Wakefield., E. G., 1837. The British Colonisation of New Zealand. The New Zealand Association, London.

Wakefield quotes a letter from an English settler, Oakes, to The Colonist newspaper referring to a trip up the Mangamuka he took in February 1834 (260-261):

“On one of my excursions I met Mr White the Wesleyan missionary. I had two or three days previously the pleasure of making his acquaintance; he invited me to accompany him up the Mangamuka river another branch of the Hokianga. He proceeded fifteen miles up the river (Mangamuka) which is as far as it is navigable from about half way the river narrows gradually to about a hundred feet in width. Here the beautiful pines and other evergreens on each side meet at a considerable height in the centre and form a complete shelter from the heat of the sun. The village of Mangamuka is about three miles above the navigable part of the river which we walked. This valley exhibits by far the finest cultivation I have seen. It is cleared in patches from the thickest forest imaginable which extends for miles on both sides. Here Mr White is erecting a chapel some few of the natives have been baptized and a great proportion of them are much inclined to Christianity. After tea a very respectable congregation assembled with prayer books and bibles and hymns were sung; I believe a translation of Watts; in fact, all their books were in the New Zealand language but printed in the English character. Most of the natives present could read and write well.

The service was concluded by a short exhortation; some of the chiefs remained in cheerful conversation with Mr White till it was time to retire to rest. It would be absurd, were I from the little experience and information I have been able to acquire, to say that the missionaries have generally benefited the savage inhabitants of this country, for benighted and savage they will continue until they can be dissuaded from their barbarous propensity for war; but I have no hesitation in declaring as my opinion, that, were all the missionaries like Mr White, who is beloved and respected by natives and Europeans, there could be no doubt of the successful result of their labours; and I must say, to the infinite credit of this benevolent man and zealous Christian that the natives of Mangamuka are far more industrious, cleanly, and obliging, than any other tribe I have seen:- and many of them influenced by his persuasion, have become excellent sawyers. The cultivation of their land, in particular, affords an example worthy of imitation to the more experienced farmer of a civilized country. Mr White's colleague is likewise a very deserving and respectable young man; I am sorry I forget his name. They are both married, and their amiable wives are indefatigable in their exertions to instruct the native females in religious duties and useful knowledge I am so satisfied”.

Markham, E. 1863. New Zealand or Recollections of It. Part 1.

In 1834 Markham arrived in New Zealand and settled in Kohukohu (Coko) In March he travelled to Mangamuka:

“The beginning of this Month I went up the Mouna Mouca [Mangamuka], or Black flax River Twenty five miles above the Coko, to a Native Village (Kangar Mourie). There are Eleven different Sawyers settled up this River; some bought land, In fact most of it; about 20 Europeans living up there. I went up with Poynton, took 2 pieces of Pork, 2 or 3 Kits of Potatoes, a bottle of Rum. Poynton understands their Customs and is a pretty good Linguist, ** The River is beautiful. Fine Woods on both sides, here and there the Mud banks covered with Mangroves. Shot some King fishers and a Duck or two. As you get higher up the River the Native Settlements become thicker. They are all Missionaries as they call the Christians *** and the Sawyers Houses mostly Weather boarded and lined.

Some of them very nice and their Saw pits Sheded over, and Thatched and convenient for Water carriage. As the Coudie Forests is on the tops of the Hills all the way up and down the River. There is something so beautiful in the Rivers in this Country. A Stillness, fine sky over head! no Noise! now and then a Fish will leap or King fisher dart down and a beautiful little Bird called a

Colly Mocko [Marginal note]

"Colly Mocko" **** who flutters about a Flower more like a Butter fly with all his feathers spread so that he looks large, but is not the size of a Wall-nut.

Pea Walker [Marginal note]

There is an other small bird called a Pea Walker [piwakawaka]. The Natives call Russel at Showracky, Pea Walker as he is a very diminutive Fellow.

We at length arrived as near the head of the River as Boats can go, for fallen Timber. At a native settlement, The Chief and Priest for he is Tabbood, gave me a small hut to sleep in and cut fresh Palm leaves, and a clean Mat for me to sleep on, but in the first instance, I laid down in the front place of his Hut, a sort of Audience Chamber on clean Mat. Venus awoke me by killing a Rat close to me; about Sunset we had Pork and Potatoes and a Glass of Grog and lay down after to Talk by the light of the Fire. The Chief asked a number of questions. I was called a Rangatara tara, or great Chief ***** come to see other Countries, and he asked me if I had a Waheinee [wahine]! No. Would I like one? Certainly. Then take my daughter. Which I did in New Zealand fashion. I took her out of his Womens Hut, She screaming till I put her into the Hut drest out for me.

* Our first quarrell was about my boys. E. M.

** Poynton was sent to NSW for white Boyism. E. M. The Whiteboys were members of a secret Irish agrarian association and were so called because they wore white shirts over their other clothes to distinguish each other during night raids.

***I have seen 10 or 12 cannoes full of Natives go down this River, to the Wesleyan Mission on the Saturday afternoon ready for the Sunday. E. M.

**** 'Colly Mocko' suggests korimako, the bell bird, but the description points rather to the fantail {piwakawaka) which Markham goes on to mention.

***** A mistranslation; the only complimentary meanings of tara that fit the context are 'quick', 'active', or 'distant'.

The Row ceased and no further opposition was offered. Next morning we all went about 7 miles inland to a large Settlement To see a New Zealand Wake. I crossed a Stream a dozen times, mostly on a Mans back called a (Pekow [pikau] is to carry Upanga [hapainga], lift me up). * I shot some small birds by the way. We had to go through Cultivation mostly all the way.

Tarrow or Yam [Marginal note]

Indian Corn, potatoes and Cumeras [kumara] or Sweet potatoes, Tarrow [taro] a kind of Yam. The Tarras comes I believe from the Southsea Islands. It grows about three feet from the Ground but it is not good. I was very fond of the Cumeras, and Venus got so knowing, that she used to go and Overhaul all their Canoes for them, as they keep them

cold, boiled. The land was rich on all sides and plentiful Crops of Maize or Indian Corn. Numbers of Immense Trees sticking up here and there half Burnt and blackened, in the midst of the Corn and showing that it could not have been in cultivation many years, having been all Forest. At last we came to the Village and were received by the Dogs in advance, but we

Peaches [Marginal note]

found some two or three hundred people sitting about in groups. I had Peaches given me in quantities, and have no doubt that some day the Natives will have all sorts of Fruits and Vegetables. On arriving I was requested to fire my two Purra [tupara] as the Natives call a double barreled Gun, in honour of the (Mattie Noue) [mate nui] dead. She was a young lady, who had been living with a Man named Cockrane [Cochrane] a Sawyer. She was to be buried the next day, and we saw her laid out on a Mat with her Cacahow over her as if she was asleep, with her Hair drest out with Feathers. You often see a red Box in which the Bodies are put, till

Tabboo or Tappoo [Marginal note]

the flesh is rotted off. Then the Priest scrapes the bones, or some people are Tabbood for the purpose. When people are Tabbood they are fed by Children, and they must not touch food with their own hands. There were people crying and very like an Irish howl going on, and plenty of Potatoes scraped. The place was a dead Flat in a Valley of high Wooded Hills on either side. I then took a walk round the settlement. A fine running stream over a gravelly bed winding through the Valley. Near the

* Though the meaning of this sentence is fairly clear, punctuation and syntax are even more defective than usual: pikau means to carry on the back; hapainga is the passive form of hapai, lift up, raise.

Huts were plenty of Peach trees with Peaches on them. I saw the Potatoes on (Wutters) [whata] for the first time; there are two sorts, one is four upright Posts, 20 or 30 feet high and floored over like a hurdle so far apart that they can get their hands Through, and the Potatoes are in Kits * or Baskets said to average 60 lb weight. They are drawn up and stowed and then Thatched over for some Months till They are wanted. The Rats attack them so that they have hit upon an ingenious plan of putting bark all round the upright Posts and trees, and the Rats get up into a kind of Extinguisher all round the Tree or Wutter but the Rats can not mount. Air being given from below they keep well. I have seen a Wutter or Plat form 80 feet above ground in an immense Tree all the Branches cut off and a Platform well secured, and the Potatoes on it and thatched over. They have no Frosts of any consequence to hurt them during their Winter, but I know to my cost, it is very Cold and I enjoyed a fire very much during the cold weather. The Natives wanted Venus as she was very much admired at this settlement. I was very much afraid of losing her. We returned the seven miles but found the Tide, ti Puddie [taipari] or Ebb Tide, ** had made so that the Boat would not float, so we staid that night. So we Cooked our Pork and Potatoes, drank my Grog and took a Stroll. I was delighted in seeing Miss Awattie *** [Watea?] having a Swim, previous to her taking up her abode in my Hut this night. No noise this evening; like a good girl she was awaiting her Lord; in the morning we had Potatoes done the Native way. I had to pay for my Nights amusement and asking Poynton how it

* Markham may be using the Maori kete, 'basket made of flax', the English 'kit', meaning knapsack or valise, or a combination of both; the similarity between the two words and their respective referents has added to the New Zealand idiom a distinctive term of which this may be an early example.

** The Maori phrase literally means flowing tide.

*** The 'A' which Markham prefixes to this and other personal names is probably the vocative 'E', corresponding to the English 'O'.

was to be managed, he advised me to give my Shirt so I took my Shirt off and gave it to the Priest her Father. A Box of Lucifers to light the pipe of her Lady Mother. A Pocket handkerchief to the young lady herself. And wishing the Aimable Family Good day returned down the River to the Coco, with a beautiful breeze. There was a laugh at my Expece at the Coco, about the Shirts and my Boys told the others and they were very Facetious on the Subject and every body knew what I had been about up and down the River.

Wade, W., 1842. A Journey in the Northern Island of New Zealand.

“Mr. Woon, having made arrangements for taking Mrs. Woon up the Mangamuka river, I was glad to avail myself of his friendly invitation to accompany them. At nine o'clock, A.M., we left the settlement in a large boat belonging to Capt. M'Donnell. The banks of the Mangamuka are thickly wooded. Here and there were seen the homely cottages of white settlers; those who were then living on the banks of the river being for the most part sawyers. The Hokianga is a noble river, running through a thickly timbered district, and supplying the spars which are so much in request for masts, &c; but the bar at the entrance of the harbour has always been a serious deduction from its other advantages...

After calling on one of the Mangamuka settlers, we came to Mangataipa, a retired pa, situated on a bend of the river. Beyond this, the stream becomes narrow and more winding, and as it takes its course through a forest of lofty evergreens, which grow close to the water's edge, and frequently overhang the river, the eye is refreshed by varying and lovely scenery. Higher up, the river is impassable for boats, the trees which have fallen into, and across it forming a serious obstruction. The natives, however, with their shallow canoes, easily manage to glide over or under. We landed on the western bank of the river, and, after a short and pleasant walk through the wood, arrived at Rotopiwai, a native settlement fifteen miles or more up the river, and delightfully situated in a fertile valley. There was no pa, but only a few scattered houses, with low fences, and a large native built chapel. We could see the lofty peak of Maungataniwa in the distance.

Maungataniwa is one of the loftiest mountains in this part of New Zealand. It rises towering amid a wilderness of hills, clad to their very summits with the perpetual green of a dense forest. The road which has been cut through this forest runs within about a quarter of an hour's climb of the pointed top of Maungataniwa. Travelling once in that road, a splendid scene, near the great mountain's top, unexpectedly opened before us. Through an agreeable break in the seemingly interminable wood, we looked down upon what appeared to be an immense unruffled lake, its clear mirrored surface reflecting many a floating cloud of varied hue, while here and there a wooded island rose to add its interest to the scene. We looked up; not a cloud was visible. In truth, we had been gazing upon a brilliant mass of sunny clouds beneath us, and our imagined islands were neither more nor less than hill tops peeping through.

Mr. Woon informed me that many natives from the different villages on the Mangamuka, --some from a considerable distance higher up than Rotopipiwai, --were in the habit of assembling at Mangungu on Sundays; bringing their wives and families in canoes on the Saturday, and returning on the Monday. From other branches of the Hokianga, natives also attended in a similar manner.

We returned part of the way down the Mangamuka in a small canoe, in which we had to pass both over and under the fallen trees. To glide under one large tree, which had fallen completely across the river, we were compelled to lie perfectly flat in the canoe. It was about eight o'clock, P.M., when we got back to Mangungu”

Dieffenbach, E., 1843. Travels In New Zealand.

“[The Awaroa (Awanui) River] arrives at Kaitaia. A mission-station and native settlement is situated about eight miles from the western coast, on a hilly eminence, an offset of the chain of hills which run from near this point through the interior. Between this chain and the range of western coast hills which I have above mentioned, flows the Awaroa, having its source near that of the Mango-muka--a branch of the Hokianga river, from which it is separated by the Maunga Taniwa, a remarkable pyramidal peak which towers above the chain of hills, being nearly 1500 feet high.

Throughout its course the valley of the Awaroa is capable of being made very productive, as the soil is extremely fertile: from Kaitaia it narrows to the breadth of one mile. Several miles below Kaitaia the river is joined by another, coming from the eastern hills in the neighbourhood of Mangonui in Lauriston Bay, and at the point of junction scarcely inferior in size to the Awaroa. Above Kaitaia the Awaroa is only passable by canoes, in which the natives carry down food from their plantations to their principal settlement at Kaitaia. They prefer the upper part of the valley for cultivation, as indeed they usually do; and their fields are very extensive, and kept in good order. From Kaitaia to the western coast the land is equally good. In some places there is excellent grass, rather an unusual thing in New Zealand. A wooden bridge over the river has been built by the natives, under the guidance of the missionaries; and if we cross it, and pass to Waro on the western coast, several valleys are seen stretching from the western hills into the plain, in most of which natives reside. To the northward of Waro low ridges run parallel to the sea-coast, small creeks flowing between them, and the light soil there is eagerly sought after for the cultivation of kumeras. At one of these creeks, the Wai-mimi, there is an extensive bed of lignite. About two miles to the northward of Kaitaia is a small fresh-water lake, containing large eels and two kinds of small fishes; crawfish is also found there.

The natives form the tribe of the Rarewa, and their whole number is about 8000, including all those who inhabit the valley of the Awaroa. Of all the natives who are under the influence of the missionaries, this tribe is the most advanced in the arts of civilization. This must be ascribed partly to the endeavours of the missionaries and partly to the comparative isolation of the natives, resulting from their having been powerful enough to resist the aggressions of E'Ongi from the Bay of Islands, and of the neighbouring tribes. The traveller does not meet here with that begging and grasping behaviour which renders the natives on the coast so importunate; on the contrary, they are a quiet hard-working people, and they have, for a very small payment, cut a road thirty-two miles long through the primitive forest, between Kaitaia and Waimate, in the neighbourhood of the Bay of Islands; they have also cut roads in the neighbourhood of their own village. During my stay I saw them reap wheat and plough several acres of land, and the missionaries encourage them to exchange their former unwholesome food of decayed maize and

potatoes for bread. Several of the natives have one or two head of cattle and horses; and I have every reason to believe that here at least the missionaries will encourage their acquiring them, in order to dispose of the increase of their own stock.

The village has quite an English appearance; a large church, with a steeple of kauri boards, has been constructed almost entirely by the natives; gardens, with roses, are before the houses, and at the foot of the hill wheat alternates with vines, with hops, which thrive extremely well, and with various fruit-trees and vegetables: there are also several patches planted with tobacco.

The natives lived originally at the Hokianga, but about twenty-five years ago they took Kaitaia from the Haupouri and Nga-te-kuri, who must have been very numerous, judging from the remains of their pas on the neighbouring hills. A great portion of these tribes were slaughtered, and the rest either were made slaves or mixed with the conquerors. About eight years ago the missionaries established a station here, the wars between the native tribes having come to a termination, and they found it comparatively easy to obtain an influence over them.

The hills which stretch from Kaitaia, through the interior of the country, are wooded, and only a few miles from Kaitaia they are covered with kauri-forest. Near the entrance to Rangaunu Bay are very fine groves of this valuable tree, mixed with tanekaha, rata, towai, and other excellent timber-trees. An arm of the sea, which is joined here by a fresh-water creek, the Mangake, and which flows through a considerable extent of forest, affords facilities for floating the timber down, or for establishing saw-mills.

The alluvial land, as already observed, is for the most part fit for immediate cultivation: the herds of cattle and horses belonging to the missionaries are in excellent condition, and show that there is a sufficiency of pasturage.

In the neighbourhood of the mission-station there is found a white, hard, and very closely-grained sandstone, which would prove an excellent building-stone.

The hills near the western coast, on the left bank of the Awaroa, consist of basaltic masses, of rounded forms and of moderate height. They are covered with a mixed forest; no kauri is found there; and all the land to the westward of the Awaroa must be considered as excellent, notwithstanding its hilly character. The hills on the right bank, which extend through the interior of the island, are composed of a soft argillaceous slate, reposing upon a base of hard volcanic rock, phonolithe, or clinkstone. Where the claystone and the phonolithe are in contact, a transition from the hard condition of the latter to the soft state of the former is observable to the eye of the geologist, and displays an instructive phenomenon. Very near Kaitaia, about 150 feet above the level of the valley, a slaty marl crops out in perpendicular slabs in the depressions of the hills, and is an excellent material for improving the soil of certain kinds of fields, and is, in fact, extensively used in agriculture.

A bridle-road leads from Kaitaia for thirty-four miles through the forest: it was cut by fifty natives for as many blankets, and was completed in six weeks. They were, however, glad when they had finished their task, as they had suffered much from want during the time, as is shown by the following song, which was sung by them on the occasion: --

Ka ngaro te purapura,

Te pata kai:

Etiki ka mate: ko Taewa ka mate:

Ko te Paki ka mate:

Ko te Matiu ka mate:

Ka ka po nei te manawa:

Ka tahuri au ki te reinga:

He poro kaki ka mate.

The tobacco is gone: we have no food cooked in a pot: Etiki is hungry: Taewa is sick: Te Matiu is sick: Te Paki is hungry: all our good cheer is exhausted: we turn back towards the Reinga: we are sick for some food.

The days of such cheap work are now gone by in New Zealand. At a distance of seventeen miles and a half on this road is situated Maunga Taniwa.

The whole valley of the Awaroa cannot contain less than 120,000 acres of arable land. In respect to the quality of the soil, the facility of cultivation, as well as of water communication, the abundance of excellent wood and of other building materials, the district is one of the most favoured in New Zealand. A great portion of the land has been purchased by a few private individuals; but if the intentions of Government, of not allowing more than 2500 acres to any one individual, is strictly carried into effect, a great part of these purchases will come back to the natives, and, without injuring the interests of the latter, government will have no difficulty in acquiring a fine agricultural district. Kaitaia itself, which is eight miles from the western coast, and six from Southee's station, is a desirable place for a provincial town, as it is in the centre of the district, and in a healthy situation; it stands on an eminence commanding a view of the whole district, and is especially adapted to serve as a central point and market-place for the surrounding native population.

...

We now return to the western coast. If we travel from Kaitaia towards the source of the Awaroa, we see its valley separated from the coast by undulating hills of basaltic structure, and covered with forest. Where the basaltic rock is found, the soil is generally good; and I have no doubt that in the course of time these hills will all be cultivated, and thus increase the area which I have assigned to the district of Kaitaia. I do not include in this the hills in the middle of the island, to which Maunga Taniwa belongs: they are too steep ever to be anything but forest-land. The coast from Waro to Wangape, or False Hokianga, fifteen miles to the northward of Hokianga, is bold and rocky. Wangape has never been surveyed. Its entrance is about 200 yards wide; it then expands into a fine basin, surrounded by low wooded hills, and appears to afford no shelter for shipping. The natives have extensive plantations, and belong to the tribe which lives at Hokianga.

Passing from Kaitaia to Hokianga, the bridle-road ascends nearly to the summit of Maunga Taniwa, and then proceeds in a different direction. We leave it here by turning to the westward, and, descending rapidly, soon arrive in a valley, through which a mountain-stream flows, which in its upper part has formed alluvial land about five or six miles broad and eight miles long. This river is the Mangumuka; its length, from Maunga Taniwa to the

point where it joins the estuary called the Hokianga, is about twenty miles. At the upper part of the valley there is flat and fertile alluvial land, bounded on all sides by wooded hills; the river, running in a bed of whinstone pebbles, at some places deepens, at others shoals, and its banks bear signs of frequent floods. Lower down its depth becomes more equal, and for about ten miles from its embouchure into the Hokianga harbour it admits vessels of moderate burden. This lower part is bounded on both sides by steep hills covered with kauri-trees, but the best of them have been cut down near the water's edge."

Barrett, A. 1852. The Life of the Rev. John Hewgill Bumby.

In a letter from Brumby to the mission at Mangunu, December 20th, 1839:

REVEREND AND DEAR SIRS,--Having for some time contemplated a visit to Horuru to see the infant church there, and baptize some natives, who, on account of old age and numerous infirmities, were said to be unable to come to Mangungu, a distance of about sixty miles, when the business of the District-Meeting was over, I induced Mr. Whiteley to accompany me, in connexion with Mr. Ironside and Mr. Creed. An opportunity of sending to England offering, I forward a brief account of our expedition, particularly with the view of bringing Wangaroa, our first Missionary settlement in New-Zealand, before the attention of the Committee, as a place which I would very much like to have again enrolled in our list of Stations.

The first evening, after pulling hard for four hours, we arrived at the top of the Mangamuka river, where we left the boat hauled up on the bank, and walked through some beautiful plantations of potatoes and kumeras to Rotopipinai, an interesting settlement of Christian natives, with whom we held service, and spent the night. A hut was given up to us; but it was so small and disagreeable, that I made choice of the outside as my sleeping-place. The following morning, many of the Rotopipinai people accompanied us, so that we formed a numerous and respectable party. Soon after the commencement of the journey, the bottles of heaven were opened, and the rain came down in the most drenching torrents, which, together with the immense mountains we had to climb, and a deep river which had to be crossed about twenty times, rendered travelling rather laborious and disagreeable work. In the afternoon we arrived at the first native settlement, where, with some difficulty, we procured a house, about six feet square and four feet high, in the middle of which we kindled a fire; by which, having wrapped ourselves in blankets, we dried our wet clothes, and boiled the tea-kettle. Having taken food, we were refreshed, and forgot our toil and weariness in travelling up the valley: while we were delighted with the richness of the soil, and the loveliness of the scenery, sorrow filled our hearts in observing several ruined fortifications and desolated villages, from which it was evident, that the population was once much more numerous than at present. About noon we arrived at the chapel, a commodious and substantial native building, which stands in the midst of the valley, as the house of God and the gate of heaven.

Drury, Captain B., 1852 – Survey of the Western Portion of the Northern Province of New Zealand., HMS Pandora, 31 December 1852. Published in the Australian and New Zealand Gazette. 30 July 1853: 871-

There is no other stream of any consequence until we pass the and come to the Mongamuka a river of some considerable importance and down this river most of the timber is conveyed It is navigable three miles at low water for vessels drawing under twelve feet and channel is more than a cable broad Above this the channels are some distance small and intricate It improves again above and as water becomes fresh the timber ponds

are seen off the north banks Five miles from the mouth at the end of the mangroves the hills descend steep to the water's edge the channels are narrow and the come down with great force The tide has now little influence mile and a half we come to the village of Mongatipa on the south opposite this village the clay cliff is perpendicular 30 feet high is with the windings of the river two miles above this on the bank is a small compact settlement of Wesleyan missionary natives Above this no boat can proceed but the rapid stream winds through valley admirably cultivated for four miles There is a track and it is the main communication over the shoulder of the Maungataniwa Mountain to Kaitaia and Monganui There are or rather have been two English stations on the river The one belonging to Mr Cockrane a timber merchant now in the Waima the other to a Mr Murray who has built a wooden bridge that must have cost much labour connecting his establishment on an island with the main for driving his cattle to pasture The deserted site of Mr Cockrane's establishment three miles from the mouth is now overrun with peaches and figs growing in great luxuriance amongst the flax and fern There is a creek near this the Moturata up which I am told there is excellent limestone and the specimen we procured was almost equal to marble.

Kemp, H. T., 1856.

The valley of the Victoria, better known to the natives as Takahue, is situated on the northern side of the Rua Taniwah range, and about midway between the Oruru Valley and the western coast, the two valleys being separated by a bush of from seven to eight miles in length; which I traversed and through which a road might be easily opened up, thereby connecting the two districts and thus forming a nearly direct line of communication with the Harbour of Mangonui, the principal port of safety in that part of the island. The Victoria Valley is nearly triangular in shape, is well watered, and skirted with excellent timber, the soil of a rich alluvial deposit, and, at a rough estimate, may be said to contain about twenty thousand (20,000) acres. A large portion of it has been under cultivation by the Natives, and there exist at present some few scattered plantations of no very large extent. Noble Panakareao, the chief of the Rarawa tribe, is the principal owner of the valley, and upon my expressing a desire to visit, he informed me that it had never been offered for sale, that it was more than probable it would be required for the use of the Natives, whenever the surrounding districts shall have been purchased by the Government. At the same time he led me to infer that a large price would be asked if the Crown should propose to buy.

I regret that, owing to the very sudden and serious illness of Noble, further enquiries have been postponed; but judging from what I have heard in other influential quarters, I think a sum of £3,000 (Three thousand pounds) if the money were on the spot, and a few reserves, comprising in all about two thousand (2,000) acres, would effect the purchase. Of its importance taken in conjunction with the settlements of Oruru and Mangonui, there seems to be no doubt; and that a large portion of it would be taken up at once by settlers, if the Native title were extinguished. It is decidedly the finest district in that part of the Province, and presents great facilities for settling.

Buller, J., 1878. Forty years in New Zealand. Part 1.

In 1869 James Buller travelled to one of his old homes, the Hokianga.

“We dined with Mr. Von Sturmer, collector of customs, etc, and at night were accommodated at the Kohukohu, by Mr. J. Webster. When I was last here, this place was

occupied by the late Mr. Russell. His half-caste daughters were well educated; and their husbands carried on a flourishing trade in timber and gum.

In order to catch the flowing tide next morning, we had an early breakfast, and at six a.m. were on our way up the romantic tributary, the Mangamuka. Here every object seemed to have a tongue that spoke to me. I thought of Turner, Woon, Whiteley, and others, who are no more. There used to be, on the sharp jutting points of the river, European dwellings. Not a vestige of those remained;--a wild grassplot, or a few trees, marked the spots. It was a solitude! Saw no one till we came to Mangataipa, where we found some natives, squaring logs. The stream is shallow here; we left our boat, and horses were brought for us, to proceed up the valley. Broken bridles did good service, and strings of Korari, or flax, supplied the lack of stirrups. Thus we went to Rotopiwai. The old chapel was a ruin; a goodly number of cows and calves met the eye; a long line of Puriri, four-railed fence, indicated an improved method of cultivation, and this was confirmed by an ample supply of warm cow's milk to our dinner. At the foot of the Maunga-taniwha range, we found Te Otane, now old and feeble, a solitary remnant of a large class of Christian chiefs of thirty years ago.

Returning from Mangamuka, we landed at Mangungu at five P.M.”

Appendix C – Historic Plans

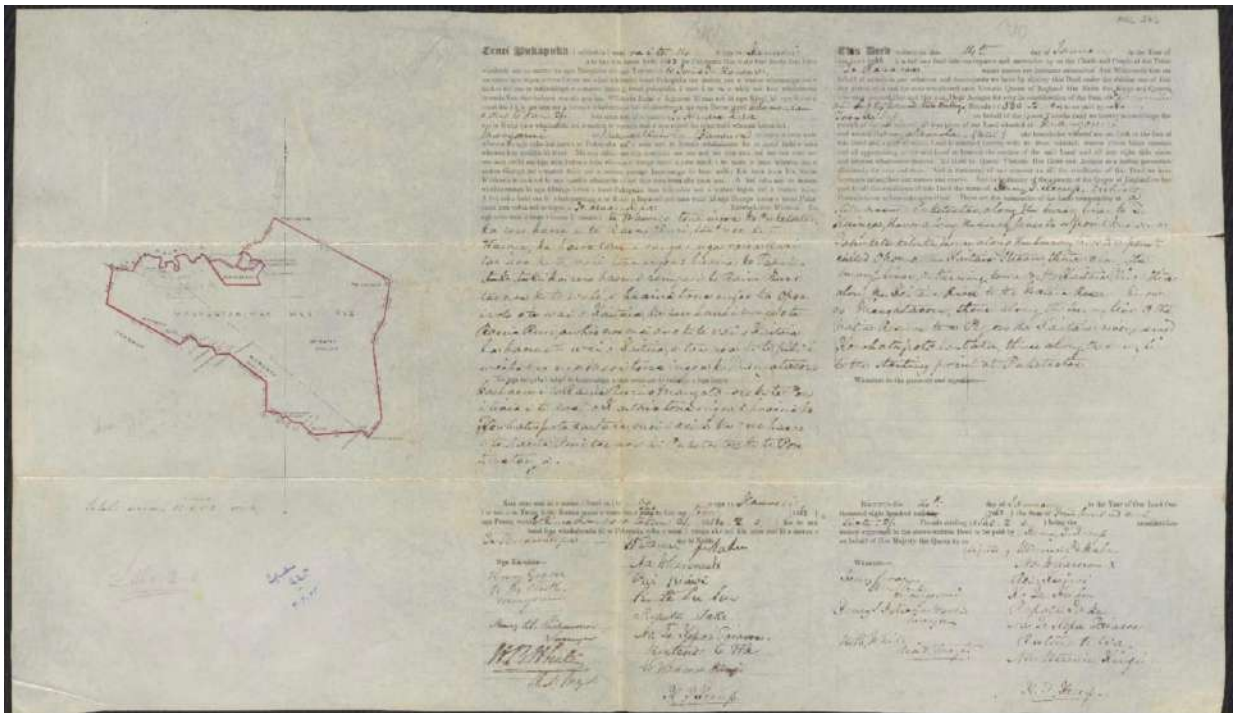


Figure 37: Maungataniwha West No. 2 Deed (1863; ANZ R12153645).

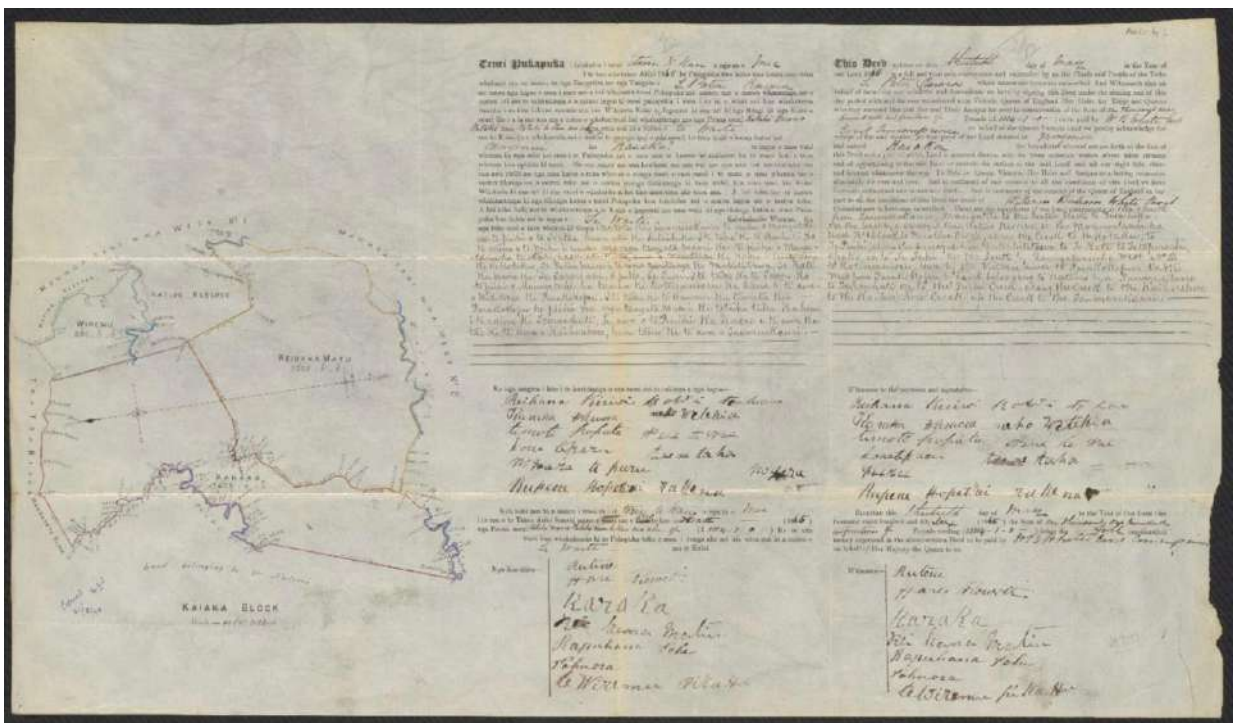


Figure 38: Kaiaka Block Deed (1865; ANZ R12153615).

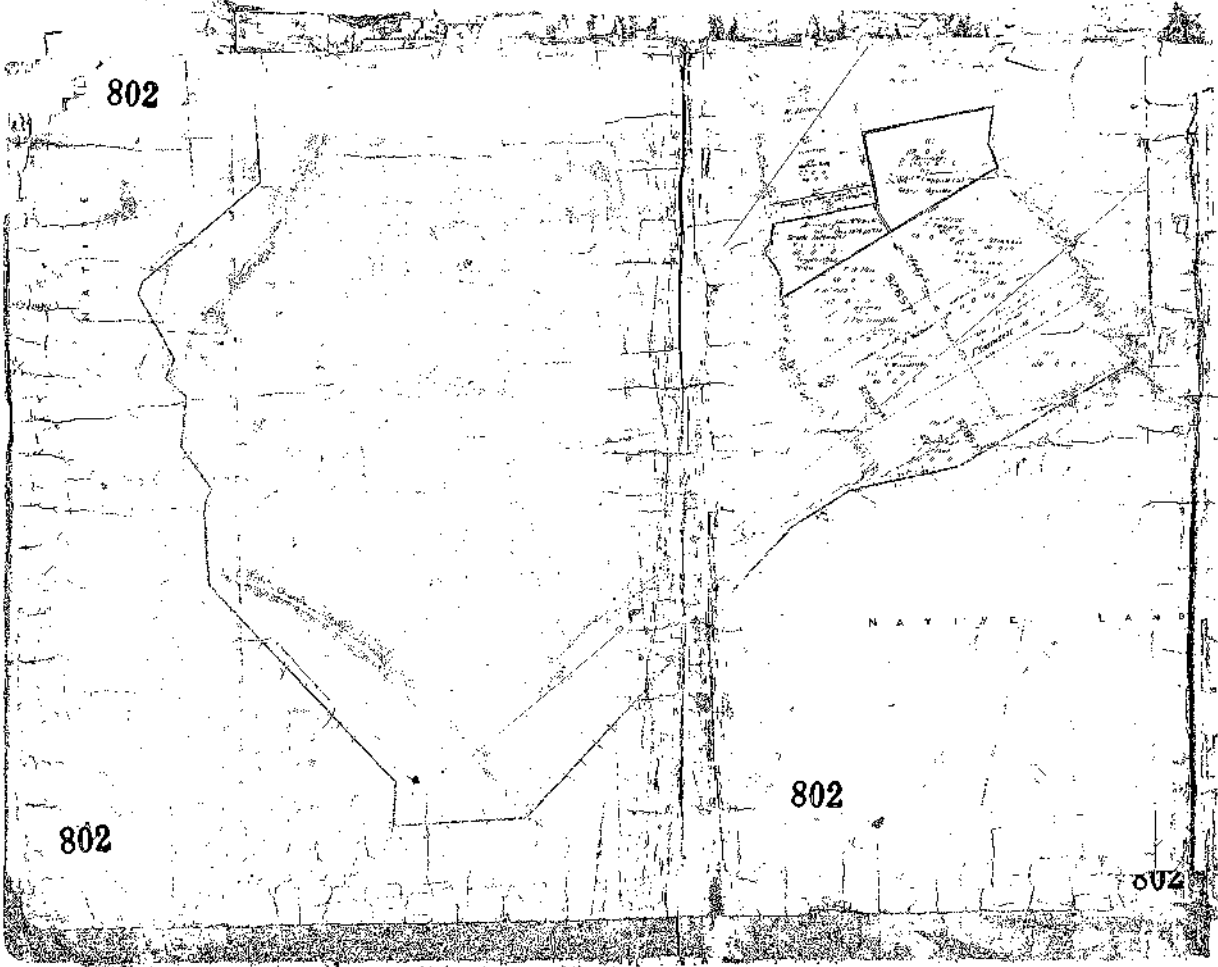


Figure 39: SO 802 (1862, part).

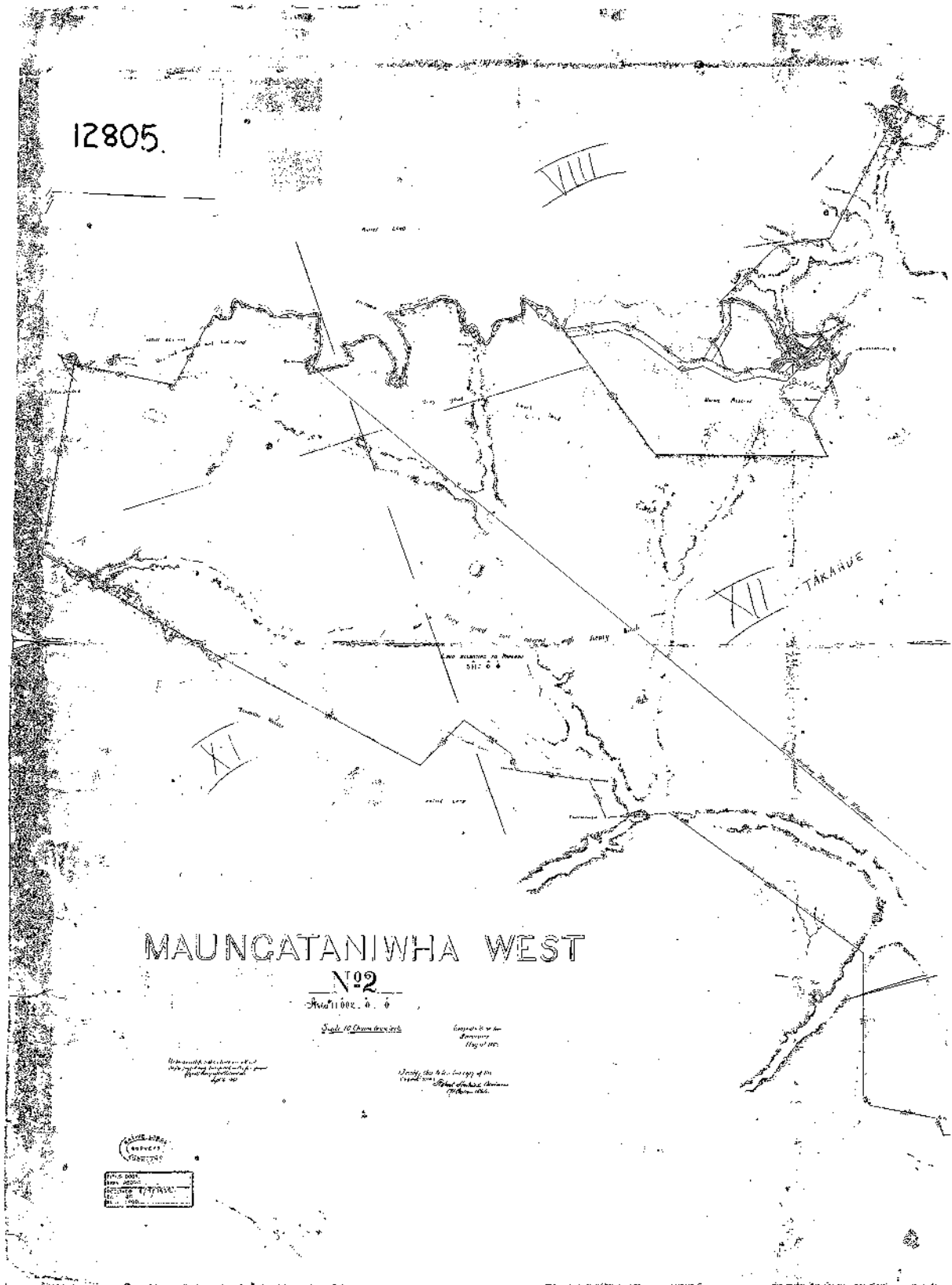


Figure 40: ML 12805 (1862, part).

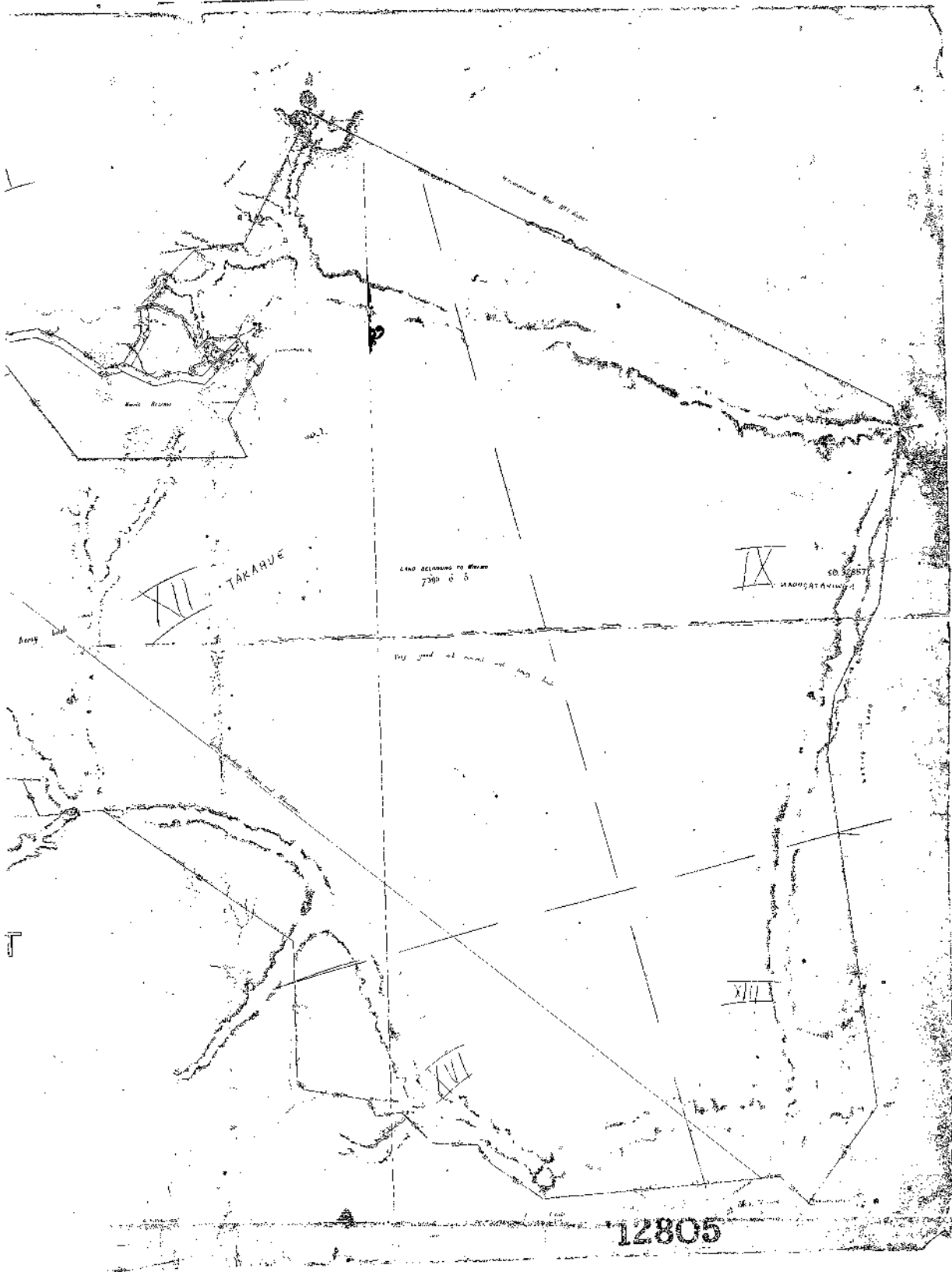


Figure 41: ML 12805 (1862, part).

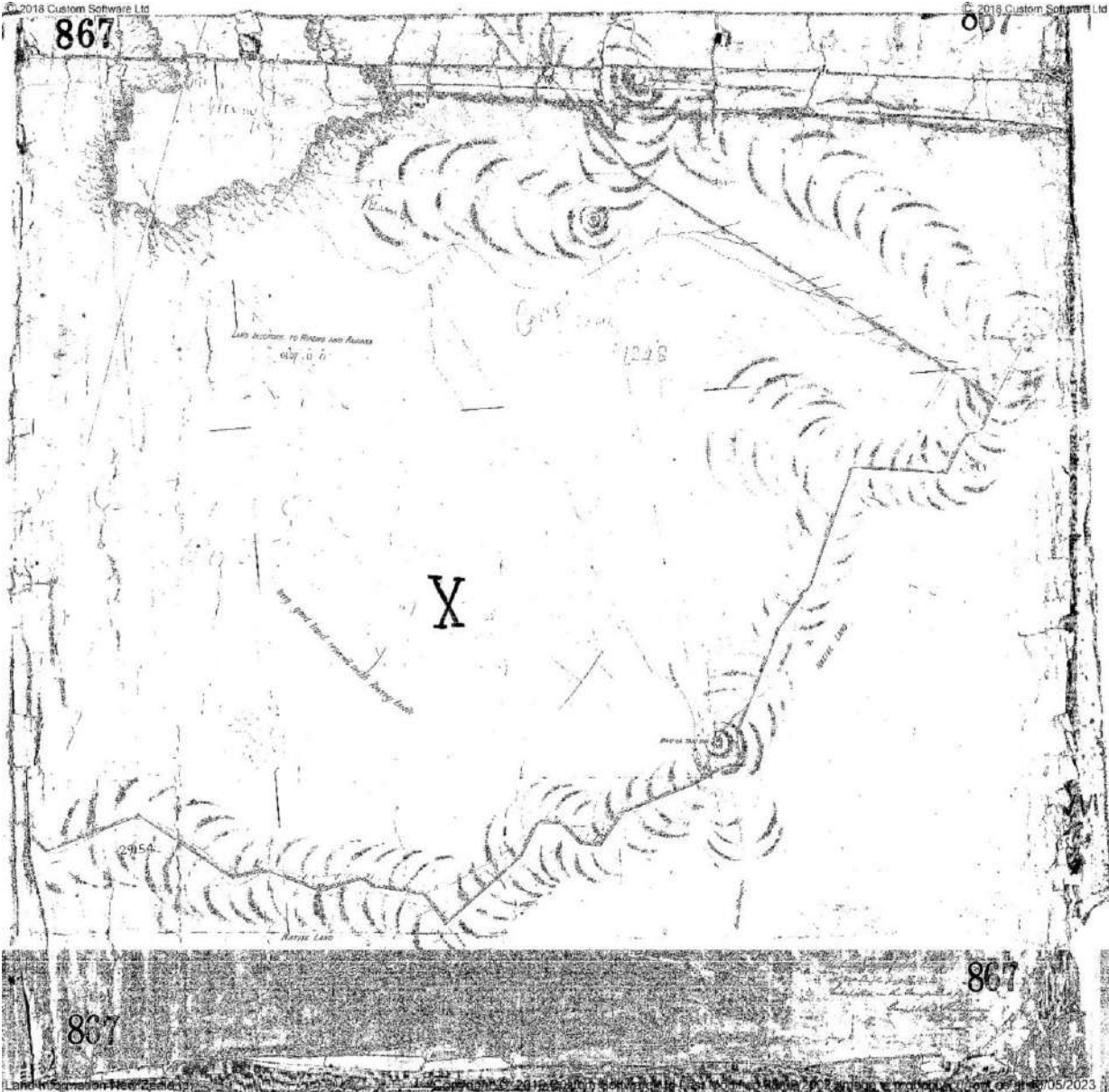


Figure 42: SO 867 (1862).

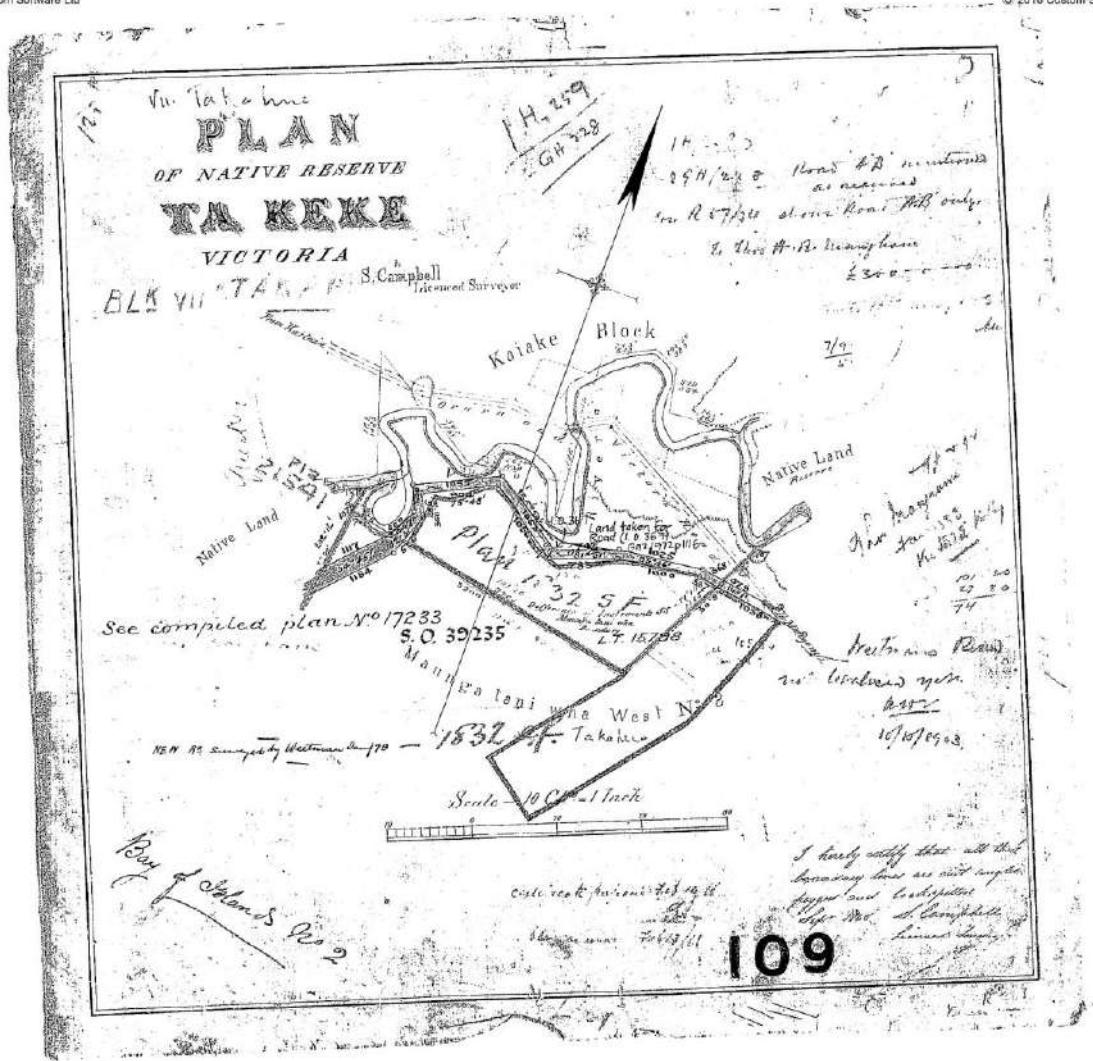
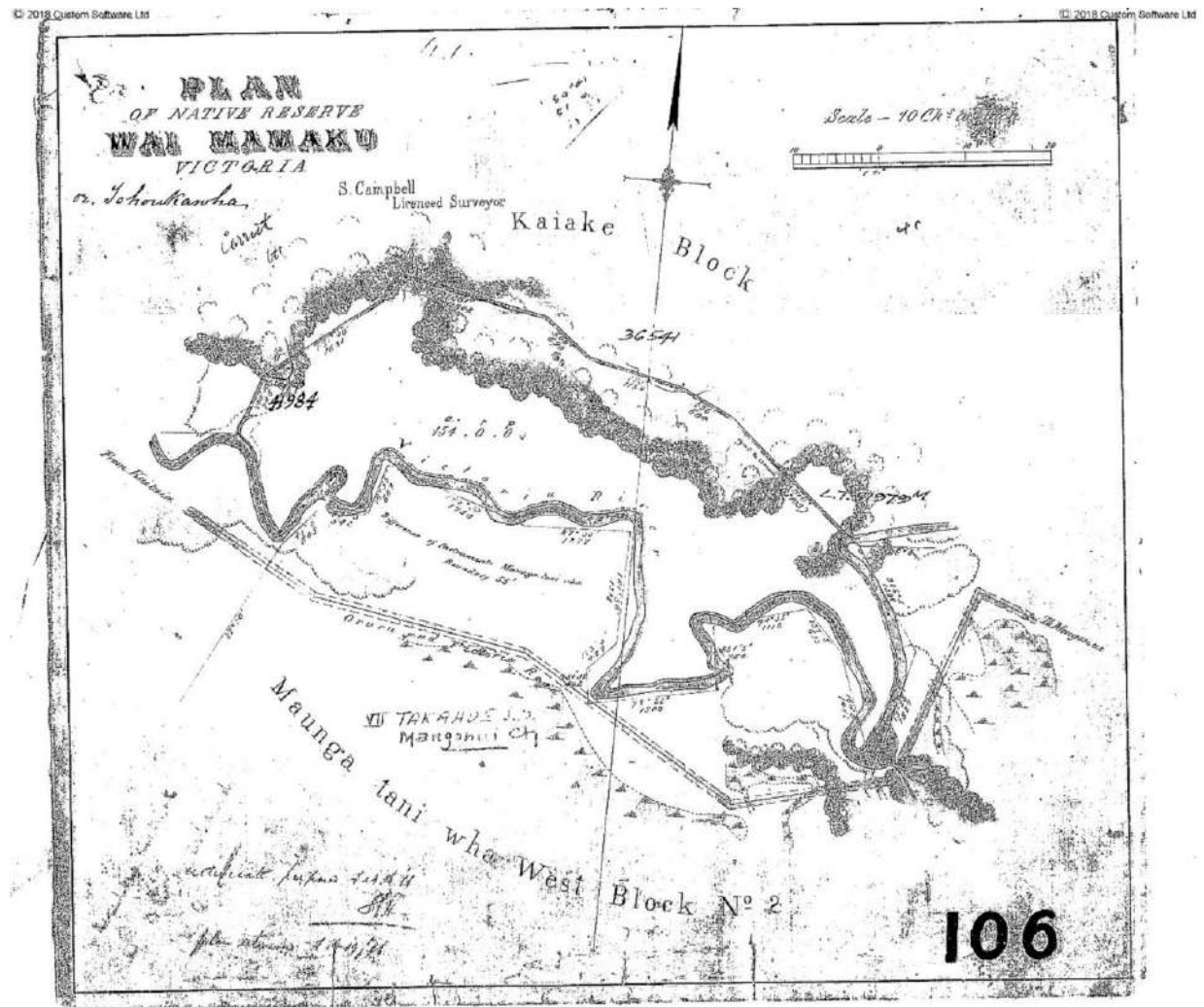


Figure 43: ML 105 (1865?).

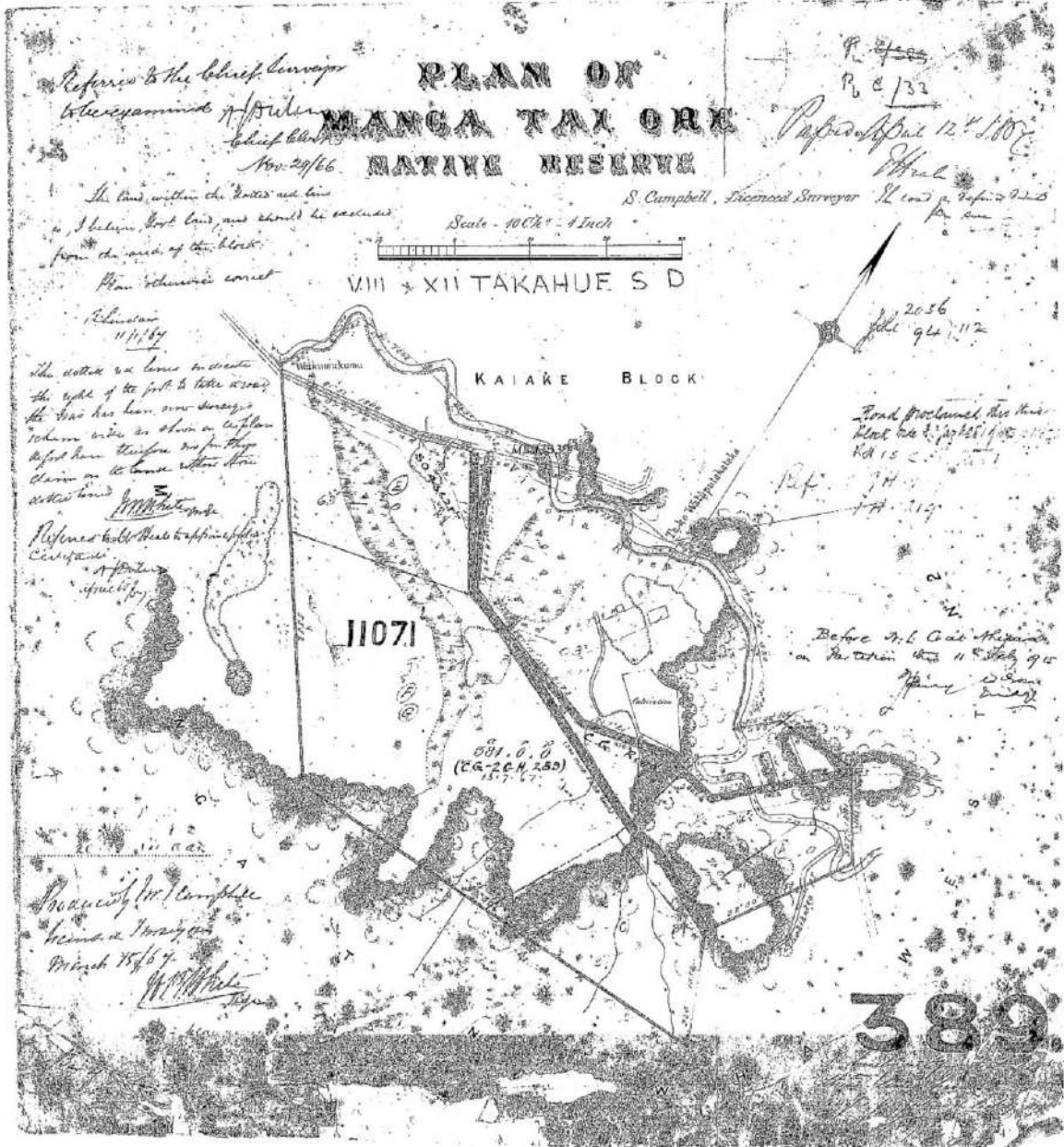


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Figure 44: ML 106 (1866).



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Figure 45: ML 389 (1866).



Figure 46: SO 798 (1867, part).



Figure 47: SO 1031 (1876).

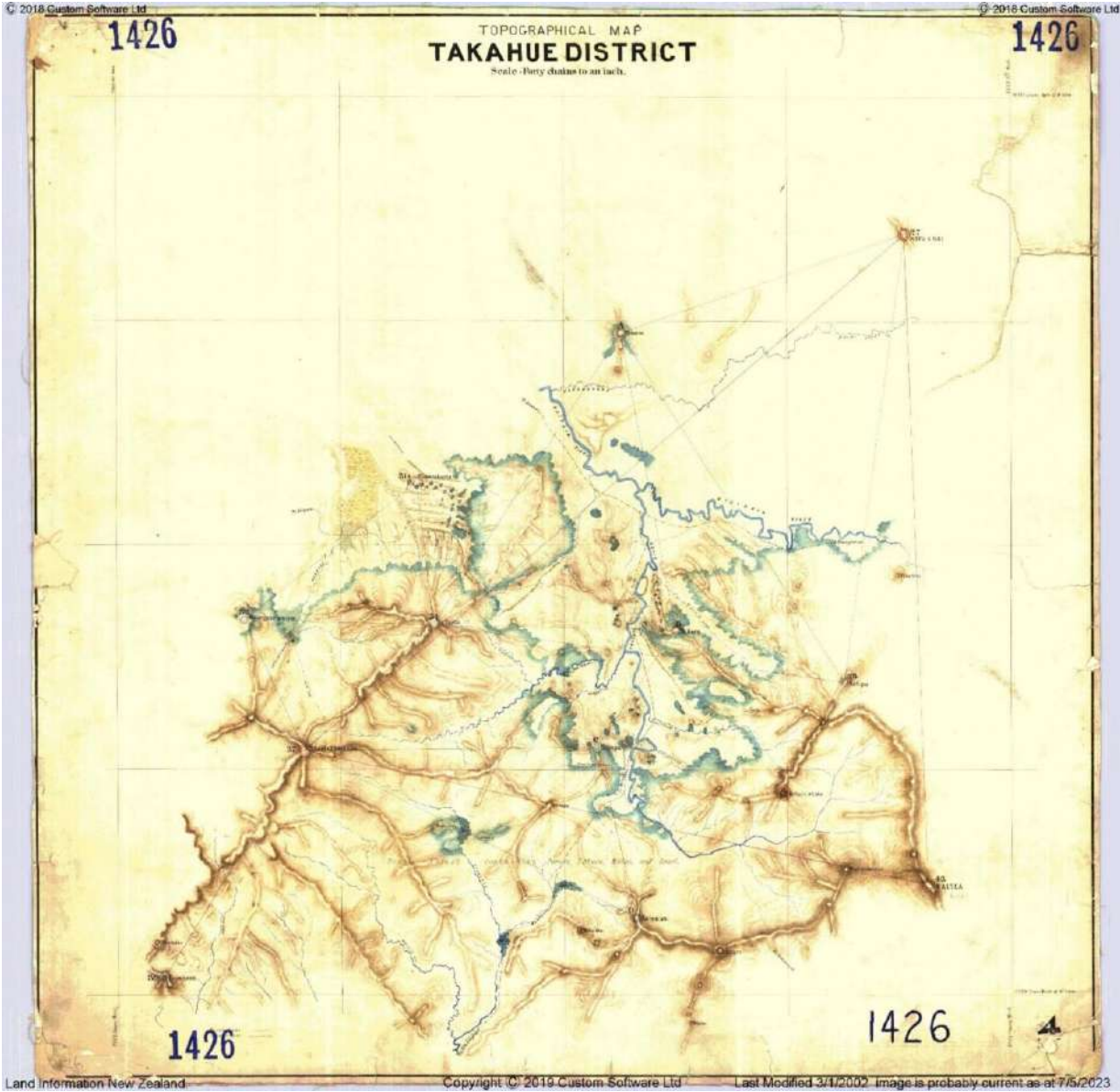


Figure 48: SO 1426 (1870s?).

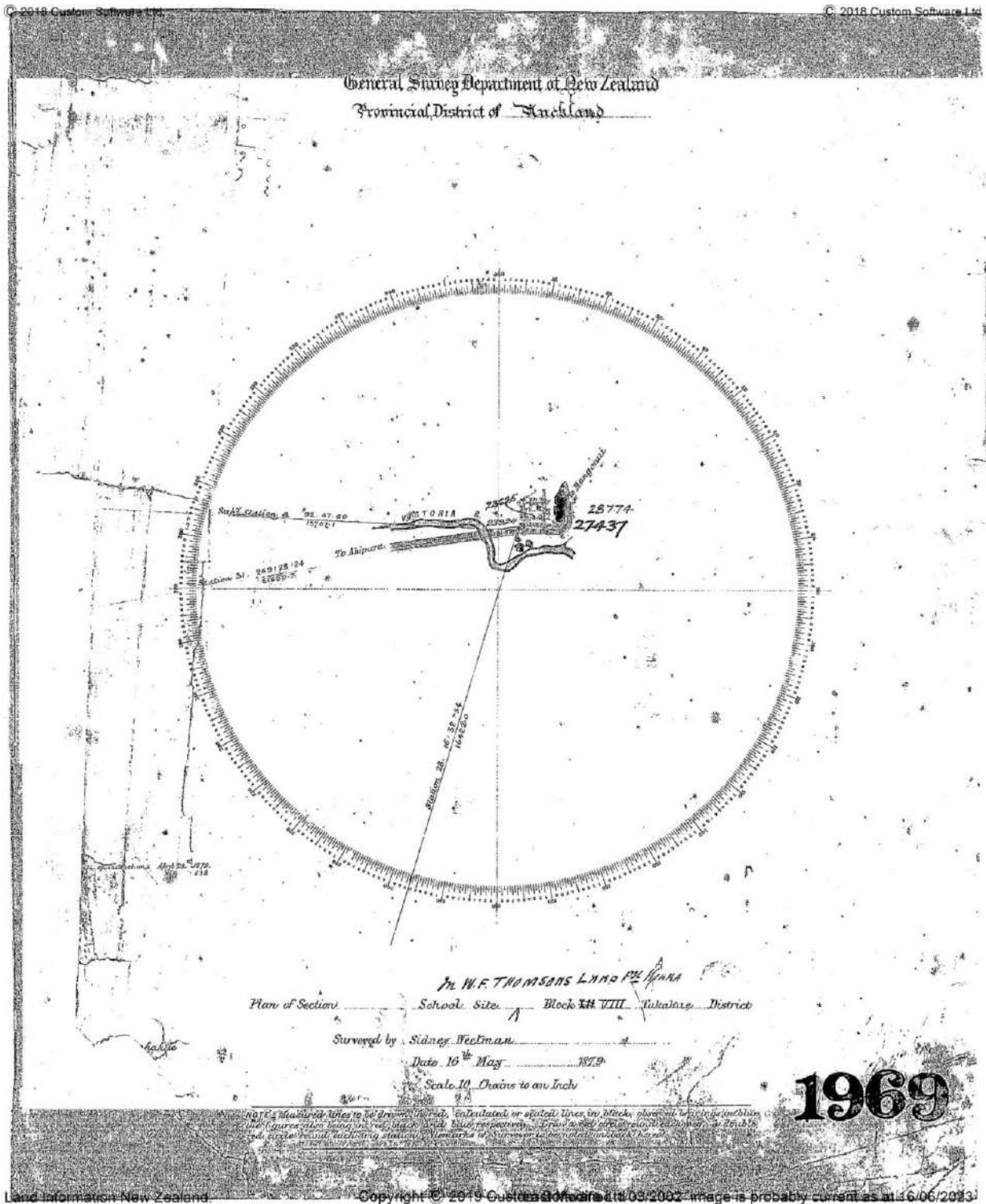


Figure 49: SO 1969 (1879).



Figure 50: ML 3608 A (1880?).

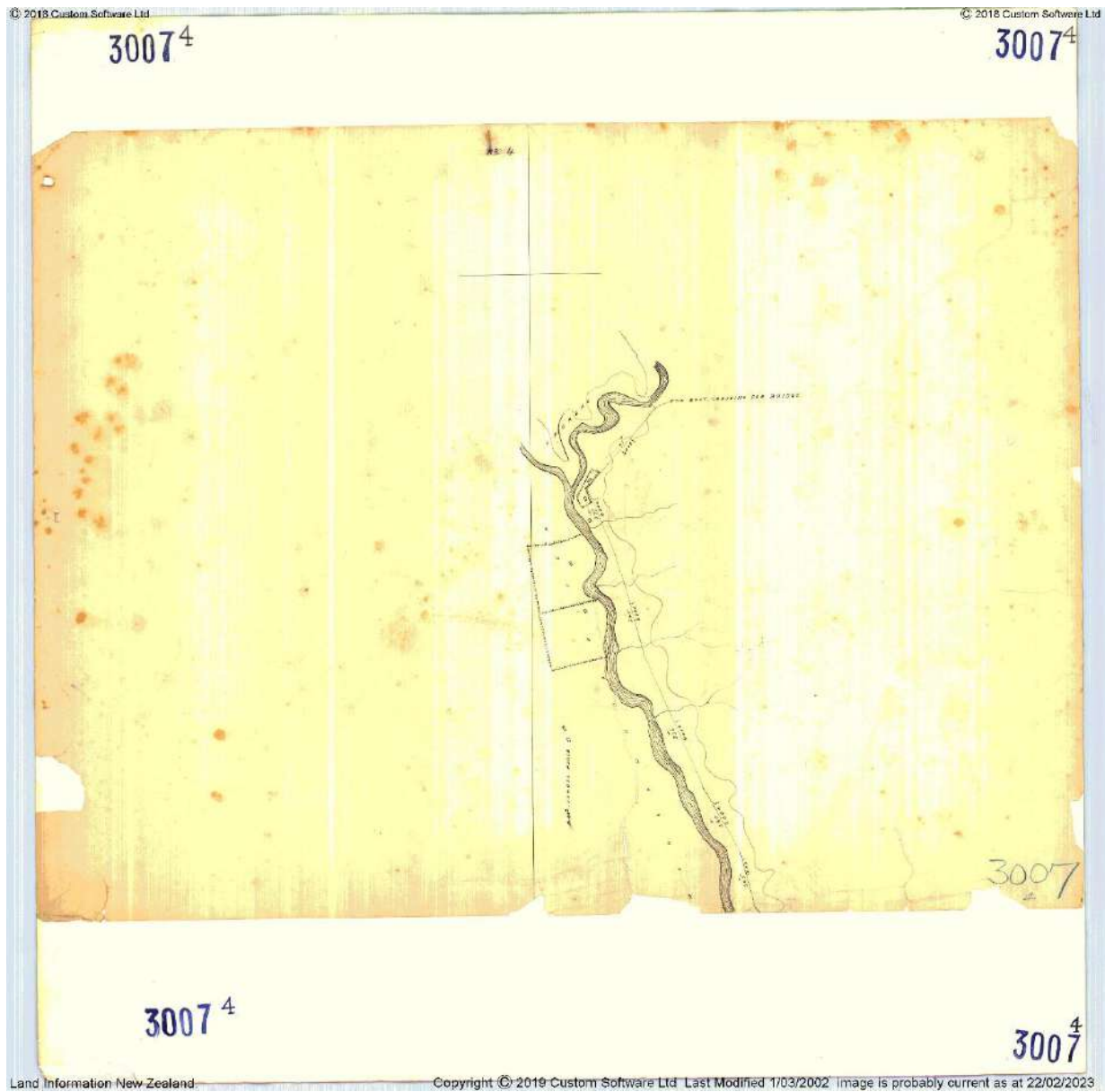
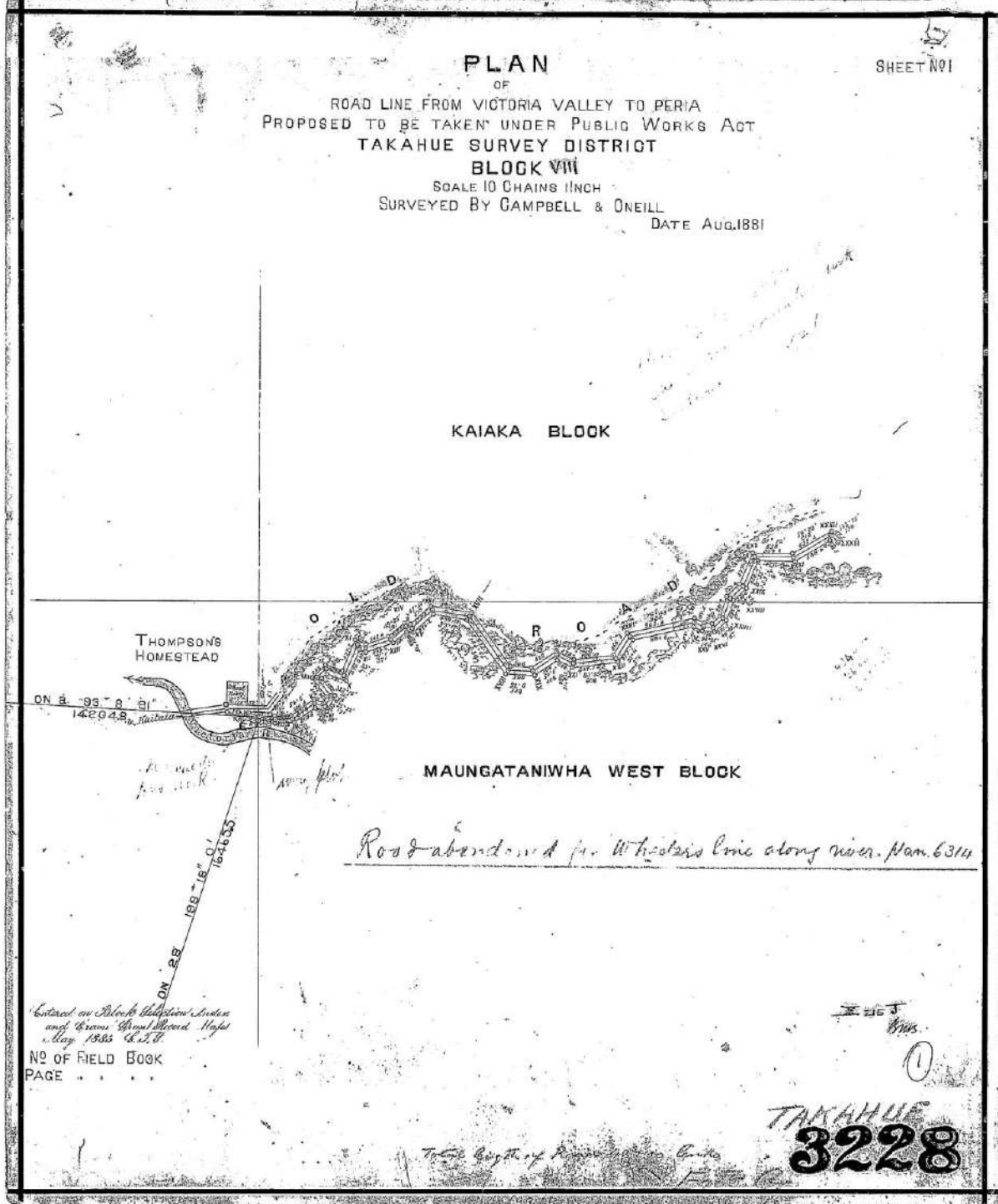


Figure 51: ML 3007/4 (1880?).



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Figure 52: SO 3228 (1881).

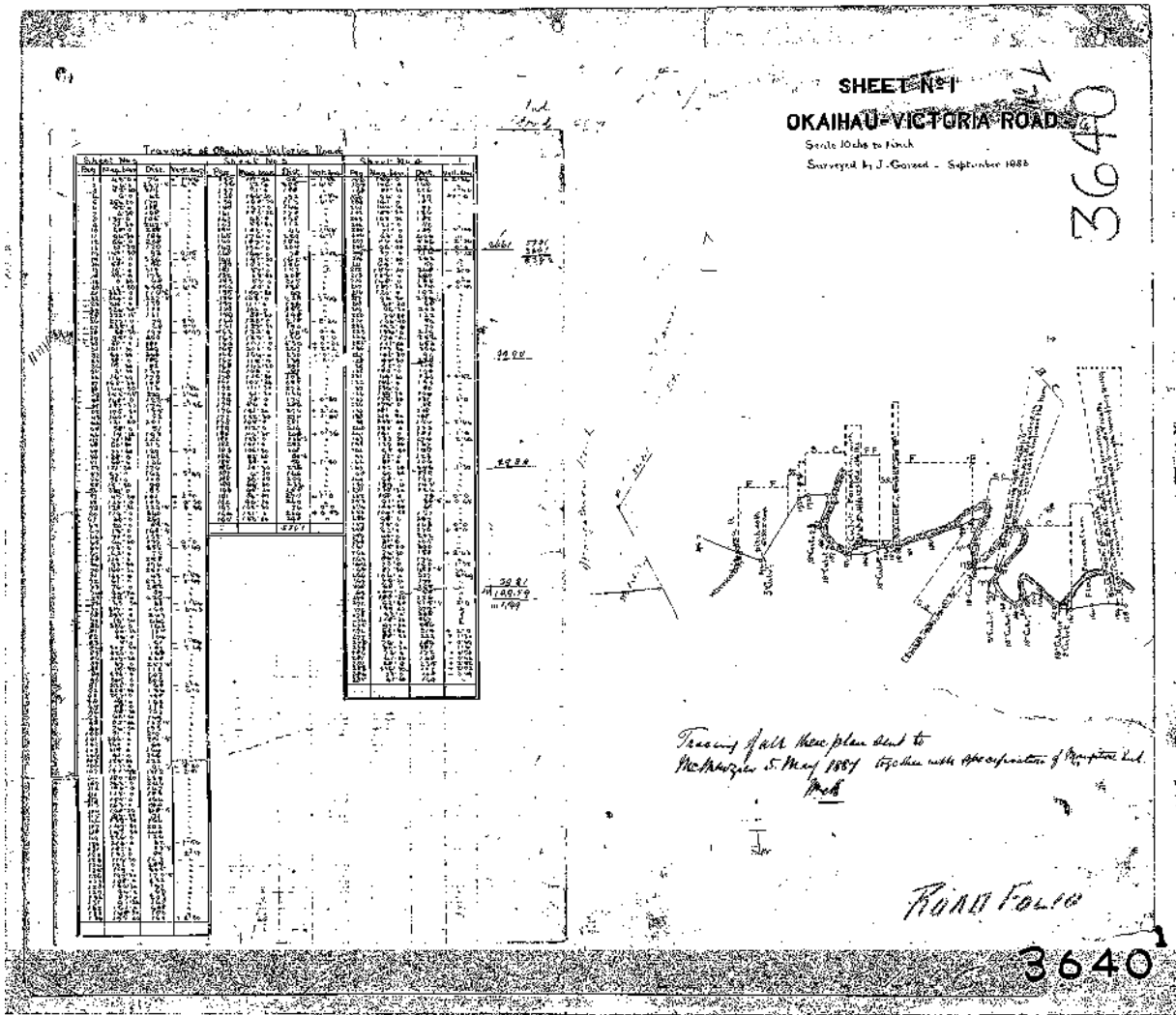


Figure 53: SO 3640/1 (1883).

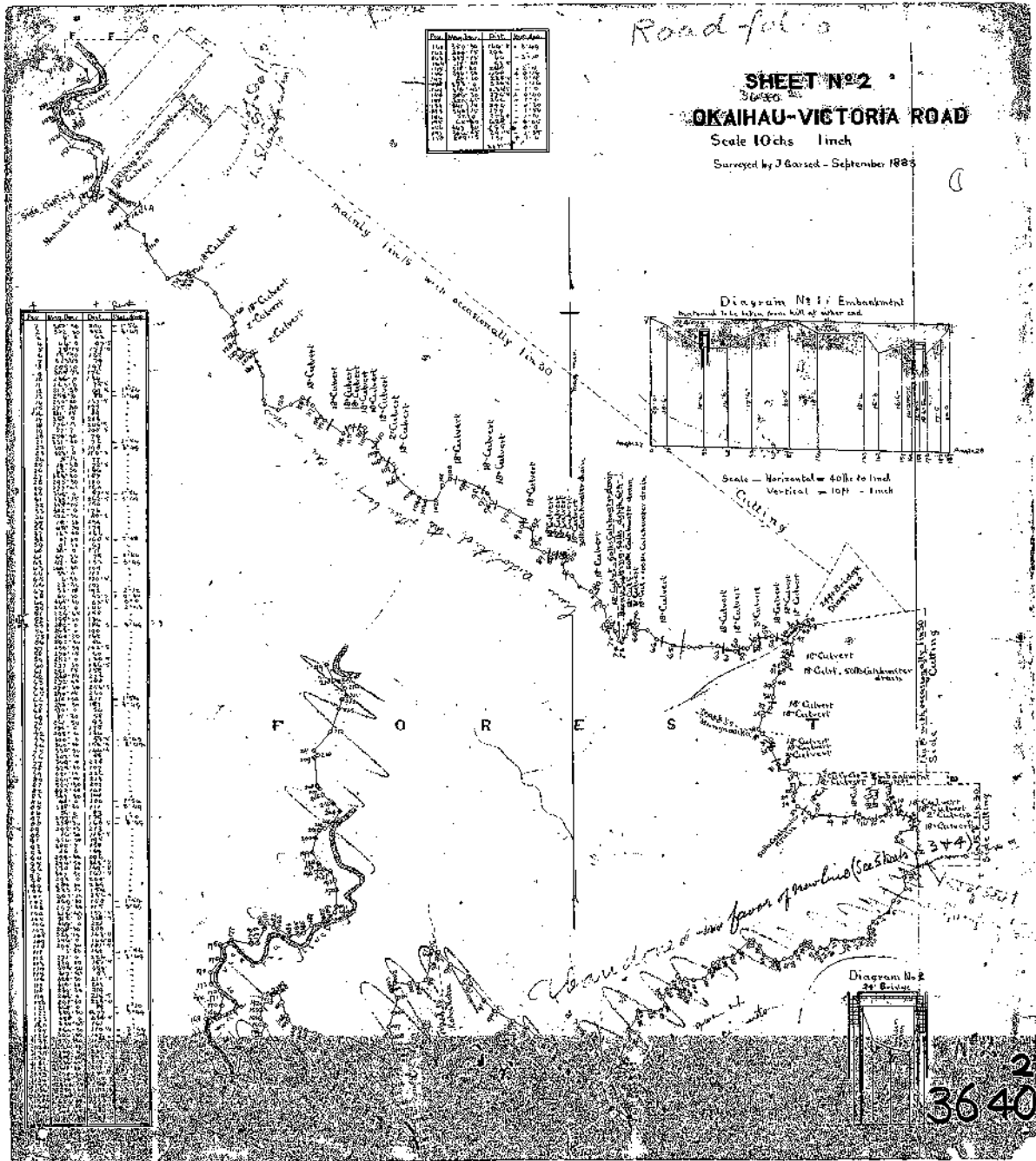


Figure 54: SO 3640/2 (1883).

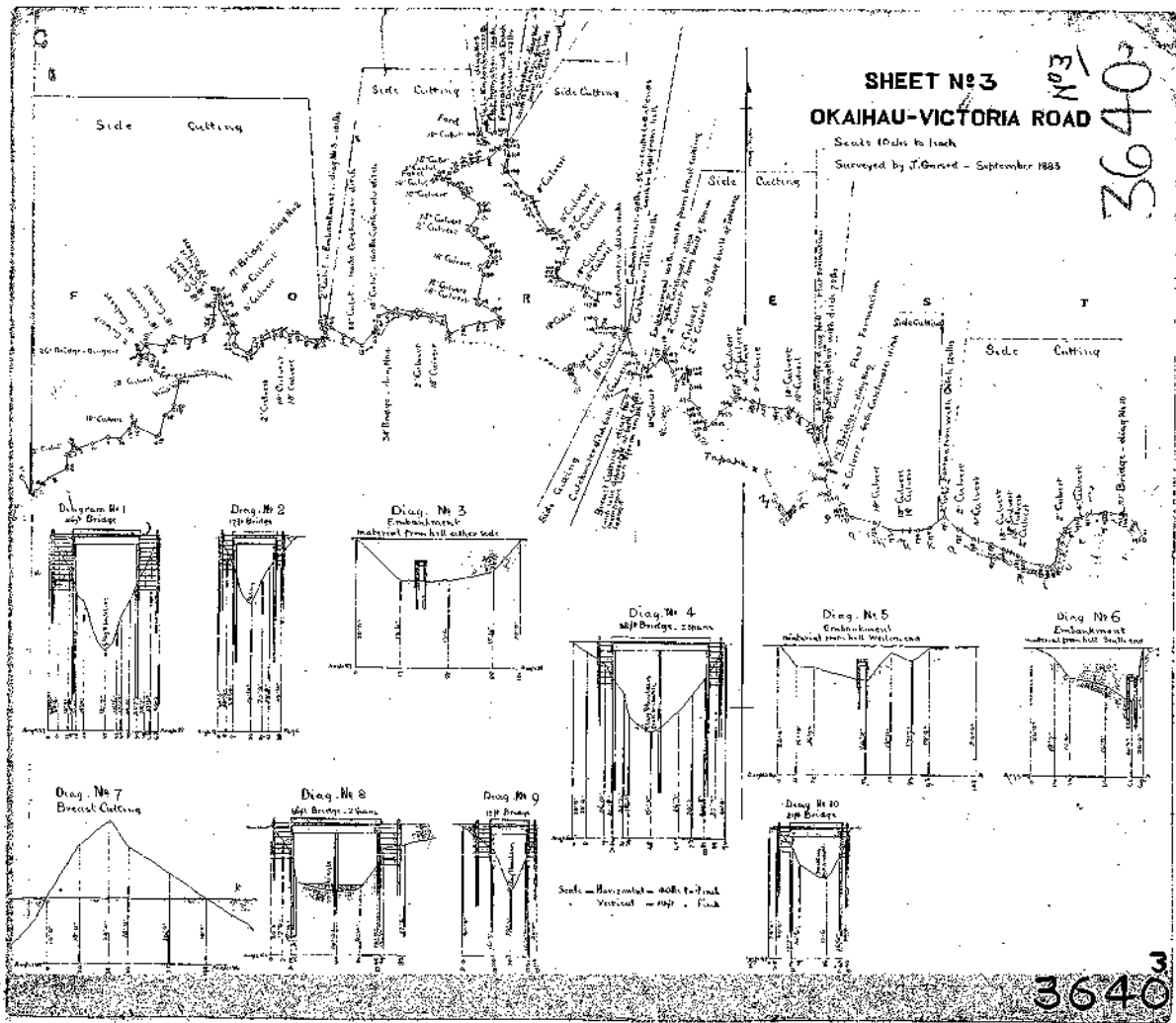
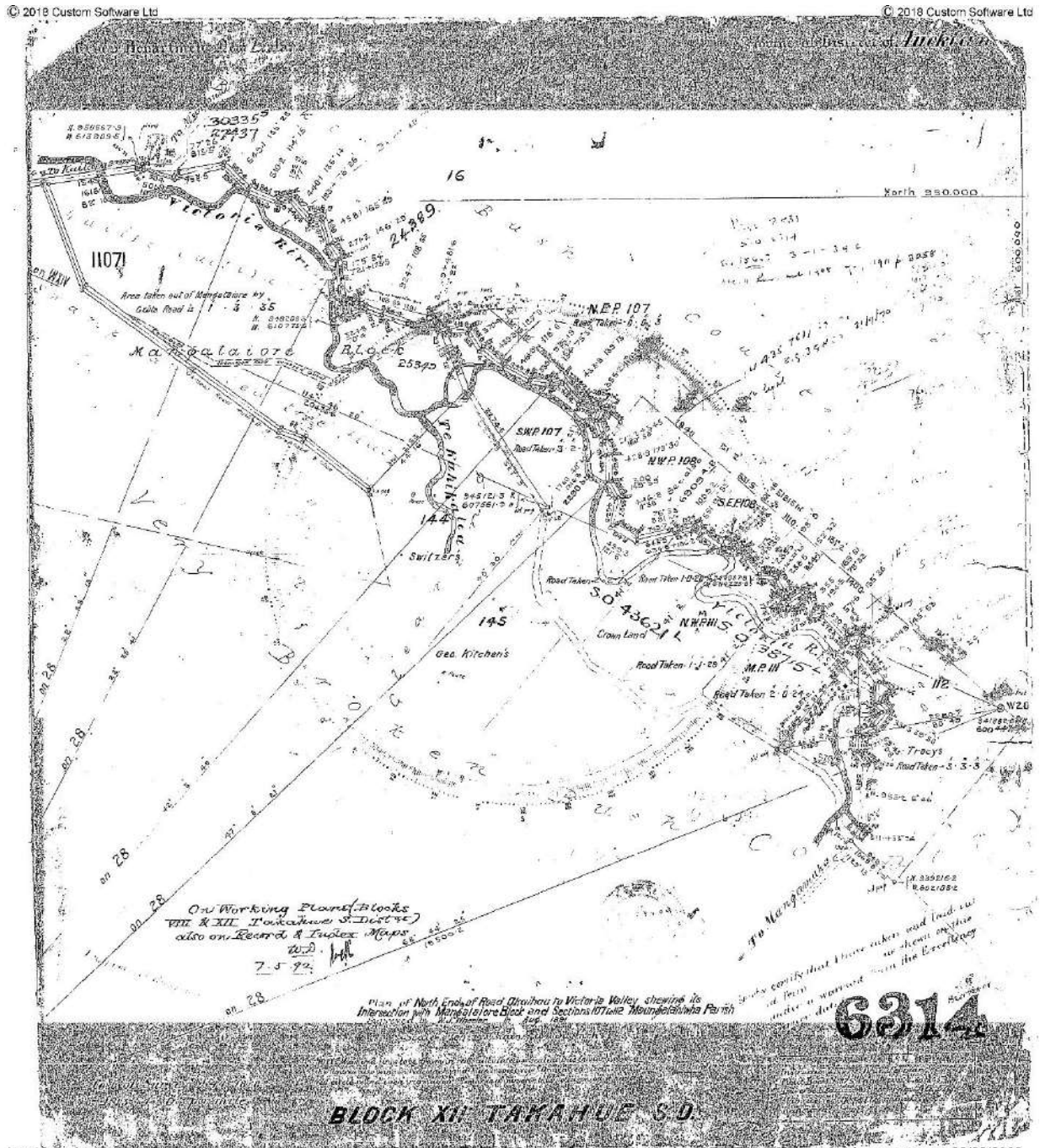


Figure 55: ML 3640/3 (1883).



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Figure 58: SO 6314 (1891).

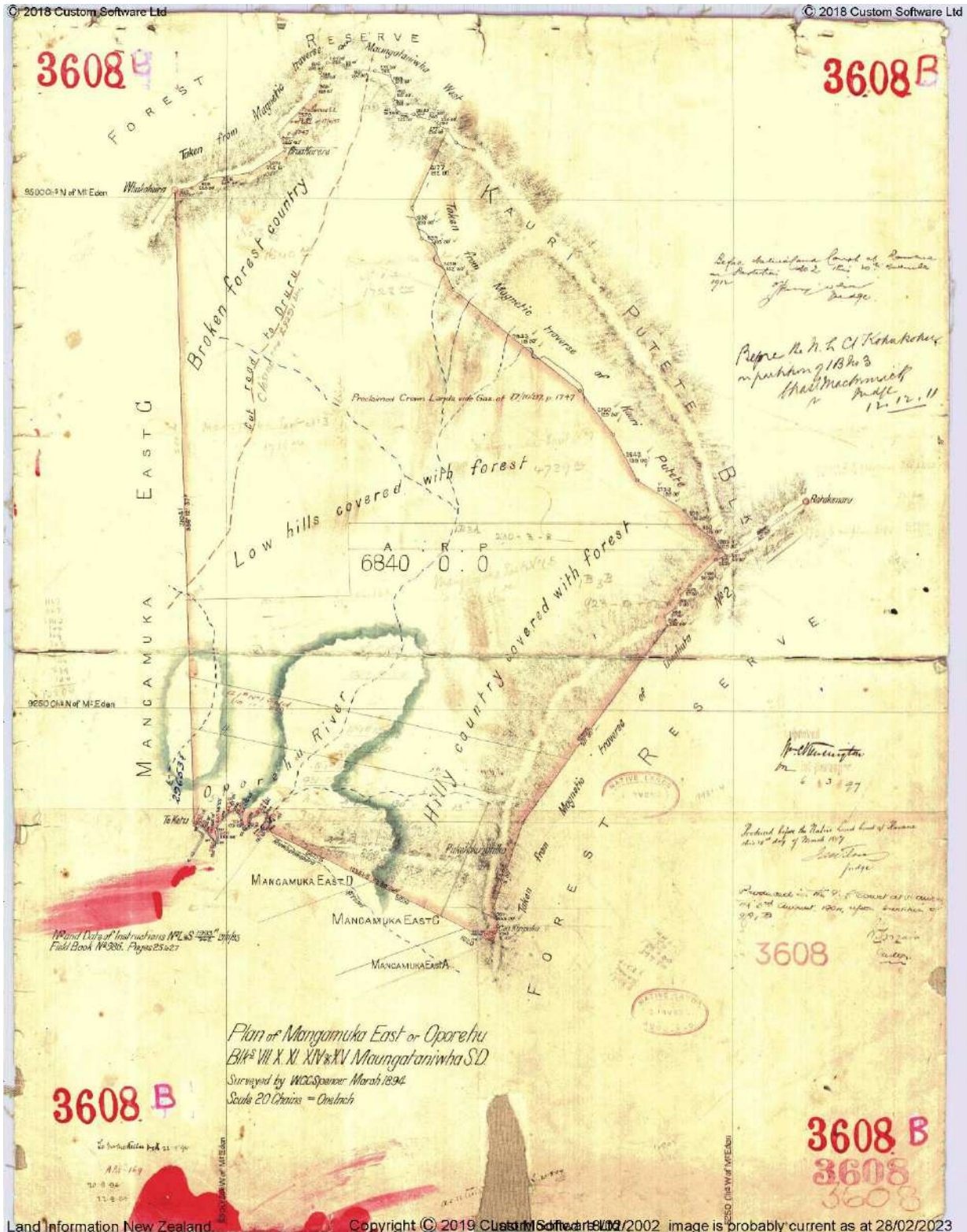


Figure 59: ML 3608 B (1894).

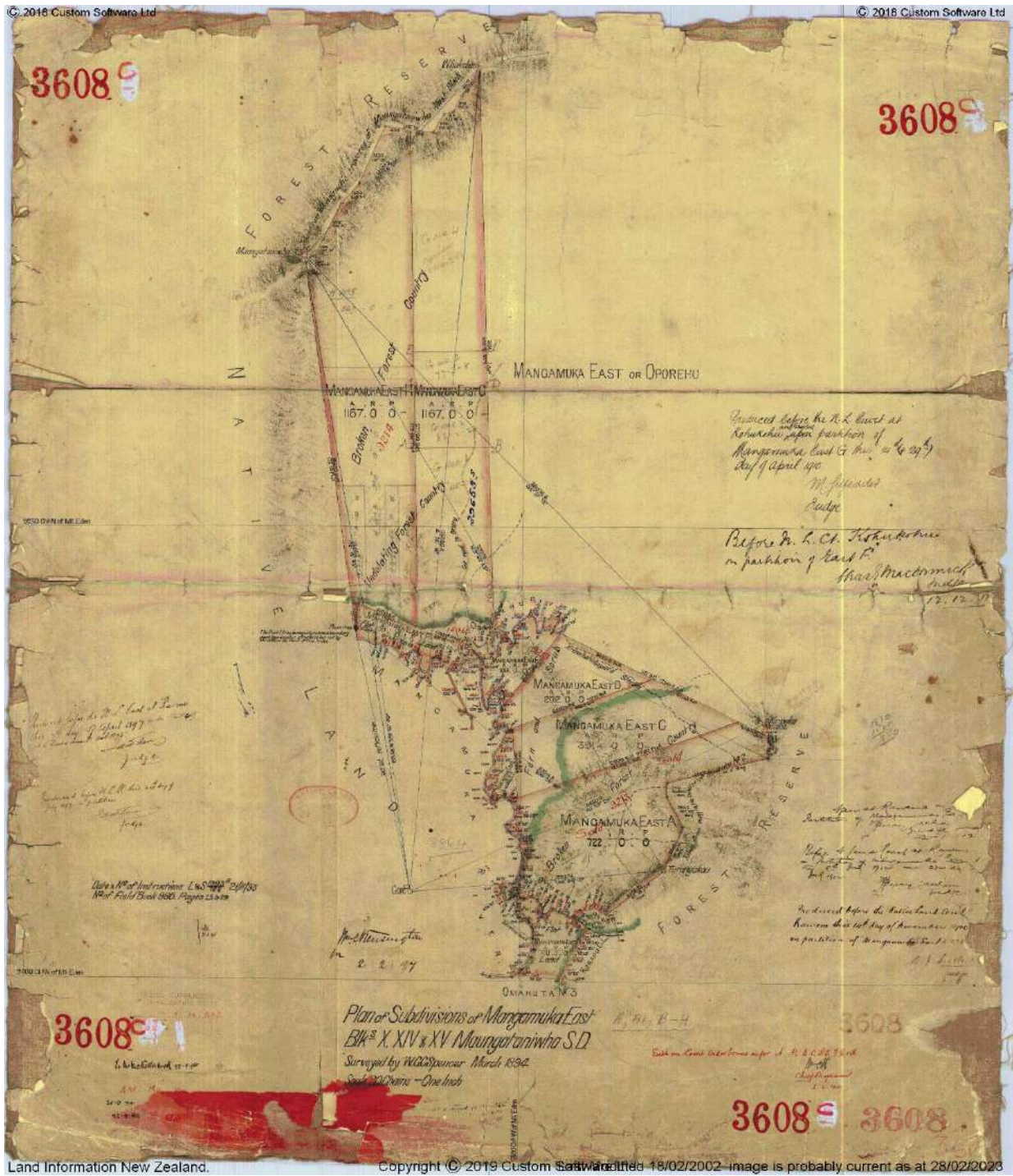


Figure 60: ML 3608 C (1894).



Figure 62: SO 7084/4 (1894).



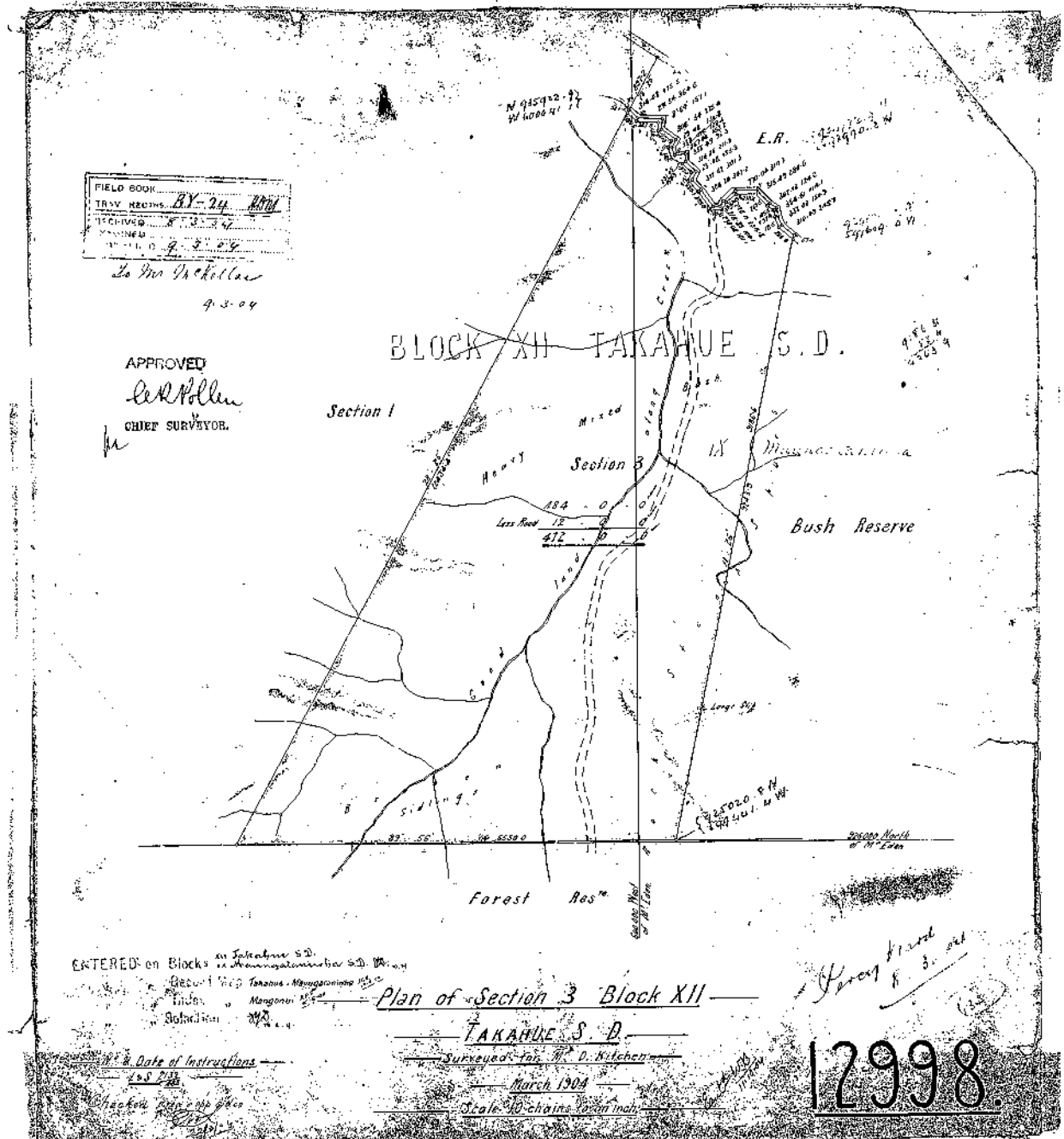


Figure 65: SO 12998 (1904).

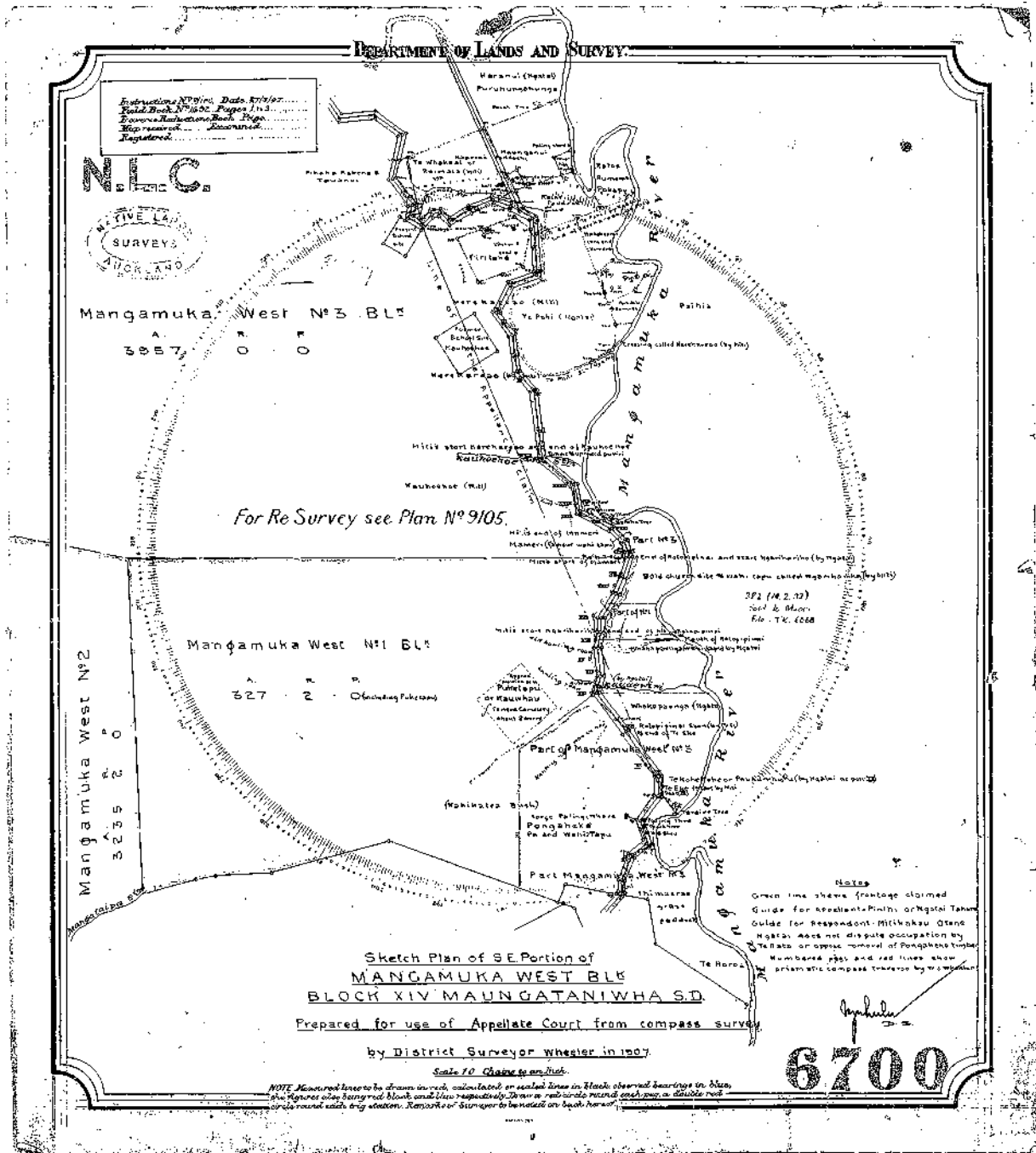


Figure 66: SO 6700 (1907).



Figure 68: ML 9105-4 (1913).

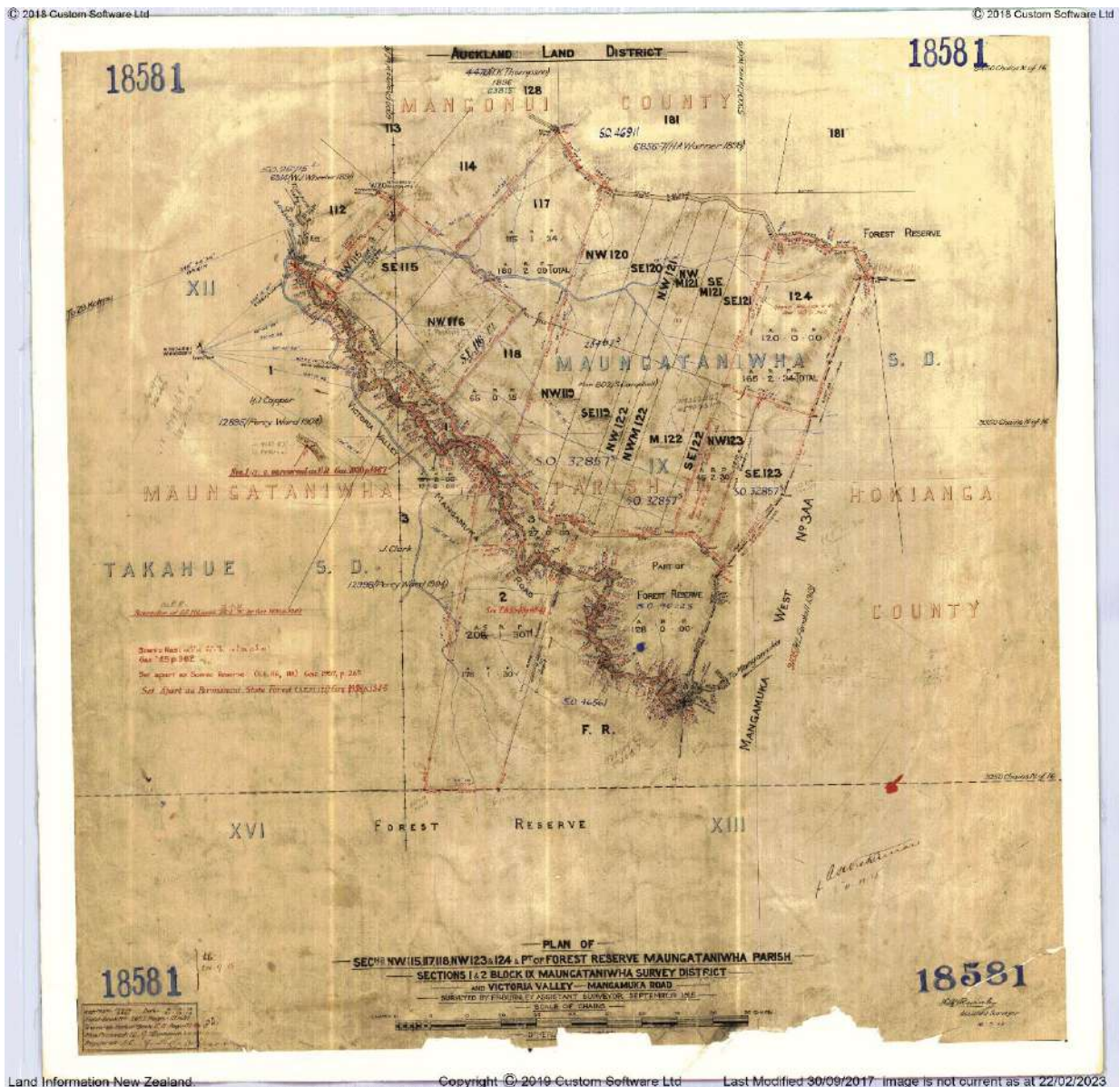


Figure 69: SO 18581 (1915).

Appendix D – Features Recorded from Historic Plans

Table 9: Polygon features.

Date	Source	Feature Type	Description/Detail
1866	ML 106	Native Reserve	Wai Mamaku
1866	ML 109	Native Reserve	Ta Keke
1865?	ML 109	Enclosure	Enclosure?
1865?	ML 109	Enclosure	Enclosure?
1865?	ML 109	Enclosure	Enclosure
1865?	ML 109	House	House
1866	ML 389	Native Reserve	Manga Tai Ore
1866	ML 389	Cultivation, orchard or fruit tree	Cultivation
1866	ML 389	Enclosure	Enclosure?
1866	ML 389	House	House?
1866	ML 389	House	House?
1866	ML 389	Enclosure	Enclosure?
1866	ML 389	Enclosure	Enclosure?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga?
1870s	SO 1426	Houses	Kainga
1870s	SO 1426	Houses	Kainga
1879	SO 1969	Public building	School site
1880	ML 3608-A	Name	Kauhoehoue
1880	ML 3608-A	House	House
1880?	ML 3007	Enclosure	Enclosure and three structures (poor registration)
1880?	ML 3007	Enclosure	Enclosure and two structures (poor registration)
1891	SO 6314	House	House
1891	SO 6314	House	House
1891	SO 6314	House	House
1891	SO 6314	House	House
1894	SO 7084-3	Public building	Old School House
1894	SO 7084-3	Infrastructure	Bridge
1894	SO 7084-3	Public building	Church
1907	ML 6700	House	House
1907	ML 6700	Commercial building	Hapeta's store
1907	ML 6700	Public building	Hall
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	House	House
1907	ML 6700	Public building	Church
1907	ML 6700	House	House
1907	ML 6700	Outbuilding, structure	Kitchen
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700	House	Whare
1907	ML 6700	Outbuilding, structure	Shed

Date	Source	Feature Type	Description/Detail
1907	ML 6700	Outbuilding, structure	Shed
1907	ML 6700-1	Public building	Church
1907	ML 6700	Public building	Former School Site Kauhoehoe
1913	ML 9105-2	Public building	Post office
1913	ML 9105-2	Public building	Hui house
1913	ML 9105-2	Public building	School
1913	ML 9105-2	Public building	School
1913	ML 9105-2	House	Whare
1913	ML 9105-2	House	Whare
1913	ML 9105-2	House	Whare
1913	ML 8864	House	House
1915	ML 9999	House	House
1915	ML 9999	House	House
1915	ML 9999	House	House
1915	ML 9999	House	House
1915	ML 9999	House	House

Table 10: Line features.

Date	Source	Feature Type	Description/Comment
1861?	ML 106	Road	Oruru and Victoria Road
1862	ML 12805	Road	Old Mission track
1862	SO12805	Road	Old Mission track
1862	SO 867	Road	Old mission track
1862	SO867	Road	Old Mission Track
1862	SO867	Road	Old Mission track
1862	SO862	Road	Old mission track
1862	SO867	Road	Track from Victoria
1865	ML109	Road	Road taking 1972
1866	ML389	Road	Oruru and Victoria Road
1866	ML389	Road	Road survey
1866	ML389	Road	Road survey
1866	ML389	Road	Road survey
			Flat formation
1870s	SO 1426	Road	Road to Awanui
1870s	SO 1426	Road	Road to Takahue
1870s	SO 1426	Road	Road to Taheke
1870s	SO 1426	Road	Road to Takahue
1870s	SO 1426	Road	Road to Takahue
1870s	SO 1426	Road	Road to Whangape
1870s	SO 1426	Road	Road to Hokianga
1870s	SO 1426	Road	Road to Ahipara
1870s	SO 1426	Road	Road to Ahipara
1870s	SO 1426	Road	Proposed road to Ahipara
1870s	SO 1426	Road	Road to Takahue
1870s	SO 1429	Road	Road to Ahipara
1870s	SO 1426	Road	Road to Takahue
188	SO 3640	Infrastructure	Embankment
1880	ML 3608-S	Topography and vegetation	Bushline

Date	Source	Feature type	Description/Comment
1894	ML 3608-C	Topography and vegetation	Bushline
1894	SO 7084/3	Road	Spencer's road
1894	SO 7084	Road	Spencer's road
1894	SO 7084	Road	Spencer's road
1894	SO 7084/3	Road	Spencer's Road
1894	SO 7084	Road	Spencer's road
1904	SO 12998	Road	Track?
1904	SO 12895	Topography and vegetation	New clearing
1904	SO 12895	Road	Graded line to Mangamuka
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1907	ML 6700-1	Enclosure	Enclosure
1913	ML 9105-1	Road	Track
1913	ML 9105-2	Wahi tapu or cemetery	Wahi tapu
1913	ML 9105-2	Enclosure	Enclosure
1913	ML 9105-2	Topography and vegetation	Bushline
1913	ML 9105-2	Topography and vegetation	Bushline
1913	ML 9105-2	Topography and vegetation	Bushline
1913	ML 9105-2	Topography and vegetation	Bushline
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Enclosure	Wire fence
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline

1915	ML 9999	Topography and vegetation	Bushline
1915	ML 9999	Topography and vegetation	Bushline
1915	ML9999	Topography and vegetation	Bushline

Table 11: Point features.

Date	Source	Feature	Description/Comment
1862	SO 867	Name	Land belonging to Wiremu and Reihana
1862	SO 867	Topography and vegetation	Very good land covered with heavy bush
1862	ML 12805	Name	Native Reserve
1862	ML 12805	Name	Te Ure Paraoa
1862	ML 12805	Topography and vegetation	Very good soil Level land
1862	ML 12805	Topography and vegetation	Native Reserve
1862	ML 12805	Topography and vegetation	Very rich alluvial soil, level Land
1866	SO798	Topography and vegetation	Broken Land Covered With Forest
1867	SO 3640	Name	Panther and Family 150 acres
1867	SO798	Name	W. F. Thompson 200 acres
1867	SO 798	Name	C. H. and C. White
1867	SO798	Name	Panther and Johnson
1867	SO798	Topography and vegetation	Tea Tree Scrub
1867	SO798	Topography and vegetation	Undulating land of good quality
1876	SO1031	Name	Government Reserve
1880	ML 3608-A	Wahi tapu or cemetery	Tapu
1880	ML 3608-A	Name	Rutupua(?)
1880	ML 3608-A	Name	Webster and C(?)
1880	ML 3608-A	Name	Ngapumahumahu
1880	ML 3608	Name	Mangataipa
1880	ML 3608	Name	Te Toki Creek
1880	ML 3608	Name	Ko Te Awa o te Mangataipa
1883	SO 3640	Infrastructure	16 ft bridge
1883	SO 3640	Infrastructure	24 ft bridge
1883	SO 3640	Infrastructure	14 ft bridge
1883	SO 3640	Infrastructure	10 ft bridge
1883	SO 3640	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	26 ft bridge
1883	SO 3640	Infrastructure	17 f bridge
1883	SO 3640-3	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	36 ft bridge
1883	SO 3640-3	Infrastructure	15 foot bridge
1883	SO 3640-3	Infrastructure	Ford
1883	SO 3640-3	Infrastructure	21 ft bridge
1883	SO 3640	Infrastructure	3 foot Culvert
1883	SO 3640	Infrastructure	18 Foot culvert
1883	SO 3640	Infrastructure	18 foot culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	3 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	3 foot culvert

1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
Date	Source	Feature type	Description/Comment
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	38 foot bridge
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	3 Foot culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Road	Track to Mangamuka
1883	SO 3640	Infrastructure	3 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert 25 foot long built of totara
1883	SO 3640	Infrastructure	2 foot 6 inch culvert 20 foot long built of totara
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	3 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert

1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	24' bridge
1883	SO 3640	Infrastructure	18" culvert
Date	Source	Feature type	Description/Comment
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	3' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	3' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	2' culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO3640	Infrastructure	Embankment
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	3 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	3 foot culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	18 inch culvert
1883	SO 3640	Infrastructure	2 foot culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1883	SO 3640	Infrastructure	18" culvert
1891	SO 6314	Public building	Public School
1891	SO 6314	Name	To Mangamuka
1891	SO 6314	Name	Tracey's
1891	SO 6314	Name	Crown Land
1891	SO 6314	Name	Geo Kitchen's
1891	SO 6314	Name	Switzer's
1891	SO 6314	Name	Campbell's abandoned Road surveyed about 30 years ago
1891	SO 6314	Name	Garsea's Road which it is proposed to close
1894	SO 6909	Topography and vegetation	Bush Very Broken fair soil
1894	SO 7842	Topography and vegetation	Heavy Forest
1894	ML 3608-C	Cultivation, orchard, fruit tree	Flat land cultivations
1894	ML 3608-C	Cultivation, orchard, fruit tree	Undulating Foreset Country
1894	ML 3608-C	Road	Cut road to Oruru

1894	ML 3608-C	Topography and vegetation	Broken Forest Country
1894	ML 3608-C	Topography and vegetation	Flat Land
1894	ML 3608-B	Topography and vegetation	Low hills covered with forest
1894	ML 3608-B	Topography and vegetation	Forest Reserve
Date	Source	Feature type	Description/Comment
1894	ML 3608-B	Topography and vegetation	Hilly country covered with forest
1894	ML 3608-B	Road	Cut road to Oruru
1894	ML 3608-B	Topography and vegetation	Broken forest country
1894	ML 3608-B	Name	Te Keru
1894	ML 3608-C	Topography and vegetation	Puriri tree
1894	SO 3640	Wahi tapu or cemetery	Burial Ground
1894	SO7084-3	Public building	Old School House
1894	SO7084-3	Infrastructure	Bridge
1894	SO7084-3	Cultivation, orchard, fruit tree	Native cultivations
1894	SO7084	Cultivation, orchard, fruit tree	Native cultivation
1896	ML 6700	Cultivation, orchard, fruit tree	Cultivations
1898	ML 6700	Name	Taipari and Rihari Mate
1898	ML 6700	Name	Hapeta
1904	SO 12998	Topography and vegetation	Heavy mixed bush
1904	SO 12998	Topography and vegetation	Good land along creek
1904	SO 12998	Topography and vegetation	Large slip
1904	SO 12998	Topography and vegetation	Bush Reserve
1904	SO 12998	Topography and vegetation	Rocky steep spurs
1904	SO 12895	Name	Kitchen, owner
1904	SO 12895	Road	Graded line to Mangamuka
1904	SO 12895	Topography and vegetation	New clearing
1907	ML 6700-1	Name	Haranui (Ngatai)
1907	ML 6700-1	Name	Puruhungahunga
1907	ML 6700-1	Cultivation, orchard, fruit tree	Peach tree
1907	ML 6700-1	Name	Maunganui
1907	ML 6700-1	Name	Hapeta's Paddocks
1907	ML 6700-1	Name	Te Whakai or Roimata (Miti)
1907	ML 6700-1	Name	Pikaka Rakena Tauanui
1907	ML 6700-1	Name	Hapeta'a house
1907	ML 6700-1	Name	Hapeta's store
1907	ML 6700-1	Cultivation, orchard, fruit tree	Vines figs apples
1907	ML 6700-1	Name	Rata's kumaras
1907	ML 6700-1	Name	Pokapu
1907	ML 6700-1	Name	Rata's paddock
1907	ML 6700-1	Cultivation, orchard, fruit tree	Old orchard
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Piritaha
1907	ML 6700-1	Outbuilding, structure	Kitchen
1907	ML 6700-1	Outbuilding, structure	Shed
1907	ML 6700-1	House	House
1907	ML 6700-1	Public building	Wesleyan Church
1907	ML 6700-1	Outbuilding, structure	Shed
1907	ML 6700-1	Name	End of Te Pahi (by Ngatai)
1907	ML 6700-1	Name	End of Herekareao (by Miti)
1907	ML 6700-1	Name	Matehare's corn and kumeras
1907	ML 6700-1	Topography and vegetation	Poplars
1907	ML 6700-1	Cultivation, orchard, fruit tree	Figs
1907	ML 6700-1	Cultivation, orchard, fruit tree	Figs

1907	ML 6700-1	Topography and vegetation	Willows
1907	ML 6700-1	Cultivation, orchard, fruit tree	Pumpkins
1907	ML 6700-1	Cultivation, orchard, fruit tree	Kumeras
1907	ML 6700-1	Name	Paihia
Date	Source	Feature type	Description/Comment
1907	ML 6700-1	Name	Crossing called Herekareao (by Miti)
1907	ML 6700-1	Public building	Former school site
1907	ML 6700-1	Name	Kauhoehoe
1907	ML 6700-1	Name	Miti's start Herekareao and end of Kauhoehoe
1907	ML 6700-1	Infrastructure	Culvert and uprooted puriri
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Topography and vegetation	Willow
1907	ML 6700-1	Cultivation, orchard, fruit tree	Karaka tree
1907	ML 6700-1	Name	Miti's end of Mameri
1907	ML 6700-1	Name	Mameri (famous wahi tapu)
1907	ML 6700-1	Topography and vegetation	Puriri Tree
1907	ML 6700-1	Name	Miti's start of Mameri
1907	ML 6700-1	Name	End of Rotopiwai and start Ngarihariha (by Ngatai)
1907	ML 6700-1	Wahi tapu or cemetery	Old church site and wahi tapu called Ngarihariha (by Miti)
1907	ML 6700-1	Name	Miti's start Ngarihariha and end of his Rotopiwai
1907	ML 6700-1	Name	Mouth of Rotopiwai
1907	ML 6700-1	Name	Whakapaenga (wahi tapu) by Ngatai
1907	ML 6700-1	Road	Old hauling road
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Whakapaenga (Ngatai)
1907	ML 6700-1	Infrastructure	Culvert
1907	ML 6700-1	Name	Rotopiwai start (by Miti) and end of Te Eke
1907	ML 6700-1	Road	Hauling road now in use
1907	ML 6700-1	Topography and vegetation	Kahikatea Bush
1907	ML 6700-1	House	Large paling whare
1907	ML 6700-1	Name	Pongaheka Pa and Wahi Tapu
1907	ML 6700-1	Outbuilding, structure	Paling shed
1907	ML 6700-1	Cultivation, orchard, fruit tree	Peach tree
1907	ML 6700-1	Outbuilding, structure	W. B. Shed
1907	ML 6700-1	Topography and vegetation	Taraire Tree
1907	ML 6700-1	Name	Kauawiri (by Ngatai)
1907	ML 6700-1	Name	Ihimaeras grass paddock
1907	ML 6700-1	Name	Te Horo
1907	ML 6700-1	Name	Te Eke (Start by Miti)
1907	ML 6700-1	Name	Te Kohekohe or Pouhuruuru (by Ngatai at post IX)
1907	ML 6700-1	Name	Approx. position of Puketapu or Kauwhau Fenced Cemetery about 8 acres
1907	ML 6700-1	Name	Kauhoehoe (Miti)
1907	ML 6700-1	Name	Kauhoehoe
1907	ML 6700-1	Name	Te Pahi Stm (Ngatai)

1907	ML 6700-1	Name	Herekareao (by Miti)
1907	ML 6700-1	Name	Herekareao (Miti)
1907	ML 6700-1	Public building	Present School Site
1907	ML 6700-1	Outbuilding, structure	Paling shed
1907	ML 6700-1	Public building	Hall
Date	Source	Feature type	Description/Comment
1907	ML 6700-1	Name	Te Pahi (Ngatai)
1913	ML 9105	Road	Formed bridle track
1913	ML 9105-1	Road	Track
1913	ML 9105-1	Road	Formed bridle track
1913	ML 9105-2	Topography and vegetation	Fertile, flat open country between road and river and extending [south east]
1913	ML 9105-2	Topography and vegetation	Good flat open country
1913	ML 9105-2	Topography and vegetation	Ordinary hilly country under forest
1913	ML 9105-2	Topography and vegetation	Hilly open country under grass
1913	ML 9105-2	Topography and vegetation	Rough precipitous country under forest
1913	ML 9105-2	Topography and vegetation	Ordinary hilly country with patches of forest
1913	ML 9999	Name	Hemi Te Hara
1913	ML 8864	Topography and vegetation	Good Land on River Flats
1913	ML 8864	Topography and vegetation	Old Kauri Workings Rough hills
1913	ML 8864	Topography and vegetation	Good land Partly cultivated
1913	ML 8864	Topography and vegetation	Good grazing
1913	ML 8864	Topography and vegetation	Partly Cultivated
1915	M 9999	Cultivation, orchard, fruit tree	Land in cultivation
1915	ML 9999	Name	Stannaway
1915	ML 9999	Cultivation, orchard, fruit tree	Cultivations
1915	ML 9999	House	House
1915	ML 9999	Cultivation, orchard, fruit tree	Orchard
1915	ML 9999	Cultivation, orchard, fruit tree	Cultivations
1915	ML 9999	Topography and vegetation	Good river flats volcanic soil
1915	ML 9999	Cultivation, orchard, fruit tree	Karaka tree
1915	ML 9999	House	Houses
1915	ML 9999	Name	Puhihi Tiwene
1915	ML 9999	Topography and vegetation	Old clearing in grass
1915	ML 9999	Topography and vegetation	Good bush land Nearly Level Pukatea, Taraire Etc
1915	ML 9999	Topography and vegetation	Towai, Tawa, Puriri, Kohe, Taraire etc
1915	ML 9999	Topography and vegetation	Mixed bush
1915	ML 9999	Topography and vegetation	Fern spur
1915	ML 9999	Topography and vegetation	2 chains wide Fell and Burnt
1915	ML 9999	Topography and vegetation	Clearing
1915	ML 9999	Topography and vegetation	High Bush Country
1915	ML 9999	Topography and vegetation	Poor fern spurs
1915	ML 9999	Topography and vegetation	Old river bed
1915	ML 9999	Enclosure	Wire fences
1915	ML 9999	Topography and vegetation	Grass land
1915	ML 9999	House	House

Appendix E – Southern Spoil Dump Site

E1.0 Proposal

Waka Kotahi proposes establishing three dump sites on the Mangamuka West 3G G Block, 4321 State Highway 1, Mangamuka including establishment of sediment control around the sites, topsoil stripping and improvements to the existing access track, and other tracks and fences. The area is located west of State Highway 1, with the road crossing to access the sites 1800m north of the SH1/Mangamuka Road intersection.

The proposal has been provided in the form of the planning checklist document prepared by Stellar Projects Ltd provided by S. Brooke in late July 2023, Mangamuka 2022 Slip Response. Southern Fill Site. 4321 State Highway 1, and construction notes for spoil dump site 1, the closest of the three dump sites to the highway, provided by CLL Ltd.

E2.0 Desktop Review

No archaeological sites are recorded in the vicinity.

The nearest recorded potential archaeological or heritage feature is the site of the original Mangamuka School property and buildings, established in 1879. This site is located on a five-acre parcel, Pt Kauhoehoe block west of SH1, immediately south of the road crossing and track to the dump site. The block is illustrated on survey plan ML 5097 (1881) just after the school was established, and later on plans SO 7084 (1894) and ML 9105 (1913). ML 9105 also shows dump site 3 was under forest in the early 20th century while dump sites 1 and 2 had been cleared by that time. The current alignment of State Highway 1 was taken through the eastern side of the Pt Kauhoehoe block in 1959 as shown on (ML 5097) and subsequent road development may have modified or destroyed the old school site. The partition of the Kauhoehoe Block was investigated in 1886 and recorded in Judge Puckey's Minute Book 8: 20 of the Native Land Court but this has not been reviewed to-date.

The next nearest site is the Mameri urupa, 250m south of the subject site road crossing the eastern side of SH1, on the Mangamuka West 3 M Block.

There is no indication of potential archaeological features in the historic or modern aerial imagery. Aerial image SN 356-C-4 (1944) shows the area under fern land or scrubby forest with established forest in the stream gullies, but a number of narrow tracks provide access to the higher ground/interior west of the river flats including along the line of the current track. The area must have been abandoned and left to revegetate at some point after the ML 9105 survey in 1913.

Aerial image SN 1417-F-4 (1961) shows dump site 1 and 2 under scrubby forest, but dump site 3 and the level ground to the southwest was in pasture by that time. Aerial image SN 3025-5025-1 (1968) shows all three dump sites in pasture by that time as do subsequent images SN 5006-D-13 (1977) and image SN 5932-I-19 (1981) shows all three dump sites in pasture.

E3.0 Site Visit

The proposed dump sites were visited in the company of T. Otene over the course of an hour on 14 August 2023. The dump sites appear to be located over ancient marine terraces as noted in Section 2.1.

T. Otene related that his cousins owned the property, and he had helped clear vegetation off the area of the dump sites as a young man. He also noted he had hunted extensively in the surrounding areas and had not seen or been told of any wahi tapu or potential archaeological or heritage features in the vicinity.

No archaeological sites or features were observed on the ground surface.

E4.0 Findings and Recommendations

There are no archaeological or historic sites or features on the proposed dump sites. The rolling to level high ground appears to have been cleared by the early 20th century but had revegetated by the time of World War II. It is likely that the area was grazed in the late 19th century but the extensive cultivations recorded on the flats of the Mangamuka valley floor do not seem to have extended to the higher ground nearby and other use or occupation of the area seems unlikely although the area is north facing and relatively well-drained and sheltered.

There is a small chance of encountering isolated archaeological features such as hearths, ovens or anthropogenic or made garden soils (i.e. imported river gravels, sand, charcoal etc added to natural soils to improve growing properties) related to land clearance and horticultural activities but these are unlikely to be identified prior to large-scale topsoil stripping and does not meet the threshold of requiring an archaeological Authority on a precautionary basis and may be adequately managed under an accidental discovery protocol.

- 1) An archaeological Authority is not required for the establishment of the spoil dump sites on the Mangamuka West 3G Block.
- 2) An accidental discovery protocol should be in place during site establishment, track/road improvements and topsoil stripping for sediment control features and the dump sites themselves.
- 3) T. Otene should monitor the establishment and topsoil stripping for the dump sites.
- 4) If archaeological remains or buried cultural deposits are encountered during works, such as layers of shell midden, oven stones, black, charcoal-rich or stained soils, artefacts etc., work should cease in the immediate vicinity and Heritage New Zealand and Geometria Ltd should be contacted for advice on how to proceed according to the site instruction protocols.

Appendix F – Peria Valley Road Spoil Dump Site

E1.0 Proposal

Waka Kotahi proposes establishing a dump site at 184 Peria Valley Road, including improvements to the road crossing establishment of sediment control around the site, topsoil stripping and changes to drainage, fencing and farm tracks.

The dump site is located on Lot 1 DP 35169.

The proposal has been provided in the form of the planning checklist document prepared by Stellar Projects Ltd provided by S. Brooke in late July 2023, Mangamuka 2022 Slip Response. Northern Fill Site. 184 Peria Valley Road.

E2.0 Desktop Review

No archaeological sites are recorded in the vicinity.

The nearest recorded potential archaeological or heritage feature is the line of the old road from Victoria Valley to Peria, which was surveyed in 1881 when the new road to be taken was surveyed. This is shown on SO 3288 (1881) Plan of Road Line from Victoria Valley Road to Peria Proposed To Be Taken Under the Public Works Act, with the track as a dashed line along the northern side of the dump site, with the new road survey to the south more or less on its current alignment. In the area of the dump site, the old road is shown as cleared while the high ground above with the new road is still forested.

In 1894 when Sections 17, 18 and 19 Parish of Maungataniwha south of Peria Valley Road were surveyed (SO 6883, 1894), the old road was formally surveyed and described as “Old Ridge Road to Victoria Valley” and the end of the formation of the current alignment is shown, 300m to the northeast of the dumpsite near the intersection with Mangatoetoe Road.

There is no indication of potential archaeological features in the historic or modern aerial imagery, aside from the old track/road.

E3.0 Site Visit

The proposed dump site was visited on 12 September 2023 and J. Tahere of Tahere Contractors Ltd was on-site at the time.

The existing upper winter works were walked over, with particular attention paid to swales and spoil, after which the lower, summer dump site was inspected, along with the spurs above.

No archaeological sites or features were observed.

E4.0 Findings and Recommendations

There are no archaeological or historic sites or features on the proposed dump site. The steep to rolling country along Peria Valley Road appears to have been cleared by the late 19th century with the current road following more or less the original Maori track between Victoria Valley and Peria with minor deviations to traverse the steeper country. Pre-1900 use and occupation of the area seems unlikely, apart from transiting the area via the different iterations of the track and road, until after 1894 when the modern sections were surveyed out of the Maungataniwha Block and opened for settlement.

There is little to know chance of archaeological or other heritage sites or features being affected.

- 1) An archaeological Authority is not required for the establishment of the spoil dump site on Lot 1 DP 35169.
- 2) An accidental discovery protocol should be in place during site establishment, track/road improvements and topsoil stripping for sediment control features and the dump site itself.
- 3) If archaeological remains or buried cultural deposits are encountered during works, such as layers of shell midden, oven stones, black, charcoal-rich or stained soils, artefacts etc., work should cease in the immediate vicinity and Heritage New Zealand and Geometria Ltd should be contacted for advice on how to proceed according to the site instruction protocols.

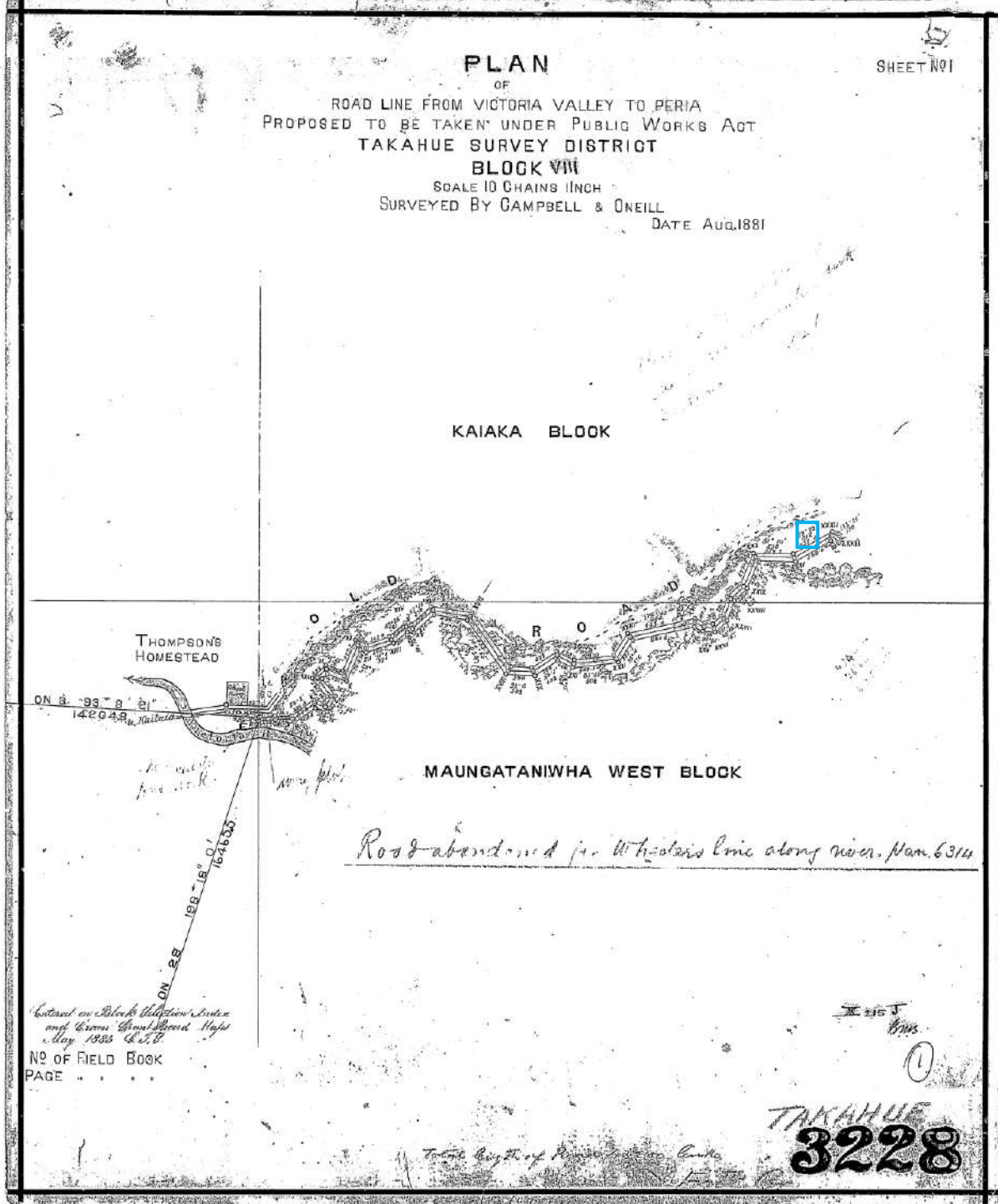


Figure 71: SO 3288-1 (1881) with approximate location of spoil dump site in blue.



Figure 72: SO 6933 (1894) with approximate location of spoil dump site in blue.



Figure 73: Peria Valley Road spoil dump site, looking west.



Figure 74: Looking north.



Figure 75: Looking northeast along farm track/old road alignment.

Appendix G – Pamapurua Spoil Dump Site

G1.0 Proposal

Waka Kotahi proposes establishing a dump site at 7189 State Highway 1 Pamapurua, including improvements to the road crossing establishment of sediment control around the site, topsoil stripping and changes to drainage and fencing. Some retaining would also probably be required.

The proposal has been provided in the form of the planning checklist document prepared by Stellar Projects Ltd provided by S. Brooke in September 2023, MANGAMUKA 2022 SLIP RESPONSE Possible Northern Fill Site 7189 State Highway 1, Kaitaia, dated 31 May 2023.

The dump proposed site is located on the western side of the 2ha Te Konoti Block A6B Block, with the level eastern side of the block containing the urupa and church. The western side of the block is in rank grass, and is separated from the church and urupa by a post and wire fence. It is bisected by a gully rising west to east towards the dividing fence. A road crossing and gate to the highway on the northern side of the bare block provides access to a narrow strip of level land adjacent to the highway, which then drops away into the gully. On the south side of the gully the ground rises steeply to meet a spur which rises west to east to the level ground.

The proposal calls for placing spoil on the upper slope of the north side of the gully to raise the ground level and provide room for the expansion of the urupa. The gully has a moderate slope and the earthworks would likely require specific geotechnical design to ensure land stability is achieved. There has been no geotechnical investigation or civil design of the proposed activity.

G2.0 Desktop Review

Archaeological site O04/210 site is recorded on the south side of the property. It was originally recorded by Forest Service superintendent and avocational archaeologist R. Lawn who recorded the site as a ridge pā with 'levels' (terraces) under grass on the low ridge south of the church. The site was re-recorded by A. Leahy in 1979 who noted that most of the site had been destroyed by the urupa with the rest in poor pasture. She recorded a dozen ill-defined terraces on the ridge, with a possible in-filled ditch behind the urupa, east of the terraces (Figure 76). The site was viewed from the western side of the river by E. Callaghan in 2014, when she was asked to relocate the site by an adjacent landowner as it was mislocated on their property at the time, according to the ArchSite database.

The urupa and churchyard is also a scheduled Site of Cultural Significance to Māori in the Far North District Plan, MS05-78 Tarakaka Cemetery Reserve & waahi tapu. A five acre cemetery was partitioned out of the Te Konoti Block in 1894 (Te Konoti A2), according to Maori Land Court records and a historic narrative prepared by T. Latimer.

The current church is the third on the site, the second church being visible in the 1950 aerial imagery to the south west of the current building, and aligned parallel to the highway, rather than perpendicular like the current building. This building was replaced by the new church in 1956 and this area is now in graves; the old church was to be used as the local hall.

Both modern and historic aerial imagery (Figure 77 - Figure 80) show the remains of what appears to be a defensive earthwork with multiple flanking angles suggestive of gun-fighting adaptation on the northern face, most obvious in the 1950 aerial. A western return of the ditch back towards the river is most visible in the 1973 aerial.

It seems probable that there was a gunfighting pa established on the edge of the escarpment above the river, with the defensive ditch on the western and northern side enclosing approximately 900m², and

the southern and eastern side protected by the steep slope down to the river. It is not clear whether the terraces on the western spur are part of the same occupation, or pre- or post-date the pā.

A review of approximately 20 historic survey plans for the area did not reveal any additional information about the pā or other occupation in the vicinity of the spoil dump site and urupa/churchyard. ML 677 (1867) is the original survey of the Te Konoti Block produced in the course of the original title investigation. The name “Hikutara” is shown on ML 677 (1867; Figure 81) approximately 300m to the southeast of the project area. Other cultivation areas, whare, names and descriptions of physical features are shown in the wider area on other plans from this period through to 1917. Survey plan ML 2347 (1871; Figure 82) Orakiroa shows the next nearest historic feature, a cultivation on the south side of the river, approximately 200m south of the pā.

ML 677/A (~1884?; Figure 83) probably dates to the first partition of Te Konoti, with subsequent subdivisions marked up on the plan, along with the various dates it was produced at the Native Land Court. It shows the survey of the five acre Te Konoti A2, the original appellation of the urupa which was partitioned out of Te Konoti A in 1894.

Features recorded in the vicinity are illustrated on Figure 84 - Figure 85.

G3.0 Site Visit

The proposed spoil dump site (Figure 86) was visited for an hour on 9 September 2023, in the company of T. Latimer, R. Gabel, and G. Latimer. The possible infilled defensive ditch in the urupa was visible as a slightly darker line of vegetation and shallow swale running across the rear of the urupa under closely mowed grass, but was not visible beneath the rank grass on the western side of the internal fence (Figure 87).

A number of possible terraces were observed on the southern descending spur to the west of the fence. There were larger transverse terraces on the spur which were 10-15 x 10 x 0.3m in size, and smaller lateral terraces around the head of the gully which are more likely to be erosional features. However they were all relatively indistinct and while they looked like they started as erosion features, have probably been modified by occupation and/or gardening (Figure 88).

A track has been benched along the western side of the fence line north to south, but no archaeological features, layering or artefacts were visible in the batter where it was visible.

G4.0 Preliminary Findings and Recommendations

There is an archaeological site present in the project area, O04/210 and it is likely to have been a pā at some point. Some of the features recorded in Leahy’s 1979 are present in the area of the proposed spoil dump site on the northwest side of the parcel, but the bulk of the site is on the southern half of Te Konoti A6B.

There is a moderate likelihood of modifying archaeological features if the northern part of the property is used as a spoil dump site. Archaeological features are likely to be relatively shallow, would be modified by topsoil stripping and other otherwise minor works like sediment control and retaining. The features may or may not be associated with the occupation suggested by the pā site and terraces. Likely features include postholes, ovens and hearths, food refuse, and given the presence of the wahi tapu, formal burials may be present.

A formal archaeological significance assessment is likely to find the site as being of high archaeological significance, based on the site type and association with the urupa.

Heritage New Zealand Pouhere Taonga has a long-standing policy of not granting Authorities or allowing development on pā or wahi tapu, with limited exceptions for e.g. walking tracks, signage and toher visitor amenities over pā in public ownership, stabilisation of sites, and management activities associated with the ongoing and use of such places.

However, if the establishment of the spoil dump site provides additional room for the future expansion of the urupa and if this can be accomplished in lieu of extending burials into the pā and the pā can be protected from further modification, this may be a net gain for protecting archaeological and historic heritage values.

In summary:

- 1) An archaeological Authority is required for the establishment of the spoil dump site on the Te Konoti A6B block.
- 2) Any earthworks including enabling works and topsoil stripping should be monitored by an archaeologist.
- 3) Any features encountered would need to be investigated.
- 4) Given the ongoing use of the urupa, and long-term plans for extending westwards into the as yet undeveloped part of the property, the development of the northern part as a spoil dump site could be used as an opportunity to confirm or otherwise the presence of a pā by test excavation of the possible infilled defensive ditch while excavators are on site for the spoil site, followed by permanent protection of the pā and reserving it from future burials.
- 5) If archaeological remains or buried cultural deposits are encountered in the project area in the meantime, such as layers of shell midden, oven stones, black, charcoal-rich or stained soils, artefacts etc., work should cease in the immediate vicinity and Heritage New Zealand and Geometria Ltd should be contacted for advice on how to proceed according to the site instruction protocols.

Ill-defined stepped terraces beside Awanui River. Possible ditch across ridge but now filled in where cemetery is.

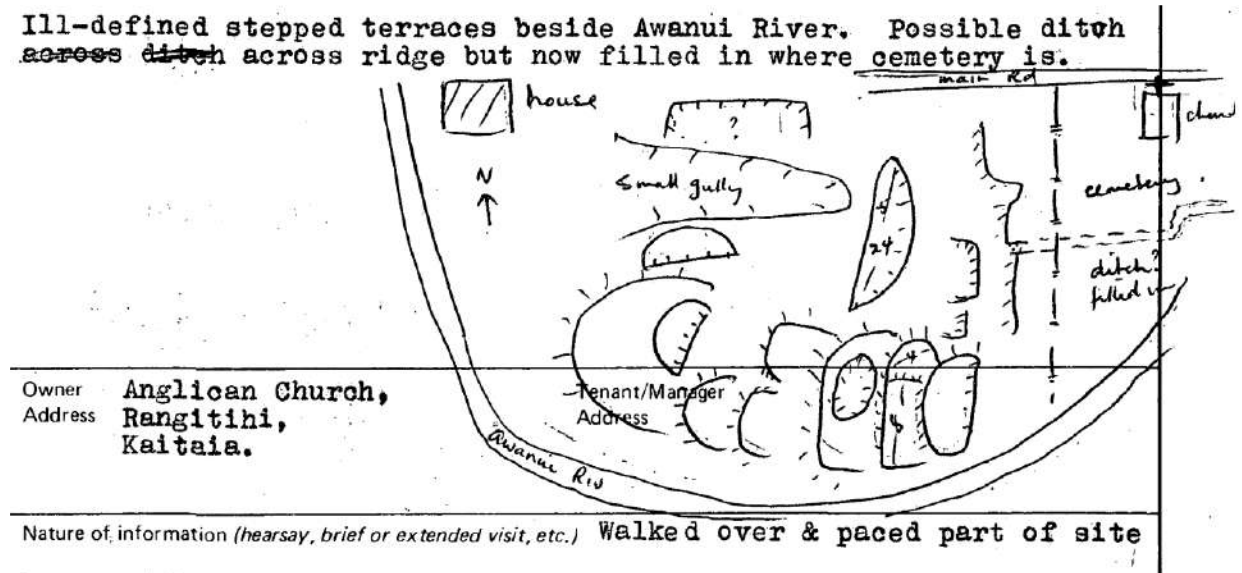


Figure 76: Sketch map of site by Leahy (1979).



Figure 77: Detail from aerial image SN 350 1365/16 (1950) showing clearest image of possible defensive ditch with gun-fighting flanking angles at rear of urupa (in blue).



Figure 78: Detail from SN 1417 B/12 (1961) showing possible defensive ditch with gun-fighting features at rear of urupa.



Figure 79: Detail from aerial image SN 3675 C/3 (1973) with defensive ditch and possible terraces.



Figure 80: Detail from 2016 aerial showing possible terraces, and defensive ditch (Google Earth).

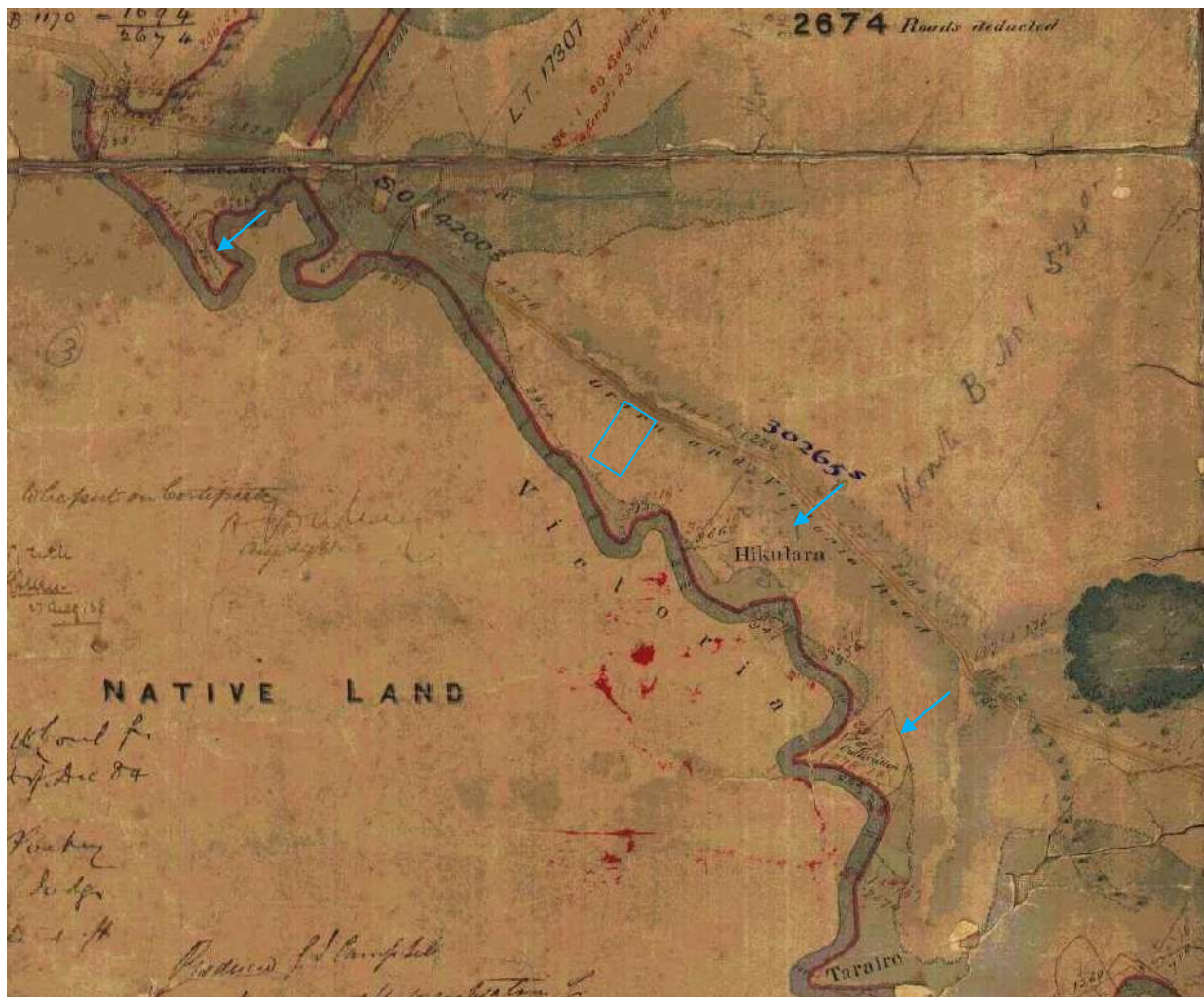


Figure 81: Detail from ML 677 (1867) Plan of the Te Konoti Block, showing "Hikutara" southwest of project area, and neighbouring cultivations.

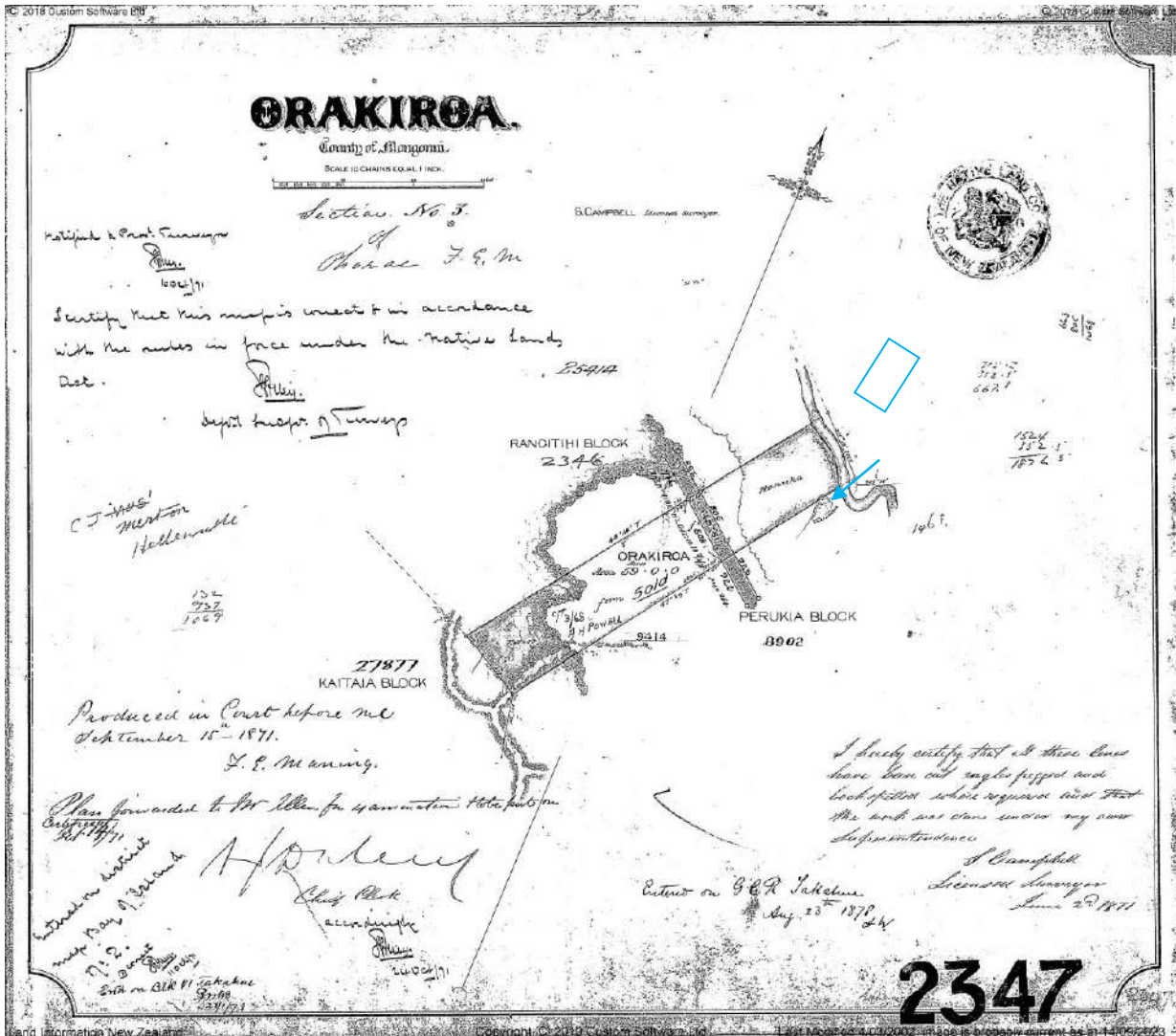


Figure 82: ML 2347 (1871) Orakiroa, with cultivation on the eastern side of the block adjacent to the river, south of the project area.



Figure 83: ML 677/A (~1884) with partition of the five acre Te Konoti A2 block for the urupa.

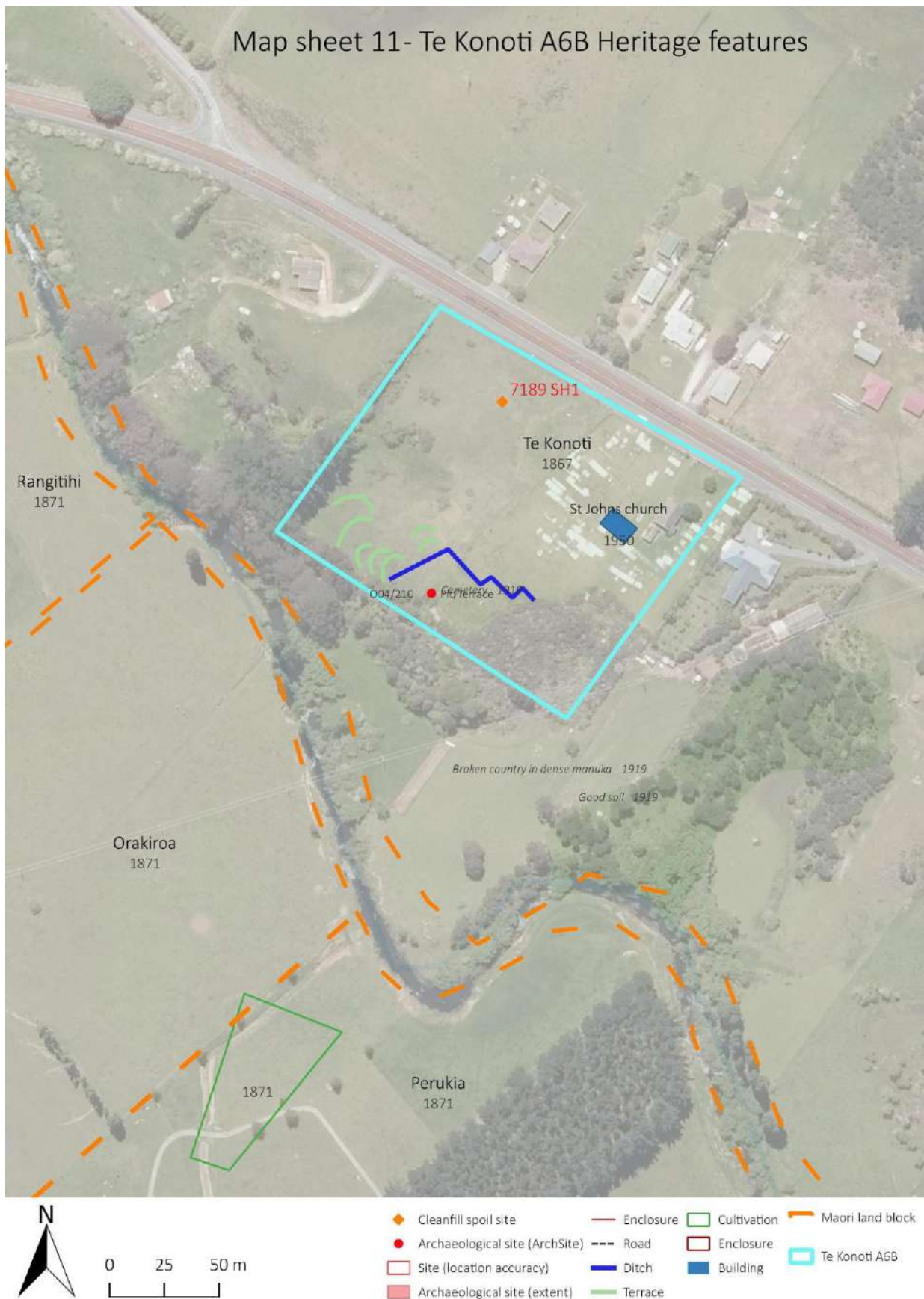


Figure 85: Archaeological and historic heritage features at Te Konoti A6B.



Figure 86: Looking north towards proposed spoil dump site.



Figure 87: Looking south over rear of urupa with possible infilled ditch.



Figure 88: Possible terraces down western ridgeline.



Site Record Form

NZAA SITE NUMBER: O04/210

SITE TYPE: Pit/Terrace

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1630225

Northing: 6113419

Source: On Screen

IMPERIAL SITE NUMBER: N10/13

METRIC SITE NUMBER: O04/210



Finding aids to the location of the site

South of main road. West of Anglican Church and cemetery.

Brief description

Terraced ridge, and possible in-filled ditch.

Recorded features

Terrace

Other sites associated with this site

SITE RECORD HISTORY**NZAA SITE NUMBER:** O04/210**Site description**

Updated 31/10/2014 (Field visit), submitted by elisabethcallaghan , visited 21/10/2014 by Callaghan, Elisabeth
Grid reference (E1630225 / N6113419)

The site is located on the northern side of the Victoria/Awanui River in the Victoria Valley. Refer to the original site record form sketch diagram of the site. Site viewed from across the river on an adjacent property to the west on the western side of the river. The site visit was as a result of a request by the owners agent to confirm location of site O04/210. The site was incorrectly located on ArchSite database.

Condition of the site**Statement of condition**

Updated: 01/09/2015, Visited: 21/10/2014 - Poor - Visible features are incomplete, unclear and/or the majority have been damaged in some way

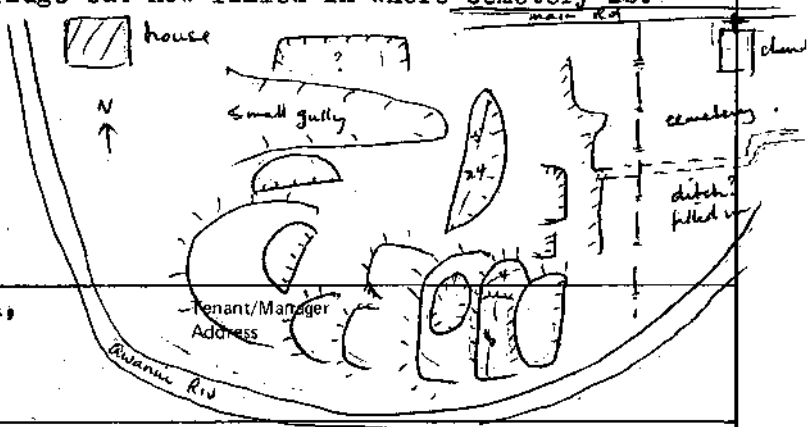
Current land use:**Threats:**

SITE RECORD INVENTORY	NZAA SITE NUMBER: O04/210
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Supporting documentation held in ArchSite

AD AW - AA AA DRO

<p>NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION</p> <h2 style="margin: 0;">SITE RECORD FORM</h2> <p>Map number 10 Map name <i>Kaitiaki</i> Map edition Aug. 1965 Grid Reference 835683</p>	<p style="text-align: center;">10/13 SITE NUMBER <i>N10/13</i></p> <hr/> <p>SITE NAME: MAORI OTHER</p> <hr/> <p>SITE TYPE Ridge pa</p>
<p style="text-align: center;"><i>E083500 N868300</i></p> <p>1. Aids to relocation of site Just below church on south of SHI on edge of Awanui River where it crosses SHI.</p>	
<p>2. State of site; possibility of damage or destruction</p>	
<p>3. Description of site <i>(NOTE: This section is to be completed ONLY if no separate Site Description Form is to be prepared.)</i></p> <p style="padding-left: 40px;">Levels show up on low ridge below church. Few chains off SHI. Area grassed.</p>	
<p>4. Owner Address</p>	<p>Tenant/Manager Address</p>
<p>Attitude</p>	<p>Attitude</p>
<p>5. Methods and equipment used</p> <p>Photographs taken: Yes/No (Describe on Photograph Record Form) Date recorded 9/71</p>	
<p>6. Aerial photograph or mosaic No. Site shows: Clearly/badly/not at all</p>	
<p>7. Reported by Address</p>	<p>Filekeeper <i>[Signature]</i></p>
<p>Date <i>9/71</i></p>	<p>Date <i>25/4/73</i></p>

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (NZMS1)		NZAA NZMS 1 SITE NUMBER N10/13 DATE VISITED 12/3/79 SITE TYPE terraced ridge (pa) SITE NAME: MAORI OTHER													
NZMS 1 map number N10 NZMS 1 map name Kaitaia NZMS 1 map edition 2nd 1977		Grid Reference Easting 0 8 3 6 0 0 Northing 8 6 8 3 0 0													
1. Aids to relocation of site (attach a sketch map) East of Awanui River bridge at Rangitihī & south of main road, West of Anglican church & cemetery.															
2. State of site and possible future damage Part of site totally destroyed by cemetery, rest in poor pasture. May have once been a pa with ditch now filled in.															
3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) Ill-defined stepped terraces beside Awanui River. Possible ditch across ditch across ridge but now filled in where cemetery is.															
4. Owner Anglican Church, Address Rangitihī, Kaitaia.		Tenant/Manager Address 													
5. Nature of information (hearsay, brief or extended visit, etc.) Walked over & paced part of site Photographs (reference numbers, and where they are held) Aerial photographs (reference numbers, and clarity of site) 2589/5-6 shows badly															
6. Reported by A. Leahy, Address Auckland. <i>Previously recorded.</i>		Filekeeper p.p. S.M.B. Date 11/12/79													
7. Key words ridge terraces on river bend.															
8. New Zealand Register of Archaeological Sites (for office use) NZHPT Site Field Code															
<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td style="padding: 2px;">A</td><td style="padding: 2px;">P</td></tr> <tr><td style="padding: 2px;">A</td><td style="padding: 2px;">W</td></tr> <tr><td style="padding: 2px;">A</td><td style="padding: 2px;">E</td></tr> </table> Type of site Local environment today Land classification		A	P	A	W	A	E	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td style="padding: 2px;">B</td><td style="padding: 2px;">B</td></tr> <tr><td style="padding: 2px;">A</td><td style="padding: 2px;">A</td></tr> <tr><td style="padding: 2px;">D</td><td style="padding: 2px;">R</td></tr> </table> Present condition and future danger of destruction Security code Local body		B	B	A	A	D	R
A	P														
A	W														
A	E														
B	B														
A	A														
D	R														

Appendix G – Pamapurua Spoil Dump Site

G1.0 Proposal

Waka Kotahi proposes establishing a dump site at 7189 State Highway 1 Pamapurua, including improvements to the road crossing establishment of sediment control around the site, topsoil stripping and changes to drainage and fencing. Some retaining would also probably be required.

The proposal has been provided in the form of the planning checklist document prepared by Stellar Projects Ltd provided by S. Brooke in September 2023, MANGAMUKA 2022 SLIP RESPONSE Possible Northern Fill Site 7189 State Highway 1, Kaitaia, dated 31 May 2023.

The dump proposed site is located on the western side of the 2ha Te Konoti Block A6B Block, with the level eastern side of the block containing the urupa and church. The western side of the block is in rank grass, and is separated from the church and urupa by a post and wire fence. It is bisected by a gully rising west to east towards the dividing fence. A road crossing and gate to the highway on the northern side of the bare block provides access to a narrow strip of level land adjacent to the highway, which then drops away into the gully. On the south side of the gully the ground rises steeply to meet a spur which rises west to east to the level ground.

The proposal calls for placing spoil on the upper slope of the north side of the gully to raise the ground level and provide room for the expansion of the urupa. The gully has a moderate slope and the earthworks would likely require specific geotechnical design to ensure land stability is achieved. There has been no geotechnical investigation or civil design of the proposed activity.

G2.0 Desktop Review

Archaeological site O04/210 site is recorded on the south side of the property. It was originally recorded by Forest Service superintendent and avocational archaeologist R. Lawn who recorded the site as a ridge pā with 'levels' (terraces) under grass on the low ridge south of the church. The site was re-recorded by A. Leahy in 1979 who noted that most of the site had been destroyed by the urupa with the rest in poor pasture. She recorded a dozen ill-defined terraces on the ridge, with a possible in-filled ditch behind the urupa, east of the terraces (Figure 76). The site was viewed from the western side of the river by E. Callaghan in 2014, when she was asked to relocate the site by an adjacent landowner as it was mislocated on their property at the time, according to the ArchSite database.

The urupa and churchyard is also a scheduled Site of Cultural Significance to Māori in the Far North District Plan, MS05-78 Tarakaka Cemetery Reserve & waahi tapu. A five acre cemetery was partitioned out of the Te Konoti Block in 1894 (Te Konoti A2), according to Maori Land Court records and a historic narrative prepared by T. Latimer.

The current church is the third on the site, the second church being visible in the 1950 aerial imagery to the south west of the current building, and aligned parallel to the highway, rather than perpendicular like the current building. This building was replaced by the new church in 1956 and this area is now in graves; the old church was to be used as the local hall.

Both modern and historic aerial imagery (Figure 77 - Figure 80) show the remains of what appears to be a defensive earthwork with multiple flanking angles suggestive of gun-fighting adaptation on the northern face, most obvious in the 1950 aerial. A western return of the ditch back towards the river is most visible in the 1973 aerial.

It seems probable that there was a gunfighting pa established on the edge of the escarpment above the river, with the defensive ditch on the western and northern side enclosing approximately 900m², and

the southern and eastern side protected by the steep slope down to the river. It is not clear whether the terraces on the western spur are part of the same occupation, or pre- or post-date the pā.

A review of approximately 20 historic survey plans for the area did not reveal any additional information about the pā or other occupation in the vicinity of the spoil dump site and urupa/churchyard. ML 677 (1867) is the original survey of the Te Konoti Block produced in the course of the original title investigation. The name “Hikutara” is shown on ML 677 (1867; Figure 81) approximately 300m to the southeast of the project area. Other cultivation areas, whare, names and descriptions of physical features are shown in the wider area on other plans from this period through to 1917. Survey plan ML 2347 (1871; Figure 82) Orakiroa shows the next nearest historic feature, a cultivation on the south side of the river, approximately 200m south of the pā.

ML 677/A (~1884?; Figure 83) probably dates to the first partition of Te Konoti, with subsequent subdivisions marked up on the plan, along with the various dates it was produced at the Native Land Court. It shows the survey of the five acre Te Konoti A2, the original appellation of the urupa which was partitioned out of Te Konoti A in 1894.

Features recorded in the vicinity are illustrated on Figure 84 - Figure 85.

G3.0 Site Visit

The proposed spoil dump site (Figure 86) was visited for an hour on 9 September 2023, in the company of T. Latimer, R. Gabel, and G. Latimer. The possible infilled defensive ditch in the urupa was visible as a slightly darker line of vegetation and shallow swale running across the rear of the urupa under closely mowed grass, but was not visible beneath the rank grass on the western side of the internal fence (Figure 87).

A number of possible terraces were observed on the southern descending spur to the west of the fence. There were larger transverse terraces on the spur which were 10-15 x 10 x 0.3m in size, and smaller lateral terraces around the head of the gully which are more likely to be erosional features. However they were all relatively indistinct and while they looked like they started as erosion features, have probably been modified by occupation and/or gardening (Figure 88).

A track has been benched along the western side of the fence line north to south, but no archaeological features, layering or artefacts were visible in the batter where it was visible.

G4.0 Preliminary Findings and Recommendations

There is an archaeological site present in the project area, O04/210 and it is likely to have been a pā at some point. Some of the features recorded in Leahy’s 1979 are present in the area of the proposed spoil dump site on the northwest side of the parcel, but the bulk of the site is on the southern half of Te Konoti A6B.

There is a moderate likelihood of modifying archaeological features if the northern part of the property is used as a spoil dump site. Archaeological features are likely to be relatively shallow, would be modified by topsoil stripping and other otherwise minor works like sediment control and retaining. The features may or may not be associated with the occupation suggested by the pā site and terraces. Likely features include postholes, ovens and hearths, food refuse, and given the presence of the wahi tapu, formal burials may be present.

A formal archaeological significance assessment is likely to find the site as being of high archaeological significance, based on the site type and association with the urupa.

Heritage New Zealand Pouhere Taonga has a long-standing policy of not granting Authorities or allowing development on pā or wahi tapu, with limited exceptions for e.g. walking tracks, signage and toher visitor amenities over pā in public ownership, stabilisation of sites, and management activities associated with the ongoing and use of such places.

However, if the establishment of the spoil dump site provides additional room for the future expansion of the urupa and if this can be accomplished in lieu of extending burials into the pā and the pā can be protected from further modification, this may be a net gain for protecting archaeological and historic heritage values.

In summary:

- 1) An archaeological Authority is required for the establishment of the spoil dump site on the Te Konoti A6B block.
- 2) Any earthworks including enabling works and topsoil stripping should be monitored by an archaeologist.
- 3) Any features encountered would need to be investigated.
- 4) Given the ongoing use of the urupa, and long-term plans for extending westwards into the as yet undeveloped part of the property, the development of the northern part as a spoil dump site could be used as an opportunity to confirm or otherwise the presence of a pā by test excavation of the possible infilled defensive ditch while excavators are on site for the spoil site, followed by permanent protection of the pā and reserving it from future burials.
- 5) If archaeological remains or buried cultural deposits are encountered in the project area in the meantime, such as layers of shell midden, oven stones, black, charcoal-rich or stained soils, artefacts etc., work should cease in the immediate vicinity and Heritage New Zealand and Geometria Ltd should be contacted for advice on how to proceed according to the site instruction protocols.

Ill-defined stepped terraces beside Awanui River. Possible ditch across ridge but now filled in where cemetery is.

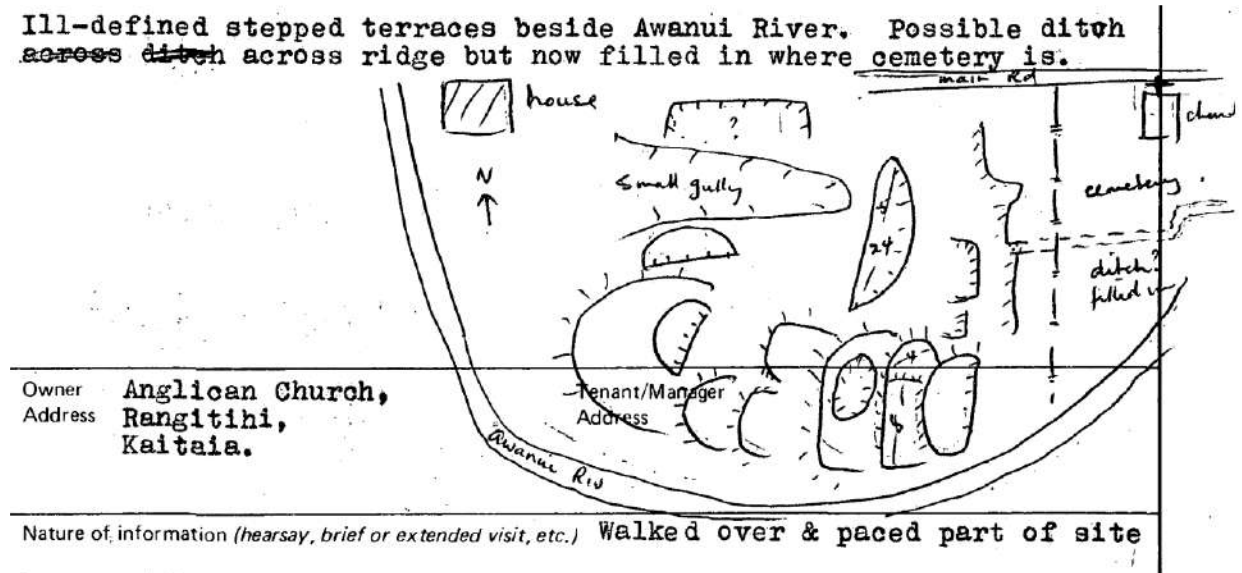


Figure 76: Sketch map of site by Leahy (1979).



Figure 77: Detail from aerial image SN 350 1365/16 (1950) showing clearest image of possible defensive ditch with gun-fighting flanking angles at rear of urupa (in blue).



Figure 78: Detail from SN 1417 B/12 (1961) showing possible defensive ditch with gun-fighting features at rear of urupa.



Figure 79: Detail from aerial image SN 3675 C/3 (1973) with defensive ditch and possible terraces.



Figure 80: Detail from 2016 aerial showing possible terraces, and defensive ditch (Google Earth).



Figure 81: Detail from ML 677 (1867) Plan of the Te Konoti Block, showing "Hikutara" southwest of project area, and neighbouring cultivations.

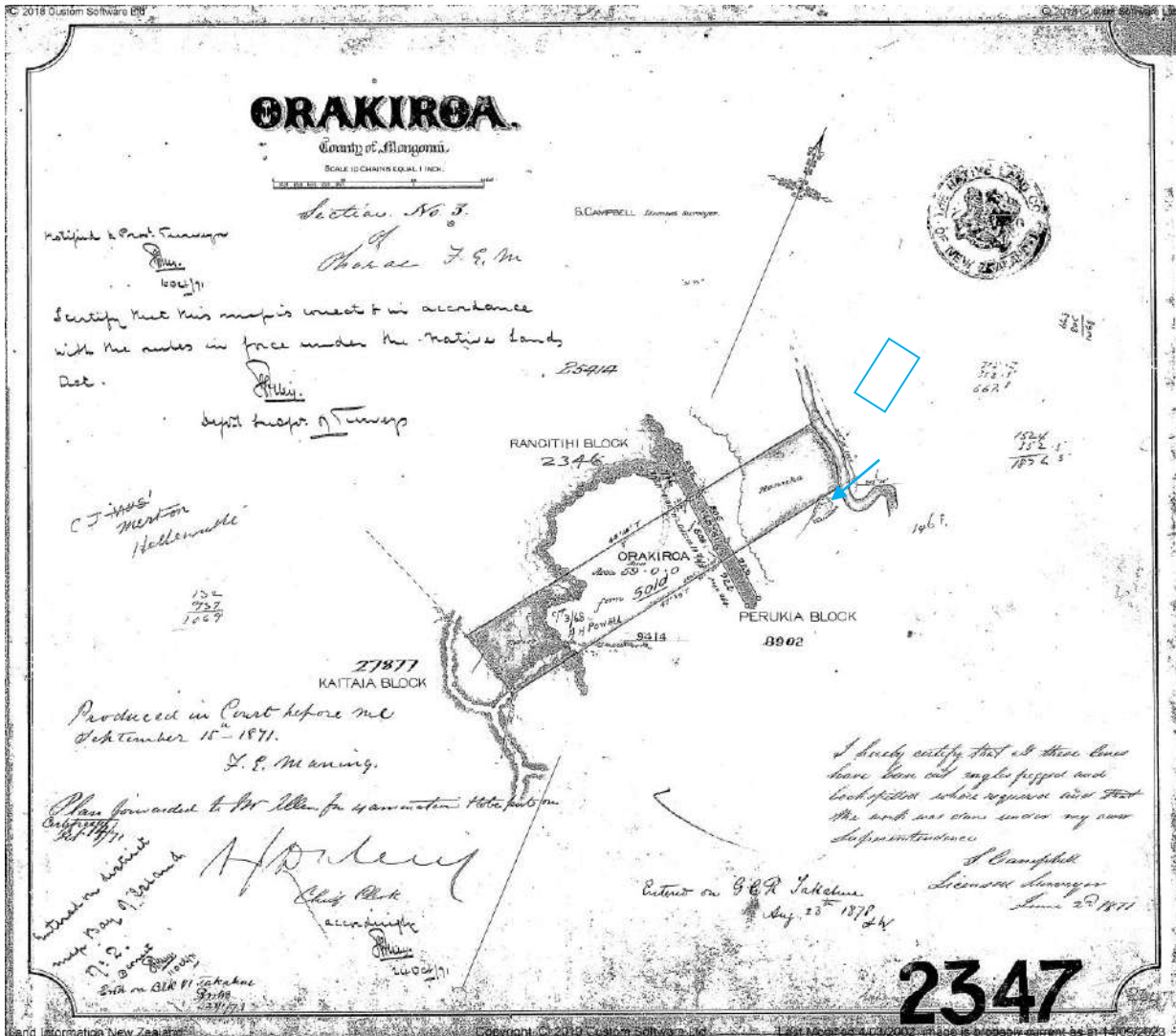


Figure 82: ML 2347 (1871) Orakiroa, with cultivation on the eastern side of the block adjacent to the river, south of the project area.



Figure 83: ML 677/A (~1884) with partition of the five acre Te Konoti A2 block for the urupa.

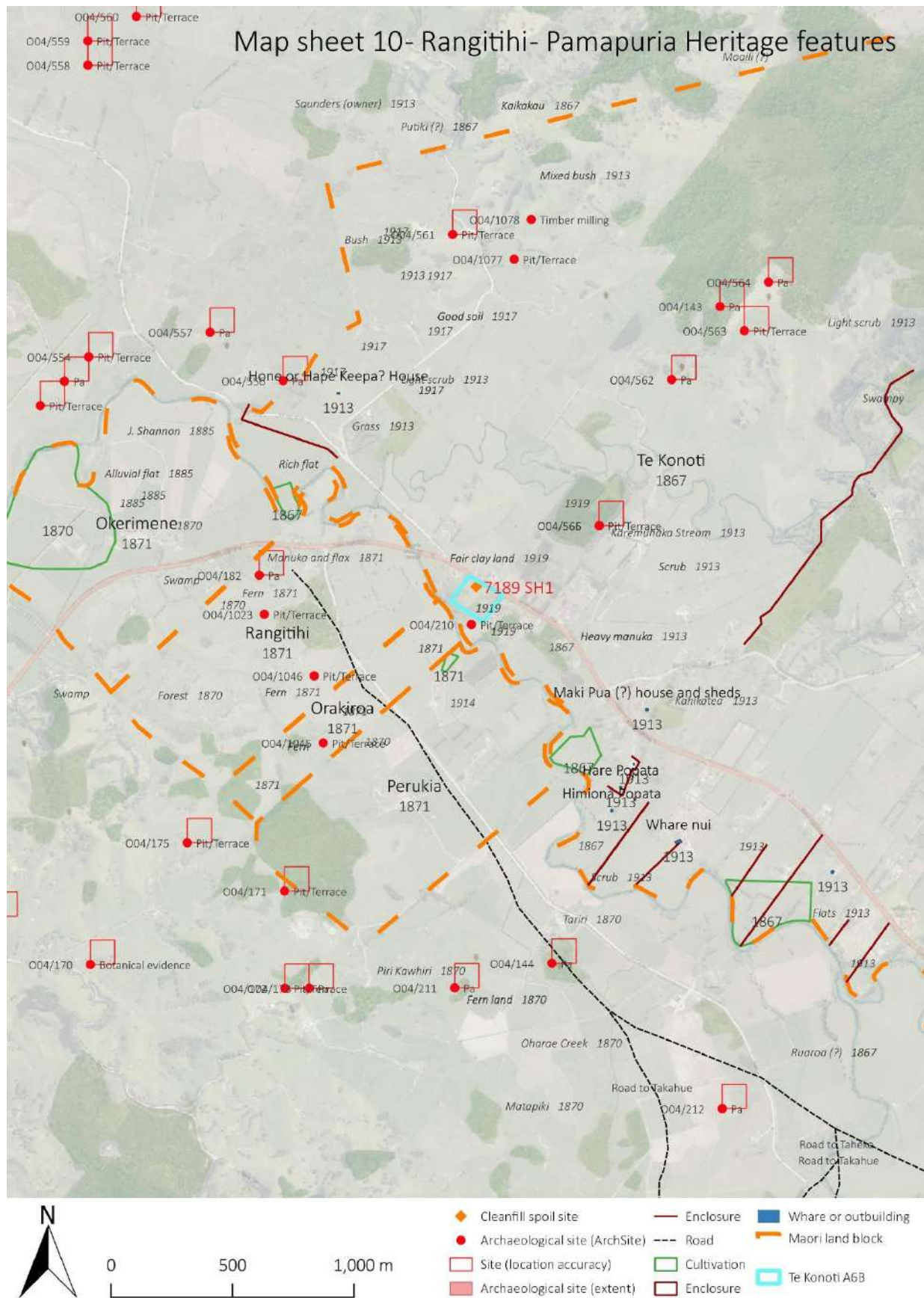


Figure 84: Archaeological and historic heritage features at Rangitihī-Pamapurīa.



Figure 86: Looking north towards proposed spoil dump site.



Figure 87: Looking south over rear of urupa with possible infilled ditch.



Figure 88: Possible terraces down western ridgeline.



Site Record Form

NZAA SITE NUMBER: O04/210

SITE TYPE: Pit/Terrace

SITE NAME(s):

DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1630225

Northing: 6113419

Source: On Screen

IMPERIAL SITE NUMBER: N10/13

METRIC SITE NUMBER: O04/210



Finding aids to the location of the site

South of main road. West of Anglican Church and cemetery.

Brief description

Terraced ridge, and possible in-filled ditch.

Recorded features

Terrace

Other sites associated with this site

SITE RECORD HISTORY**NZAA SITE NUMBER:** O04/210**Site description**

Updated 31/10/2014 (Field visit), submitted by elisabethcallaghan , visited 21/10/2014 by Callaghan, Elisabeth
Grid reference (E1630225 / N6113419)

The site is located on the northern side of the Victoria/Awanui River in the Victoria Valley. Refer to the original site record form sketch diagram of the site. Site viewed from across the river on an adjacent property to the west on the western side of the river. The site visit was as a result of a request by the owners agent to confirm location of site O04/210. The site was incorrectly located on ArchSite database.

Condition of the site**Statement of condition**

Updated: 01/09/2015, Visited: 21/10/2014 - Poor - Visible features are incomplete, unclear and/or the majority have been damaged in some way

Current land use:**Threats:**

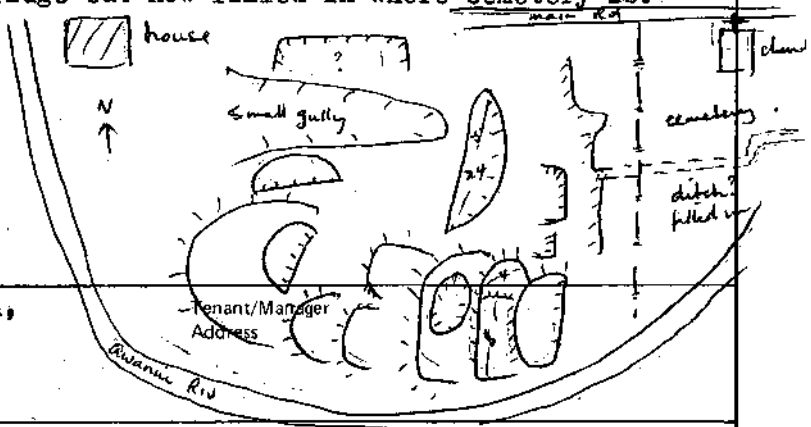
SITE RECORD INVENTORY	NZAA SITE NUMBER: O04/210
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Supporting documentation held in ArchSite

AD AW - AA AA DRO

<p>NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION</p> <h2 style="margin: 0;">SITE RECORD FORM</h2> <p>Map number 10 Map name <i>Kaitiaki</i> Map edition Aug. 1965 Grid Reference 835683</p>	<p style="text-align: center;">10/13 SITE NUMBER <i>N10/13</i></p> <hr/> <p>SITE NAME: MAORI OTHER</p> <hr/> <p>SITE TYPE Ridge pa</p>
<p style="text-align: center;"><i>E083500 N868300</i></p> <p>1. Aids to relocation of site Just below church on south of SHI on edge of Awanui River where it crosses SHI.</p>	
<p>2. State of site; possibility of damage or destruction</p>	
<p>3. Description of site <i>(NOTE: This section is to be completed ONLY if no separate Site Description Form is to be prepared.)</i></p> <p style="padding-left: 40px;">Levels show up on low ridge below church. Few chains off SHI. Area grassed.</p>	
<p>4. Owner Address</p>	<p>Tenant/Manager Address</p>
<p>Attitude</p>	<p>Attitude</p>
<p>5. Methods and equipment used</p> <p>Photographs taken: Yes/No (Describe on Photograph Record Form) Date recorded 9/71</p>	
<p>6. Aerial photograph or mosaic No. Site shows: Clearly/badly/not at all</p>	
<p>7. Reported by Address</p>	<p>Filekeeper <i>[Signature]</i></p>
<p>Date <i>9/71</i></p>	<p>Date <i>25/4/73</i></p>



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (NZMS1)		NZAA NZMS 1 SITE NUMBER N10/13 DATE VISITED 12/3/79 SITE TYPE terraced ridge (pa) SITE NAME: MAORI OTHER													
NZMS 1 map number N10 NZMS 1 map name Kaitaia NZMS 1 map edition 2nd 1977		Grid Reference Easting 0 8 3 6 0 0 Northing 8 6 8 3 0 0													
1. Aids to relocation of site (attach a sketch map) East of Awanui River bridge at Rangitihī & south of main road, West of Anglican church & cemetery.															
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A	P														
A	W														
A	E														
B	B														
A	A														
D	R														

APPENDIX E Wildlife Permit 111521-FAU



Consent in respect of protected wildlife

Consent Number: 111521-FAU

Pursuant to section 71 of the Wildlife Act 1953:

New Zealand Transport Agency / Waka Kotahi

Is authorised to exercise its powers under the Government Roding Powers Act 1989 in respect of protected wildlife as specified in this consent, and subject to the conditions specified in this consent.

BACKGROUND:

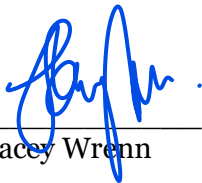
The Minister of Conservation and the Minister of Transport’s delegated authorities are empowered to issue consents in respect of any protected wildlife under the Wildlife Act 1953.

The New Zealand Transport Agency (NZTA) needs to do emergency works under the ‘Mangamuka 2022 Slip Response Project’ (the Project) along State Highway 1 through the Maungataniwha Range south of Kaitaia. NZTA is empowered by section 61(4) of the Government Roding Powers Act 1989 to construct and maintain State highways.

In the course of construction, NZTA is expected to incidentally kill and disturb (including by taking steps to minimise harm to wildlife) protected wildlife. To do so requires the prior consent of the Minister of Conservation and the Minister of Transport delegated authority, under section 71 of the Wildlife Act.

This consent authorises NZTA (hereinafter, the Consent Holder) to undertake activities under the Government Powers Roding Act 1989 in respect of wildlife as specified in this consent, and subject to the conditions specified in this consent and its schedules.

**SIGNED by the Minister of Conservation’s Delegated Authority
Senior Manager Regulatory Delivery**



Stacey Wrenn

**SIGNED by the Minister of Transport’s Delegated Authority
Transport Secretary**



Bronwyn Turley

SCHEDULE 1

1.	<p>Consented activity in respect of Wildlife (including the species, any approved quantities and collection methods)</p> <p>(Subject to Schedule 2, clause 2, Schedule 3)</p>	<p>1. <u>The activities consented to are:</u></p> <ul style="list-style-type: none"> i. To catch or otherwise obtain alive, possess, and liberate protected wildlife identified in Schedule 4 for the purpose of species management. ii. To take or otherwise obtain the eggs of Northland brown kiwi <i>Apteryx mantelli</i> as listed in Schedule 5. iii. To kill protected wildlife identified in Schedule 4. <p>2. <u>Quantity:</u></p> <ul style="list-style-type: none"> i. As required. <p>3. <u>Methodology:</u></p> <ul style="list-style-type: none"> i. All activities must be carried out in a way that protects wildlife to the greatest extent possible and in accordance with the relevant species management plans found in Schedule 6 attached to this consent and in addition to any further conditions as required by this consent.
2.	<p>The Land</p> <p>(Schedule 2, clause 2)</p>	<ul style="list-style-type: none"> i. As shown on the maps in Schedule 7 being approximately 0.5 hectares of vegetation removal
3.	<p>Personnel authorised to undertake activities</p> <p>(Schedule 2, clause 3)</p>	<ul style="list-style-type: none"> i. Qualified experts with expertise relevant to the protected wildlife species concerned. ii. Others under the direct supervision of the qualified experts
4.	<p>Term</p> <p>(Schedule 2, clause 4)</p>	<p>Commencing on and including 29 February 2024 and ending on and including 28 February 2028.</p>
5.	<p>Consent Holder's address for notices</p> <p>(Schedule 2, clause 7)</p>	<p>The Consent Holder's address in New Zealand</p> <p>Level 5 AON Centre 29 Customs Street West Auckland</p>
6.	<p>Department of Conservation address for notices</p>	<p>Address for all correspondence is:</p> <p>Permissions Team Department of Conservation Level 4 73 Rostrevor Street Hamilton, 3204</p> <p>Email: permissionshamilton@doc.govt.nz</p>

SCHEDULE 2

STANDARD TERMS AND CONDITIONS OF THE CONSENT

1. Interpretation

- 1.1. The Consent Holder is responsible for the acts and omissions of its employees, contractors or agents. The Consent Holder is liable under this Consent for any breach of the terms of the Consent by its employees, contractors, or agents as if the breach had been committed by the Consent Holder.
- 1.2. Where obligations bind more than one person, those obligations bind those persons jointly and separately.

2. Activities being Consented to

- 2.1. The Consent Holder is only allowed to carry out the activities specified in Schedule 1, clause 1, on the Land described in Schedule 1, clause 2.
- 2.2. Any arrangements necessary for access over private land or leased land are the responsibility of the Consent Holder. This consent does not warrant that such access can be obtained.
- 2.3. The Consent Holder must comply with any reasonable request from the Minister of Conservation, delegate of the Minister of Conservation or Department of Conservation Ranger, for access to any wildlife.
- 2.4. The Consent Holder must immediately notify the Department of Conservation Kaitaia District Office Operations Manager (kaitaia@doc.govt.nz) of any taxa found which are new to science. In addition, the Consent Holder must lodge holotype specimens and a voucher specimen of any new taxa with a recognised national collection.

3. Authorised Personnel

- 3.1. Only the Consent Holder, through the Authorised Personnel described in Schedule 1, clause 3(i)-(ii), must carry out the activities unless otherwise agreed in writing by the Department of Conservation Kaitaia District Office Operations Manager.

4. Term of the Consent

- 4.1. This Consent commences and ends on the dates set out in Schedule 1, clause 4.

5. Compliance with statutory instruments, notices and directions

- 5.1. The Consent Holder will comply with all notices, directions and requisitions and any competent authority relating to the conduct of the Activities.

6. Terminating or varying the Consent by the Minister of Transport and Minister of Conservation

- 6.1. This Consent may be terminated at any time in whole or in any part of the Activities if the Consent Holder breaches any of the conditions of this Consent.
- 6.2. Pursuant to section 48 of the Legislation Act 2019 and section 71 of the Conservation Act, the Minister of Transport and Minister of Conservation or their delegates may:

- 6.2.1. review, amend, delete, add to or otherwise vary the conditions or any other part of this Consent; or
- 6.2.2. terminate this Consent;

where they consider there has been a material change to the circumstances under which the Consent was granted (including, for example, because the effects of the Project on wildlife are more extensive or severe than foreseen) and the variation or revocation is appropriate considering the purposes of the Wildlife Act and the Government Rooding Powers Act.

- 6.3. Before varying or revoking the Consent through Schedule 2, clause 6.2, the Minister of Transport and Minister of Conservation or their delegates will:
 - 6.3.1. serve notice of their intention to do so on the Consent Holder stating the reasons for that proposed action and any information relied on in forming that intention;
 - 6.3.2. invite the Consent Holder to submit on the proposed action within 20 working days; and
 - 6.3.3. consider any submission from the Consent Holder provided within 20 working days.

7. Address for notices

- 7.1. If the Consent Holder's details specified in Schedule 1, clause 5 change then the Consent Holder must notify the Department of Conservation within five working days of such change.

8. Payment of costs

- 8.1. The Authority Holder must pay the standard Department of Conservation charge-out rates for any staff time and mileage required to monitor compliance with this Consent and to investigate any alleged breaches of the terms and conditions of it.
- 8.2. The Department of Conservation may at any time furnish the Consent Holder with an invoice for costs identified in Schedule 2, clause 8.1 of this Consent. The Consent Holder will pay the invoice within 20 working days of receipt of that invoice.

9. Varying the Consent by request of the Authority Holder

- 9.1. The Authority Holder may apply to have this Consent varied by lodging an application with the Department of Conservation.

10. Special Conditions

- 10.1. Special conditions are specified in Schedule 3. In the event of inconsistency or conflict, the Special Conditions will prevail over this Schedule 2.

SCHEDULE 3

SPECIAL CONDITIONS

1. General

- 1.1. The Consent Holder must address the effects that the Activities will have on wildlife in accordance with the associated effects management measures set out in the species management plans, dated February 2024 (SMPs) under Schedule 6. As such, the Consent Holder will not undertake the Activities under Schedule 1, clause 1 until it is certain that it will implement the full suite of effects management measures specified in the SMPs.
- 1.2. The provisions of the SMPs form a part of this Consent. For the avoidance of doubt where the provisions of the SMPs conflict with the terms and conditions of this Consent, the Consent prevails.
- 1.3. The Consent Holder must undertake the Activities including the methodologies, in accordance with the SMPs.
- 1.4. When woody vegetation is felled, and where it is safe and practical to do so, every effort must be made to move the vegetation a minimal distance outside the project footprint to a location of similar woody habitat and then left to degrade naturally.
- 1.5. Prior to mulching felled, woody vegetation, the Consent Holder must make every effort identify, catch, and remove protected wildlife that is within or upon the vegetation.
- 1.6. The Consent Holder must immediately notify the Department of Conservation Kaitaia District Office Operations Manager if it encounters wildlife that are not covered by this Consent and seek to obtain further Consent under the Act, as required. The Consent Holder must bear all costs associated with or connected to obtaining such further Consent.
- 1.7. North Island kiwi eggs must only be removed using Department of Conservation approved standard techniques (see <https://www.doc.govt.nz/globalassets/documents/science-and-technical/sap262entire.pdf> for the best practice model).

2. Ownership of Protected Wildlife

- 2.1. All wildlife remains the property of the Crown. This includes any dead wildlife, live wildlife, any parts thereof, any eggs or progeny of the wildlife, genetic material, and any replicated genetic material.
- 2.2. The Consent Holder may possess protected wildlife in accordance with the terms and conditions of this Consent.
- 2.3. Unless expressly authorised by the New Plymouth district office operations manager in writing, the Consent Holder must not donate, sell, or otherwise transfer to any third party any wildlife subject to this Consent.

3. Death of Protected Wildlife Associated with Activities Covered by the Consent

- 3.1. If any Threatened, At Risk or Data Deficient species (see NZ Threat Classification System and Lists: <http://www.doc.govt.nz/about-us/science-publications/conservation-publications/nz-threat-classification-system/>) should die, the Consent Holder must:
 - 3.1.1. inform the Kaitaia District Officer Operations Manager within 48 hours of the death; and

- 3.1.2. chill the body if it can be delivered within 72 hours of the death, or freeze the body if delivery will take longer than 72 hours; and
- 3.1.3. notwithstanding clause 5.3, send the body to Massey University Wildlife Post-mortem Service for necropsy along with details of the animal's history; and
- 3.1.4. pay for all costs incurred in investigating the death of any Threatened, At Risk or Data Deficient species; and
- 3.1.5. if required by the Kaitaia District Office Operations Manager, cease the Activities for a period determined by that person.

4. Injured Protected Wildlife and Euthanasia

- 4.1. If any protected wildlife are injured in the course of undertaking activities associated with the Project, the Consent Holder must contact a suitably qualified person to get advice on management of the protected wildlife, including how to best address the injury.
- 4.2. The Consent Holder will take all reasonable steps to rehabilitate protected wildlife in consultation with the Department of Conservation's Kaitaia Operations Manager.
- 4.3. The Consent Holder must notify the Department of Conservation's Kaitaia Operations Manager within 48 hours of euthanizing protected wildlife. The notification will include details of the species of wildlife euthanized and personnel involved in the euthanizing of the wildlife.

5. Salvage, Relocation and Handling

- 5.1. Protected wildlife capture, handling and relocation must be undertaken at a suitable time of year when wildlife are active, as advised by the personnel in Schedule 1, clause 3(i).
- 5.2. The Consent Holder must ensure that the relevant suitably qualified experts are at the on-site induction prior to works commencing.

6. Capture and handling methods for all species

- 6.1. Capture and handling methods (including North Island brown kiwi egg removal) must follow those described in the inventory and monitoring toolbox <http://www.doc.govt.nz/our-work/biodiversity-inventory-and-monitoring>.

7. Lizard Capture and Survey

- 7.1. The Consent Holder must sterilise any instruments that come in contact with the lizards and/or are used to collect or measure lizards between each location. A separate holding bag such as those described in clause 12.2 must be used for each animal. All equipment must be thoroughly cleaned and dried between sites.
- 7.2. The Consent Holder must ensure lizards are held temporarily in a suitable container (such as a breathable cloth bag) and placed out of direct sunlight to minimise the risk of overheating, stress and death as advised and supervised by a qualified herpetologist approved by the Department of Conservation's Kaitaia Operations Manager.
- 7.3. The Consent Holder must be supervised by a qualified expert (i.e., a herpetologist) as per Schedule 1., clause 3(i).
- 7.4. Lizard capture, handling and relocation should be undertaken at a suitable time of year when lizards are active, as advised by a suitably experienced herpetologist.

- 7.5. Capture and handling of lizards must involve only techniques that avoid or minimise the risk of infection or injury to the animal.
- 7.6. The Consent Holder must ensure all live capture traps are covered to protect lizards from exposure and minimise stress. Damp leaf litter or other similar natural materials must be provided to reduce desiccation risk and the bottom of the pit-fall trap must be perforated to allow drainage of water.

8. Bat Conditions

- 8.1. Any injured bats found must be taken to a suitable veterinarian confirmed by the Department of Conservation's Kaitaia Operations Manager for triage or further care. If the veterinarian determines that the bat is in a healthy condition, a qualified expert (i.e., a chiropterologist) appointed by the Consent Holder as per Schedule 1., clause 3(i), is authorised to immediately liberate the bats provided that the bat(s) are:
 - 8.1.1. only liberated in an area where works are not occurring; and
 - 8.1.2. are liberated into an appropriate habitat as determined by the qualified expert at least one hour after dusk and before midnight; and
 - 8.1.3. are liberated in appropriate environmental conditions: Little to no rain with temperatures above 12 degrees Celsius.
- 8.2. In the event any bat is killed or injured by enabling construction works, or if any vegetation is removed and on inspection bats are found in it during or post-felling, then the following shall take place:
 - 8.2.1. works must cease immediately on sighting the bat(s); and
 - 8.2.2. the Consent Holder must report the death or injury within 48 hours to the Department of Conservation's Kaitaia Operations Manager ; and
 - 8.2.3. a review of the development methodology in question must then be undertaken in conjunction with the Department of Conservation's Kaitaia Operations Manager and an agreed process to minimise the further killing or injury to wildlife implemented, prior to works recommencing.
- 8.3. The Consent Holder shall ensure that all tree felling is in accordance with the [Bat Roost Protocols](#) and the Applicant's Bat Management Plan.
- 8.4. The Consent Holder must ensure that all supervisors, managers, or others in a leadership capacity working under this Consent carry a copy of this Consent and the Bat Roost Protocols at all times and must ensure the Consent terms and conditions are complied with.

9. Reporting

- 9.1. A full report of all bat monitoring data must be provided to the Department of Conservation at the conclusion of the tree felling and at any reasonable time upon request by the Department of Conservation during the felling operations. All reports shall be forwarded to: kaitaia@doc.govt.nz and titled "Attention: community ranger"; and to permissionsupdates@doc.govt.nz citing Consent number 111521-FAU, by 30 June each year for the duration of this Consent.
- 9.2. A salvaging report must be submitted to kaitaia@doc.govt.nz and titled "Attention: community ranger" and to permissionsupdates@doc.govt.nz citing permission number 111521-FAU, by 30 June each year for the duration of this Consent, summarising outcomes in accordance with the Species Specific Management Plan. Each report must include:
 - 9.2.1. the species and number of any animals caught and released;

- 9.2.2. the GPS location (and/or a detailed map) of the collection point(s) and release point(s);
- 9.2.3. copies of approved Assessment of Environment Effects (lizards); Lizard Management Plans or similar; and
- 9.2.4. results of all surveys and monitoring.

Completed Amphibian and Reptile Distribution System (ARDS) cards for all herpetofauna sightings and captures (<http://www.doc.govt.nz/conservation/native-animals/reptiles-and-frogs/species-information/herpetofauna-data-collection/ards-card/>) must be sent to Herpetofauna, Department of Conservation, National Office, PO Box 10420 Wellington 6143 or herpetofauna@doc.govt.nz.

10. Kiwi conditions

- 10.1 All activities must be carried out as per the latest Kiwi Best Practice Manual (<https://www.doc.govt.nz/globalassets/documents/science-and-technical/sap262entire.pdf>) and in accordance with related provisions of the Avifauna Management Plan.
- 10.2 A kiwi shall only be captured using the assistance of a contracted certified kiwi dog handler.
- 10.3 Vegetation removal of the two largest areas (slips A8 and A11) shall occur prior to June, to avoid kiwi nests.
- 10.4 Where vegetation removal is proposed, roadside vegetation shall initially be cut down to a height of approximately 1 metre to scare kiwi away and then removed completely on the same day. Larger vegetation removal shall involve hand cutting to scare kiwi away. Any vegetation slash that is to be removed by machinery shall be done on the same day as vegetation clearance to avoid kiwi sheltering in it.

11. Kauri snails and other invertebrates

- 11.1 Either:
 - a) no kauri snail or other invertebrates transfers are made,

OR

 - b) Kauri snails or other invertebrates are placed downslope of each discovery below a slip or within ten metres adjacent.

SCHEDULE 4

	Common name	Scientific name
1	Kauri snail	<i>Paryphanta busbyi busbyi</i>
2	copper skink	<i>Oligosoma aeneum</i>
3	Forest gecko	<i>Mokopirirakau granulatus</i>
4	Ornate skink	<i>Oligosoma ornatum</i>
5	Pacific gecko	<i>Dactylocnemis pacificus</i>
6	Northland green gecko	<i>Naultinus grayii</i>
7	Te paki gecko	<i>D. "North Cape"</i>
13	Northland brown kiwi	<i>Apteryx mantelli</i>

SCHEDULE 5

	Common name	Scientific name
1	Northland brown kiwi	<i>Apteryx mantelli</i>

SCHEDULE 6 – Species Management Plans

Refer to the attached species management plans in the 111521-FAU bundle of documents.

SCHEDULE 7

Refer to the attached maps in the 111521-FAU bundle of documents.



Variation to a Wildlife Act Consent under the Wildlife Act 1953

Authorisation Number: 111521-FAU

THIS DEED OF VARIATION OF A CONSENT is made this 14th day of October 2024

PARTIES:

The Minister of Conservation and the Minister of Transport (the Grantor)

AND

New Zealand Transport Agency (the Consent Holder)

BACKGROUND

- A. By an authorisation dated the 18th day of March 2024 the Minister of Conservation and the Minister of Transport granted Consent under Section 71 of the Wildlife Act 1953 to the Consent Holder upon the terms and conditions expressed and implied in the Consent.
- B. The Grantor hereby varies that Consent.

NOW BY THIS DEED the Grantor consents to the following:

1. Variation

In exercise of the Grantor's powers under the Wildlife Act the Grantor varies the Consent as follows:

- (i) Clause 1.1 of Schedule 3 is deleted and replaced with:

The Consent Holder must address the effects that the Activities will have on wildlife in accordance with the associated effects management measures set out in the species management plans(SMPs), including the updated Avifauna Management Plan dated April 2024 under Schedule 6.

As such, the Consent Holder will not undertake the Activities under Schedule 1, clause 1 until it is certain that it will implement the full suite of effects management measures specified in the SMPs.

- (ii) Clause 2.3 of Schedule 3 is deleted and replaced with:

Unless expressly authorised by the Kaitaia district office operations manager in writing, the Consent Holder must not donate, sell, or otherwise transfer to any third party any wildlife subject to this Consent.

- (iii) Clause 10.4 of Schedule 3 is deleted and replaced with:

“Where vegetation removal is proposed, roadside vegetation shall initially be cut down to a height of approximately 1 metre to scare kiwi away and then removed completely

on the same day, unless the following measures are applied, and kiwi were not detected:

- a) A kiwi dog sweep through is conducted on a day of vegetation removal; and
- b) Kiwi call recordings are conducted and analysed for kiwi activity the night prior to vegetation removal.

Larger vegetation removal shall involve hand cutting to scare kiwi away. Any vegetation slash that is to be removed by machinery shall be done on the same day as vegetation clearance to avoid kiwi sheltering in it.”

2. Confirmation of other Consent Covenants

Except to the extent to which they are amended by this Variation the provisions expressed and implied in the Consent continue to apply.

The Consent Holder must keep a copy of this Deed of Variation together with the original Consent at all times and present it when requested by a member of the Department of Conservation.

3. Costs

The Consent Holder must pay the costs of and incidental to the preparation and completion of this Variation.

**SIGNED by the Minister of Conservation’s Delegated Authority
Director of Regulatory Services**



Philippa Fox

**SIGNED by the Minister of Transport’s Delegated Authority
Deputy Chief Executive Policy Group**



Ruth Fairhall

APPENDIX F DOC Concession 113662-OTH



Permission: 113662-OTH

6 May 2024

New Zealand Transport Agency, *Waka Kotahi*
Private Bag 6995
Wellington 6141

For the attention of, Kim Cottle and Hendrik Postma
Kim.Cottle@nzta.govt.nz

Hendrik.Postma@nzta.govt.nz

stuart.b@stellarprojects.co.nz

Tēnā koe Kim Cottle and Hendrik Postma

CONCESSION APPLICATION APPROVAL

Easement for stormwater infrastructure - Mangamuka Gorge Scenic Reserve near SH1

I am pleased to advise you that your application for a concession has been approved and we are now able to offer you a concession document outlining the terms and conditions of this approval. Please find attached a copy of this for your consideration.

This document contains all the terms and conditions of your concession to operate on public conservation land and represents the formal agreement between the Department and New Zealand Transport Agency.

Please read it carefully before signing so that you clearly understand your obligations. It is advised that you seek legal advice.

The conditions listed in your concession are related only to the role and responsibilities of the Minister of Conservation and/or the Director-General of Conservation. It does not cover the role or responsibilities of local or regional councils, other government agencies e.g., Ministry of Transport, Civil Aviation Authority or Police. You may need to contact other agencies to ensure you have all other required legal documentation in place.

Acceptance of Offer

You can accept the terms and conditions of the concession document by signing a copy of the document. Please make sure that your signature is formally witnessed.

The document has already been signed by the Minister of Conservation's representative. Once you have signed the document, please return it to Michelle Pearce at mpearce@doc.govt.nz by 6th June 2024. If we do not receive a signed copy of the document by this date, your concession document may be cancelled.

Reconsideration of Decision

You have the right to request that this decision is reconsidered, at your cost, under section 17ZJ of the Conservation Act. If, for any reason, you wish to apply for reconsideration please inform me by 6th June 2024. I am happy to outline the reconsideration process for you if this is something that you wish to know more about. If this is the case, please contact me.

Insurance

Your concession requires you to have current insurance to the prescribed limits. While you are not required to provide evidence of this at this time, please be aware that it may be requested at any time during the term of your concession.

Payment of Processing Fees

The final cost of processing your concession was \$2,065.00 + GST. I have arranged for an invoice to be sent to you for this amount.

Public Works Act

Given an easement does not restrict public access to the site of structures and maintenance areas and there are low conservation values in the area, the New Zealand Transport Agency *Waka Kotahi* could apply under the Public Works Act to acquire this area.

If you have any queries regarding this letter or the enclosed/attached concession document, please do not hesitate to contact me by email dliddell@doc.govt.nz .

Nāku noa, nā



Darcy Liddell
Permissions Advisor
Hamilton Office
Department of Conservation | Te Papa Atawhai
www.doc.govt.nz



Concession Document (Easement)

Concession Number: 113662-OTH

THIS CONCESSION is made this 3rd day of May 2024

PARTIES:

Minister of Conservation (the Grantor)

New Zealand Transport Agency, *Waka Kotahi* (the Concessionaire)

BACKGROUND

- A.** The Department of Conservation ("Department") Te Papa Atawhai is responsible for managing and promoting conservation of the natural and historic heritage of New Zealand on behalf of, and for the benefit of, present and future New Zealanders.
- B.** The Department is under the control of the Grantor.
- C.** The carrying out of these functions may result in the Grantor granting concessions to carry out activities on public conservation land.
- D.** The Grantor administers the public conservation land described in Schedule 1 as the Easement Land.
- E.** The Conservation legislation applying to the Easement Land authorises the Grantor to grant a concession over the Easement Land.
- F.** The Concessionaire wishes to carry out the Concession Activity on the Easement Land subject to the terms and conditions of this Concession.
- G.** The Concessionaire acknowledges that the Easement Land may be the subject of Treaty of Waitangi claims.
- H.** The Parties wish to record the terms and conditions of this Concession.

OPERATIVE PARTS

- I.** In exercise of the Grantor's powers under the Conservation legislation the Grantor **GRANTS** to the Concessionaire an **EASEMENT** to carry out the Concession Activity on the Easement Land subject to the terms and conditions contained in this Concession, including its Schedules.



SIGNED on behalf of the Minister of Conservation by Sue Reed-Thomas, Director Operations for the Northland Region acting under delegated authority

in the presence of:



Permissions Advisor

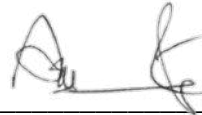
Witness Signature

A copy of the Instrument of Delegation may be inspected at the Director-General's office at 18-22 Manners Street, Wellington.



SIGNED on behalf of the New Zealand Transport Agency by Wayne Loader, Principal Property Acquisition Manager - Regional Lead.

in the presence of:



Don Harrington

Witness Signature

[INSERT DIGITAL SIGNATURE]

SCHEDULE 1

1.	<p>Easement Land (burdened land - the land where the easement activity occurs) (Schedule 4)</p>	<p>Three separate locations within Mangamuka Gorge Scenic Reserve, being: (1) Slip A3: 35°10'34.09"S,173°26'33.93"E (2) Slip A4: 35°10'37.41"S, 173°26'39.73"E (3) Slip A8: 35°10'58.30"S, 173°27'1.37"E. As marked on the attached plans in Schedule 4 being: Physical Description/Common Name: Mangamuka Gorge Scenic Reserve Land Status: Scenic Reserve</p>
2.	<p>Land (benefited land - the land that benefits from the easement) (If none then select "in gross") (Schedule 4)</p>	<p>Is the easement in gross? Yes</p>
3.	<p>Concession Activity (clause 2)</p>	<p>(a) a right to convey water: 15 bored drains at slip A8 (b) a right to drain water: 3 stormwater pipes at each of slips A3, A4 and A8 (c) a right of way: Access track at slip A8 For the purpose of reducing the risk of slip failure adjoining State Highway 1 near Kaitaia</p>
4.	<p>Term (clause 3)</p>	<p>60 years commencing on 1 May 2024</p>
5.	<p>Final Expiry Date (clause 3)</p>	<p>30 April 2084</p>
6.	<p>Concession Fee (clause 4)</p>	<p>Concession Activity Fee: \$5,330.00 per annum plus GST Concession Management Fee: \$250.00 per annum plus GST Environmental Monitoring Fee: Standard Department charge-out rates for staff time and mileage required to monitor the effects of the Concession Activity and compliance with concession conditions</p>
7.	<p>Concession Fee Payment Date (clause 4)</p>	<p>1 May Annually</p>

8.	Penalty Interest Rate (clause 4)	Double the current Official Cash Rate (OCR). See Reserve Bank of New Zealand website
9.	Concession Fee Review Date(s) (clause 5)	1 May 2027, 1 May 2030, 1 May 2033 then three (3) yearly on the anniversary (and for the duration) of this Concession.
10.	Insurance (To be obtained by Concessionaire) (clause 11)	Types and amounts: Public Liability Insurance for general indemnity for an amount no less than \$1,000,000.00; and Third party vehicle liability for an amount no less than \$500,000.00.
11.	Addresses for Notices (clause 20)	The Grantor's address is: <u>Physical Address:</u> Department of Conservation 265 Princes Street Dunedin 9016 <u>Postal Address:</u> Department of Conservation Att: National Transaction Centre PO Box 5244 Dunedin 9054 Phone: (03) 477 0677 Email: transactioncentre@doc.govt.nz
		The Concessionaire's address in New Zealand is: Level 5 AON Centre 29 Customs Street West Auckland Email: consents@nzta.govt.nz
12.	Special Conditions (clause 25)	See Schedule 3
13.	Processing Fee (clause 4)	\$2,065.00 plus GST

Note: The clause references are to the Grantor's Standard Terms and Conditions set out in Schedule 2.

SCHEDULE 2

STANDARD TERMS AND CONDITIONS

1. Interpretation

- 1.1 The Concessionaire is responsible for the acts and omissions of its employees, contractors, agents, clients and invitees (excluding other members of the public accessing the Easement Land). The Concessionaire is liable under this Concession for any breach of the terms of the Concession by its employees, contractors, agents, clients and invitees (excluding other members of the public accessing the Easement Land), as if the breach had been committed by the Concessionaire.
- 1.2 Where this Concession requires the Grantor to exercise a discretion or give any approval or provides for any other actions by the Grantor, then the Grantor must act reasonably and within a reasonable time. When a consent is required under this Concession such consent must not be unreasonably withheld.

2. What is being authorised?

- 2.1 The Concessionaire is only allowed to use the Easement Land for the Concession Activity.
- 2.2 The Concessionaire must not commence the Concession Activity until the Concessionaire has signed the Concession Document and returned one copy of this Document to the Grantor, as if it were a notice to be given under this Concession.

3. How long is the Concession for - the Term?

- 3.1 This Concession commences on the date specified in Item 4 of Schedule 1 and ends on the Final Expiry Date specified in Item 5 of Schedule 1.

4. What are the fees and when are they to be paid?

- 4.1 The Concessionaire must pay the Processing Fee (Item 13 of Schedule 1) to the Grantor in the manner directed by the Grantor. Except where the Grantor's written consent has been given, the Concessionaire cannot commence the Concession Activity until the Processing Fee has been paid.
- 4.2 The Concessionaire must pay to the Grantor in the manner directed by the Grantor the Concession Fee plus GST on the Concession Fee Payment Date specified in Items 6, and 7 of Schedule 1.
- 4.3 If the Concessionaire fails to make payment within 14 days of the Concession Fee Payment Date then the Concessionaire is to pay interest on the unpaid Concession Fee from the Concession Fee Payment Date until the date of payment at the Penalty Interest Rate specified in Item 8 of Schedule 1.

5. When can the fee be reviewed?

- 5.1 The Grantor is to review the Concession Fee on the Concession Fee Review Date in Item 9 of Schedule 1 in the following manner:
- (a) The Grantor must commence the review not earlier than 3 months before a Concession Fee Review Date and no later than 9 months

following the Concession Fee Review Date by giving notice to the Concessionaire.

- (b) Subject to clause 5.1(e) the notice must specify the Concession Fee which the Grantor considers to be the market value for the Concession Activity as at the Concession Fee Review Date having regard to the matters specified in section 17Y(2) of the Conservation Act 1987.
- (c) If, within 28 days of receipt of the Grantor's notice, the Concessionaire gives notice to the Grantor that the Concessionaire disputes the proposed new Concession Fee the new Concession Fee is to be determined in accordance with clause 5.2.
- (d) If the Concessionaire does not give notice to the Grantor under clause 5.1(c) the Concessionaire is to be deemed to have accepted the Concession Fee specified in the Grantor's notice.
- (e) Notwithstanding clause 5.1(b) the new Concession Fee so determined or accepted must not be less than the Concession Fee payable during the year preceding the particular Concession Fee Review Date and is to be the Concession Fee payable by the Concessionaire from the Concession Fee Review Date.
- (f) Until determination of the new Concession Fee, the Concession Fee payable by the Concessionaire from the Concession Fee Review Date is to be the Concession Fee specified in the Grantor's notice. On determination of the new Concession Fee in accordance with clause 5.2 an adjustment is to be made and paid, either by the Grantor or by the Concessionaire, whichever is applicable.

5.2 Immediately the Concessionaire gives notice to the Grantor under clause 5.1(c) the parties are to endeavor to agree on a new Concession Fee. If the parties are unable to reach agreement within 28 days the new Concession Fee is to be determined either:

- (a) By one party giving notice to the other requiring the new Concession Fee to be determined in accordance with the Disputes clause (clause 19) or, if the parties agree,
- (b) by registered valuers acting as experts and not as arbitrators as follows:
 - (i) Each party must appoint a valuer and give notice of the appointment to the other party within 14 days of the parties agreeing to determine the new Concession Fee by this means.
 - (ii) If the party receiving a notice does not appoint a valuer within the 14 day period the valuer appointed by the other party is to determine the new Concession Fee and that valuer's determination is to be binding on both parties.
 - (iii) Before commencing their determination the respective valuers must appoint an umpire who need not be a registered valuer.
 - (iv) The valuers are to determine the new Concession Fee which they consider to be the market value for the Concession Activity as at the Concession Fee Review Date having regard to the matters specified in section 17Y(2) of the Conservation Act 1987 but in no case is the new Concession Fee to be less than the Concession Fee payable during the year preceding the particular Concession Fee Review Date. If the valuers fail to agree, the Concession Fee is to be determined by the umpire.

- (v) In determining the Concession Fee the valuers or umpire are to disregard the annual cost to the Concessionaire to maintain or provide access to the Easement Land.
 - (vi) Each party is to be given the opportunity to make written or oral representations or submissions to the valuers or the umpire subject to such reasonable time and other limits as the valuers or the umpire may prescribe.
 - (vii) The valuers or the umpire must have regard to any such representations but are not bound by them.
- (c) The valuers or umpire must give written notice to the parties once they have determined the new Concession Fee. The notice is to be binding on the parties and is to provide how the costs of the determination are to be borne.
- (d) If a Concession Fee Review Date is postponed because of a moratorium imposed by law the Concession Fee Review is to take place at the date the moratorium is lifted or so soon afterwards as is practicable and the following applies:
- (i) the Concession Fee Review is to establish the market value for the Concession Activity as at that date instead of the date fixed under clause 5.1 having regard to the matters specified in section 17Y(2) of the Conservation Act 1987 but in no case is the new Concession Fee to be less than the Concession Fee payable during the year preceding the particular Concession Fee Review Date; and
 - (ii) each subsequent Concession Fee Review is to take place in accordance with the procedure fixed in clause 5.1.

6. Are there any other charges?

- 6.1 The Concessionaire must pay all levies rates and other charges, including utility charges payable in respect of the Easement Land or for the services provided to the Easement Land which relate to the Concessionaire's use of the Easement Land or the carrying on of the Concession Activity.
- 6.2 The Grantor is not liable for any cost incurred in re-establishing the supply of any utilities in the event of any of them becoming unavailable for any reason.
- 6.3 Where the Grantor has paid such levies, rates or other charges the Concessionaire must on receipt of an invoice from the Grantor pay such sum to the Grantor within 14 days of receiving the invoice. If payment is not made within the 14 days then the Concessionaire is to pay interest on the unpaid sum from the date payment was due until the date of payment at the Penalty Interest Rate specified in Item 8 of Schedule 1.

7. When can the Concession be assigned?

- 7.1 The Concessionaire must not transfer, sublease, assign, mortgage or otherwise dispose of the Concessionaire's interest under this Concession or any part of it (which includes the Concessionaire entering into a contract or any other arrangement whatsoever whereby the Concession Activity would be carried out by a person (called the Assignee) other than the Concessionaire) without the prior written consent of the Grantor.
- 7.2 The Grantor may in the Grantor's discretion under clause 7.1:

- (a) decline any application for consent; or
 - (b) grant consent subject to such conditions as the Grantor thinks fit.
- 7.3 Sections 17S to 17ZC of the Conservation Act 1987 apply to applications for consent under this clause unless the Grantor, in the Grantor's discretion, decides otherwise.
- 7.4 If the Grantor gives consent under this clause then the Concessionaire remains liable to observe and perform the terms and conditions of this Concession throughout the Term and is to procure from the Assignee a covenant to be bound by the terms and conditions of this Concession.
- 7.5 The Concessionaire must pay the costs reasonably incurred by the Grantor incidental to any application for consent, whether or not such consent is granted.
- 7.6 If the Concessionaire is not a publicly listed company any change in the shareholding of the Concessionaire altering the effective control of the Concessionaire is to be deemed to be an assignment and requires the consent of the Grantor.

8. What are the obligations to protect the environment?

- 8.1 The Concessionaire must not, without the prior consent of the Grantor:
- (a) cut down or damage any vegetation; or
 - (b) damage any natural feature or historic resource on the Easement Land; or
 - (c) light any fire on the Easement Land.
- 8.2 The Concessionaire must, at its cost:
- (a) keep the easement facility (as defined in Schedule 5) now or hereafter upon the Easement Land, in good order, condition and repair; and
 - (b) must keep the Easement Land in a clean and tidy condition.
- 8.3 The Concessionaire must not store hazardous materials on the Easement Land nor store other materials on the Easement Land where they may obstruct the public or create a nuisance.

9. When can structures be erected?

- 9.1 The Concessionaire must not erect, nor place any structures on, under or over the Easement Land without the prior consent of the Grantor.

10. What if the Concessionaire wishes to surrender the Concession?

- 10.1 If the Concessionaire wishes to surrender this Concession during the currency of the Term, then the Grantor may accept that surrender on such conditions as the Grantor considers appropriate.

11. What are the liabilities and who insures?

- 11.1 The Concessionaire agrees to use the Easement Land at the Concessionaire's own risk and releases to the full extent permitted by law the Grantor (and the

Grantor's employees, agents and contractors) from all claims and demands of any kind and from all liability which may arise in respect of any accident, damage or injury occurring to any person or property in or about the Easement Land.

- 11.2 The Concessionaire must indemnify the Grantor against all claims, actions, losses and expenses of any nature which the Grantor may suffer or incur or for which the Grantor may become liable arising from the Concessionaire's performance of the Concession Activity.
- 11.3 This indemnity is to continue after the expiry or termination of this Concession in respect of any acts or omissions occurring or arising before its expiry or termination.
- 11.4 The Concessionaire has no responsibility or liability for costs, loss, or damage of whatsoever nature arising from any act or omission or lack of performance or any negligent or fraudulent act or omission by the Grantor, or any contractor or supplier to the Grantor, or any employee or agent of the Grantor.
- 11.5 Despite anything else in clause 11 the Concessionaire is not liable for any indirect or consequential damage or loss howsoever caused.
- 11.6 The Grantor is not liable and does not accept any responsibility for damage to or interference with the Easement Land, the Concession Activity, or to any structures, equipment or facilities on the Easement Land or any other indirect or consequential damage or loss due to any natural disaster, vandalism, sabotage, fire, or exposure to the elements except where, subject to clause 11.7, such damage or interference is caused by any wilful act or omission of the Grantor, the Grantor's employees, agents or contractors.
- 11.7 Where the Grantor is found to be liable in accordance with clause 11.6, the total extent of the Grantor's liability is limited to \$1,000,000 in respect of the Concessionaire's structures, equipment and facilities.
- 11.8 Despite anything else in clause 11 the Grantor is not liable for any indirect or consequential damage or loss howsoever caused.
- 11.9 Without prejudice to or in any way limiting its liability under this clause 11 the Concessionaire at the Concessionaire's expense must take out and keep current policies for insurance and for the amounts not less than the sums specified in Item 10 of Schedule 1 with a substantial and reputable insurer.
- 11.10 After every three year period of the Term the Grantor may, on giving 10 working day's notice to the Concessionaire, alter the amounts of insurance required under clause 11.9. On receiving such notice the Concessionaire must within 10 working days take out and keep current policies for insurance and for the amounts not less than the sums specified in that notice.
- 11.11 The Concessionaire must provide to the Grantor within 5 working days of the Grantor so requesting:
 - (a) details of any insurance policies required to be obtained under this Concession, including any renewal policies if such renewal occurs during the Term; and/or;
 - (b) a copy of the current certificate of such policies.

12. What about Health and Safety?

12.1 The Concessionaire must exercise the rights granted by this Concession in a safe and reliable manner and must comply with the Health and Safety at Work Act 2015 and its regulations and all other provisions or requirements of any competent authority relating to the exercise of this Concession. The Concessionaire must comply with any safety directions of the Grantor.

13. What are the compliance obligations of the Concessionaire?

13.1 The Concessionaire must comply where relevant:

- (a) with the provisions of any conservation management strategy or conservation management plan under the Conservation Act 1987 or Part IIA of the Reserves Act 1977, or any general policy statement made under the Conservation Act 1987, Reserves Act 1977, National Parks Act 1980, or Wildlife Act 1953, or management plan under section 45 of the National Parks Act 1980, whichever is appropriate to the Easement Land, together with any amendment or review of any policy, strategy or plan whether approved before, on, or after the date on which this Concession takes effect; and
- (b) with the Conservation Act 1987, the Reserves Act 1977, the National Parks Act 1980, Wildlife Act 1953, Climate Change Response Act 2002 and any other statute, ordinance, regulation, bylaw, or other enactment (collectively the “Legislation”) affecting or relating to the Easement Land or affecting or relating to the Concession Activity, including any regulations made under the Conservation Act 1987 and Wildlife Act 1953 or bylaws made under the Reserves Act 1977 or the National Parks Act 1980; and
- (c) with all notices and requisitions of any competent authority affecting or relating to the Easement Land or affecting or relating to the conduct of the Concession Activity; and
- (d) with all Department signs and notices placed on or affecting the Easement Land

13.2 The Concessionaire must comply with this Concession.

13.3 A breach or contravention by the Concessionaire of a relevant conservation management strategy, conservation management plan, management plan or any statement of general policy referred to in clause 13.1(a) is deemed to be a breach of this Concession.

13.4 A breach or contravention by the Concessionaire of any Legislation affecting or relating to the Easement Land or affecting or relating to the Concession Activity is deemed to be a breach of this Concession.

14. When can the Concession be terminated?

14.1 If the Concessionaire breaches any of the conditions of this Concession the Grantor may terminate this Concession at any time in respect of the whole or any part of the Easement Land. Before so terminating the Grantor must give the Concessionaire either:

- (a) one calendar month's notice in writing; or
- (b) such other time period which in the sole opinion of the Grantor appears reasonable and necessary;

of the Grantor's intention so to terminate this Concession. If this Concession is terminated then the Grantor, at the Grantor's sole discretion, may adjust the Concession Fee payable or refund any Concession Fee paid in advance.

- 14.2 The Grantor may choose to remedy at any time any default by the Concessionaire under this Concession. Where that occurs, the Concessionaire must pay forthwith on demand all reasonable costs incurred by the Grantor in remedying such default. Before electing to so remedy in accordance with this clause the Grantor must, if practicable, first give the Concessionaire notice of the default and a reasonable opportunity to remedy the default.

15. What happens on termination or expiry of the Concession?

- 15.1 On expiry or termination of this Concession, either as to all or part of the Easement Land, the Concessionaire is not entitled to compensation for any structures or other improvements placed or carried out by the Concessionaire on the Easement Land.

- 15.2 The Concessionaire may, with the Grantor's written consent, remove any specified structures and other improvements on the Easement Land. Removal under this clause must occur within the time specified by the Grantor and the Concessionaire is to make good any damage and leave the Easement Land and other public conservation land affected by the removal in a clean and tidy condition.

- 15.3 The Concessionaire must, if the Grantor gives written notice, remove any specified structures and other improvements on the Easement Land. Removal under this clause must occur within the time specified by the Grantor and the Concessionaire is to make good any damage and leave the Easement Land and other public conservation land affected by the removal in a clean and tidy condition and replant the Easement Land with indigenous vegetation of a similar abundance and diversity as at the commencement of the Term. If before the expiry of the Term the Concessionaire makes an application for a further concession in respect of the same Concession Activity on the Easement Land then the Grantor cannot require such removal and reinstatement until such time as that concession application has been determined. If a new concession is granted then removal and reinstatement cannot be required until the expiry or termination of the new concession.

16. When is the Grantor's consent required?

- 16.1 Where the Grantor's consent or approval is expressly required under this Concession then the Concessionaire must seek that approval or consent for each separate time it is required even though the Grantor may have given approval or consent for a like purpose on a prior occasion. Any such consent or approval may be made on such conditions as the Grantor considers appropriate.

17. Are there limitations on public access and closure?

- 17.1 The Concessionaire acknowledges that the Easement Land is open to the public for access and that the Grantor may close public access during periods of high fire hazard or for reasons of public safety or emergency.

18. What about other concessions?

- 18.1 Nothing expressed or implied in this Concession is to be construed as preventing the Grantor from granting other concessions, whether similar or not, to other persons provided that the Grantor must not grant another concession that would derogate in any material way from the Concessionaire's ability to carry out the Concession Activity.

19. How will disputes be resolved?

- 19.1 If a dispute arises between the parties in connection with this Concession the parties must, without prejudice to any other rights or entitlements they may have, attempt to resolve the dispute by agreement using informal dispute resolution techniques such as negotiation, mediation, independent expert appraisal or any other alternative dispute resolution technique. The rules governing any such technique adopted are to be agreed between the parties.
- 19.2 If the dispute cannot be resolved by agreement within 14 days of written notice by one party to the other (or such further period as the parties may agree to in writing) either party may refer the dispute to the Disputes Tribunal, where relevant, or to arbitration, which arbitration is to be carried out in accordance with the provisions of the Arbitration Act 1996.
- 19.3 If the parties do not agree on an arbitrator within 10 working days of a party giving written notice of the requirement to appoint an arbitrator the President of the New Zealand Law Society is to appoint the arbitrator. In either case the arbitrator must not be a person who has participated in an informal dispute resolution procedure in respect of the dispute.
- 19.4 The arbitrator must include in the arbitration award reasons for the determination.
- 19.5 Despite the existence of a dispute, each party must continue to perform its obligations under this Concession.

20. How are notices sent and when are they received?

- 20.1 Any notice to be given under this Concession is to be in writing and made by personal delivery, by pre-paid post or email to the receiving party at the address, or email address specified in Item 11 of Schedule 1. Any such notice is to be deemed to have been received:
- (a) in the case of personal delivery, on the date of delivery;
 - (b) in the case of post, on the 3rd working day after posting;
 - (c) in the case of email,
 - (i) if sent between the hours of 9am and 5pm on a working day, at the time of transmission; or
 - (ii) if subclause (i) does not apply, at 9am on the working day most immediately after the time of sending.

Provided that an email is not deemed received unless (if receipt is disputed) the party giving notice produces a printed copy of the email which evidences that the email was sent to the email address of the party given notice.

- 20.2 If either party's details specified in Item 11 of Schedule 1 change then the party

whose details change must within 5 working days of such change provide the other party with the changed details.

21. What about the payment of costs?

21.1 The Concessionaire must pay the Grantor's legal costs and expenses of and incidental to preparing and signing this Concession or any extension or variation of it.

21.2 The Concessionaire must pay in full immediately and on demand all costs and fees (including solicitor's costs and fees of debt collecting agencies engaged by the Grantor) arising out of and associated with steps taken by the Grantor to enforce or attempt to enforce the Grantor's rights and powers under this Concession including the right to recover outstanding money owed to the Grantor.

22. What about the powers implied by statute?

22.1 The rights and powers implied in the relevant easements by Schedule 5 to the Land Transfer Regulations 2018 (as set out in Schedule 5 of this Concession) apply to this Concession **EXCEPT** to the extent set out in Schedule 3 of this Concession.

22.2 The rights and powers implied by Schedule 5 to the Property Law Act 2007 do not apply to this Concession.

23. What about Co-Siting?

23.1 In this clause "Co-Site" means the use of the Concessionaire's structures or facilities on the Easement Land by a third party for an activity; and "Co-Sitee" and "Co-Siting" have corresponding meanings.

23.2 The Concessionaire must not allow Co-Siting on the Easement Land without the prior written consent of the Grantor.

23.3 The Grantor's consent must not be unreasonably withheld but is at the Grantor's sole discretion and subject to such reasonable terms and conditions as the Grantor thinks fit including a requirement that the Co-Sitee be liable for direct payment to the Grantor of a concession fee and any environmental premium assessed in respect of the Co-Sitee's activity on the Easement Land.

23.4 In addition, the Grantor must withhold consent if:

- (a) the Co-Siting would result in a substantial change to the Concession Activity on the Easement Land; or
- (b) the Grantor considers the change to be detrimental to the environment of the Easement Land.

23.5 Subject to clause 23.4 the Concessionaire must, if required by the Grantor, allow Co-Siting on the Easement Land.

23.6 Where the Concessionaire maintains that Co-Siting by a third party on the Easement Land would:

- (a) detrimentally interfere physically or technically with the use by the Concessionaire of the Easement Land; or

- (b) materially prejudice any resource consents obtained by the Concessionaire or cause more onerous conditions to be imposed on it by the relevant authority; or
 - (c) obstruct or impair the Concessionaire's ability effectively to operate from the Easement Land; or
 - (d) interfere with or prevent future forecast works of the Concessionaire,
- the Grantor, must, as a pre-condition to consideration of an application to grant a concession to a third party, require that third party to obtain, at its own cost, a report prepared by an independent consultant acceptable to the Grantor confirming or rejecting the presence of the matters specified in this clause 23.6. The Grantor must not grant a concession to a third party where the report confirms that the proposed concession would give rise to one or more of the matters specified in this clause 23.6.
- 23.7 If the independent consultant report rejects the Concessionaire's concerns, the Concessionaire may dispute this in accordance with the procedure set out in clause 19 of this Schedule 2.
- 23.8 Where the Concessionaire is required under clause 23.5 to allow Co-Siting on the Easement Land, the Concessionaire is, subject to clause 23.10 entitled to enter into commercial agreements with third parties for them to conduct an activity on the Easement Land and to receive a reasonable fee from them for any agreed activity they intend to carry out on the Easement Land. If a dispute arises between the Concessionaire and a third party such dispute must be determined by the Grantor having regard to, but not limited to, the following matters:
- (a) any written comments or submissions of the Concessionaire and third party;
 - (b) market value for the concession activity proposed by the third party having regard to the matters specified in Section 17Y(2) of the Conservation Act 1987;
 - (c) any other matters the Grantor considers relevant.
- 23.9 If the Concessionaire does not accept the Grantor's determination, the Concessionaire may dispute this in accordance with the procedure set out in clause 19 of this Schedule 2.
- 23.10 For the avoidance of doubt, a Co-Sitee permitted on the Easement Land must enter into a separate concession with the Grantor in terms of which the Co-Sitee may be required to pay to the Grantor a concession fee and environmental premium assessed in respect of the Co-Sitee's activity on the Easement Land. This separate concession must not contain provisions that conflict with the Concessionaire's rights and obligations in relation to the Easement Land.
- 23.11 The Grantor must not authorise the third party to commence work on the Easement Land until all relevant resource consents are issued, an agreement is executed between the Concessionaire and third party, and any conditions imposed by the Concessionaire have been met.

24. Jointly and severally liable

24.1 In the event that this Concession is held by multiple Concessionaire's, they will be jointly and severally liable.

25. Are there any Special Conditions?

25.1 Special conditions are specified in Schedule 3. If there is a conflict between this Schedule 2 and the Special Conditions in Schedule 3, the Special Conditions shall prevail.

26. The Law

26.1 This Concession is to be governed by and interpreted in accordance with the laws of New Zealand.

SCHEDULE 3

SPECIAL CONDITIONS

1. The rights and powers implied in easements under Schedule 5 of the Land Transfer Regulations 2018, apply as is relevant to the class of easement provided for in this Concession. Schedule 5 of the Regulations (excluding clauses 13 and 14) is set out in Schedule 5 of this Concession and the clauses are varied as follows:
 - (a) Clause 1 is amended by adding the words “in Schedule 4” after the words “on a plan” in paragraph (a) of the interpretation of “**easement area**”
 - (b) Clause 1 is amended by deleting the words “grantee and” from the interpretation of “**grantee and grantor**”
 - (c) Schedule 5 is amended by adding a new clause 1A: “Any reference to “grantee” in this Schedule is to be read as “Concessionaire” and includes the Concessionaire’s agents, employees, contractors, tenants, licensees and invitees.”
 - (d) Clause 11(2) is deleted and clause 11(4) is amended by deleting the reference to (2).
 - (e) Clauses 13 and 14 are deleted.
2. If the Concessionaire wishes the easement to be registered, the Concessionaire must at its own expense:
 - (a) prepare an easement instrument in accordance with the Land Transfer Act 2017 and the rights and powers provided in the easement as set out in this Concession; and
 - (b) arrange for any necessary survey; and
 - (c) register the easement.
3. The Grantor, if satisfied the easement instrument implements this Concession, must sign the easement instrument to enable registration.

Climate change considerations

4. The Concessionaire acknowledges that the Grantor and the Department of Conservation are reviewing their obligations under the Climate Change Response Act 2002 and developing responses to address greenhouse gas emissions from activities conducted on public conservation land and waters. The reviews are likely to result in policies which seek to measure, manage and reduce greenhouse gas emissions from Concession Activities. The Grantor wishes to signal to the Concessionaire that new concession conditions related to both climate change mitigation and adaptation may be imposed during the life of this Concession to address greenhouse gas emissions associated with the Concession Activity.
5. If the Grantor requests data relating to greenhouse gas emissions associated with the Concession Activity, the Concessionaire must provide any relevant data that is reasonably available to it within 6 months of the Grantor’s request.
6. The Grantor may review and amend the conditions of this Concession to reflect climate change-related legislation and government or Departmental policy and those conditions (“Revised Conditions”) may, amongst other things, require the Concessionaire to measure, manage and reduce the greenhouse gas emissions of the Concession Activity.
7. Before amending the conditions of this Concession in accordance with clause 4, the Grantor will provide the Concessionaire the draft Revised Conditions. The

Concessionaire may provide written comments on those draft Revised Conditions within 60 days. The Grantor must take into account any comments received from the Concessionaire on the Revised Conditions before finalising the Revised Conditions.

8. The Revised Conditions will apply to the Concession Activity 4 months after the Grantor has notified the Concessionaire of the Revised Conditions in accordance with clause 5 or any later date specified in the Revised Conditions.

Construction conditions (pipeline)

9. The pipeline intake must be suitably disguised so as to blend in with the surroundings.
10. That, prior to the right of way construction, the Concessionaire must:
 - (a) Mark the centre line of the right of way easement with tape on the ground, for the approval of the Grantor; and the Concessionaire must use best endeavours to conform to that approved route. Any deviation or variance from the approved route requires the prior written consent from the Grantor.
 - (b) Provide to the Grantor, a work plan detailing the contractors to be used, commencement dates, timelines, construction methods and standards and amend the work plan if required by the Grantor.
 - (c) Prepare an annual maintenance programme for the approval of the Grantor.
 - (d) The Concessionaire must implement an on-going weed control programme to the satisfaction of the Grantor, to keep the Easement Land free from all introduced weeds, resulting from the Concessionaire's use of the Easement Land.

Construction conditions (general)

11. Any vegetation removal and soil disturbance necessary to install and undertake the activity must be kept to a minimum.
12. The surface of the ground must be reinstated in a tidy manner following the installation of the easement facility.
13. No alterations to the easement facility requiring earth disturbance must be undertaken without prior consent in writing of the Grantor.
14. The Concessionaire must ensure that all machinery, tools and equipment used in undertaking the Concession Activity is steamed cleaned and weed free prior to being taken onto the Easement Land.
15. The Concessionaire must ensure that all gravel and other materials used in undertaking the Concession Activity are from a weed free source.

Accidental Discovery Protocol

16. The Concessionaire must take all reasonable care to avoid any archaeological values on the Land which includes (but is not limited to) historic sites and protected New Zealand objects on the Easement Land. In the event that archaeological sites or other features with heritage values are found during any approved earth disturbance work on the Easement Land:
 - (a) Work must cease immediately until further notice and advice must be sought from the Grantor;

- (b) If it is an archaeological site as defined by the Heritage New Zealand Pouhere Taonga Act 2014 then Heritage New Zealand must be contacted and its advice sought;
 - (c) If it is an archaeological site relating to Māori activity then local iwi must be contacted and their advice sought;
 - (d) If it is an artefact as defined by the Protected Objects Act 1975 then the Ministry for Culture and Heritage must be notified within 28 days;
 - (e) If it is human remains the New Zealand Police should also be notified;
 - (f) In the event of cessation of approved work because of discovery of potential historical artefact or archaeological site the Concessionaire must not recommence work until permitted to do so by the Grantor.
17. The Concessionaire must take reasonable and proper care not to damage any property of the Grantor and must promptly repair any such damage.
18. If the Concessionaire opens up the surface of the Easement Land the Concessionaire must immediately upon completion of any works restore the surface of the Easement Land as nearly as possible to its former condition to the satisfaction of the Grantor.
19. Nothing contained or implied in this Concession requires the Grantor or the Concessionaire to supply services on or under the Easement Land or entitles the Concessionaire to interfere with the services of any other user of the Easement Land.

Myrtle Rust Protocols

20. The Concessionaire must know the plants that are affected by myrtle rust and what the rust symptoms look like. This serious fungal disease only affects plants in the Myrtle (Myrtaceae) Family which includes pohutukawa, manuka, kanuka, and ramarama. See <https://www.mpi.govt.nz/protection-and-response/responding/alerts/myrtle-rust/>.
21. If the Concessionaire encounters suspected symptoms of myrtle rust, the Concessionaire must not touch it and must take the following steps:
- (a) Call the MPI Exotic Pest and Disease Hotline immediately on 0800 80 99 66;
 - (b) Take clear photos, including the whole plant, the whole affected leaf, and a close-up of the spores/affected areas of the plant;
 - (c) Don't touch or try to collect samples as this may increase the spread of the disease;
 - (d) If accidental contact with the affected plant or rust occurs, bag clothing and wash clothes, bags and shoes as soon as possible.

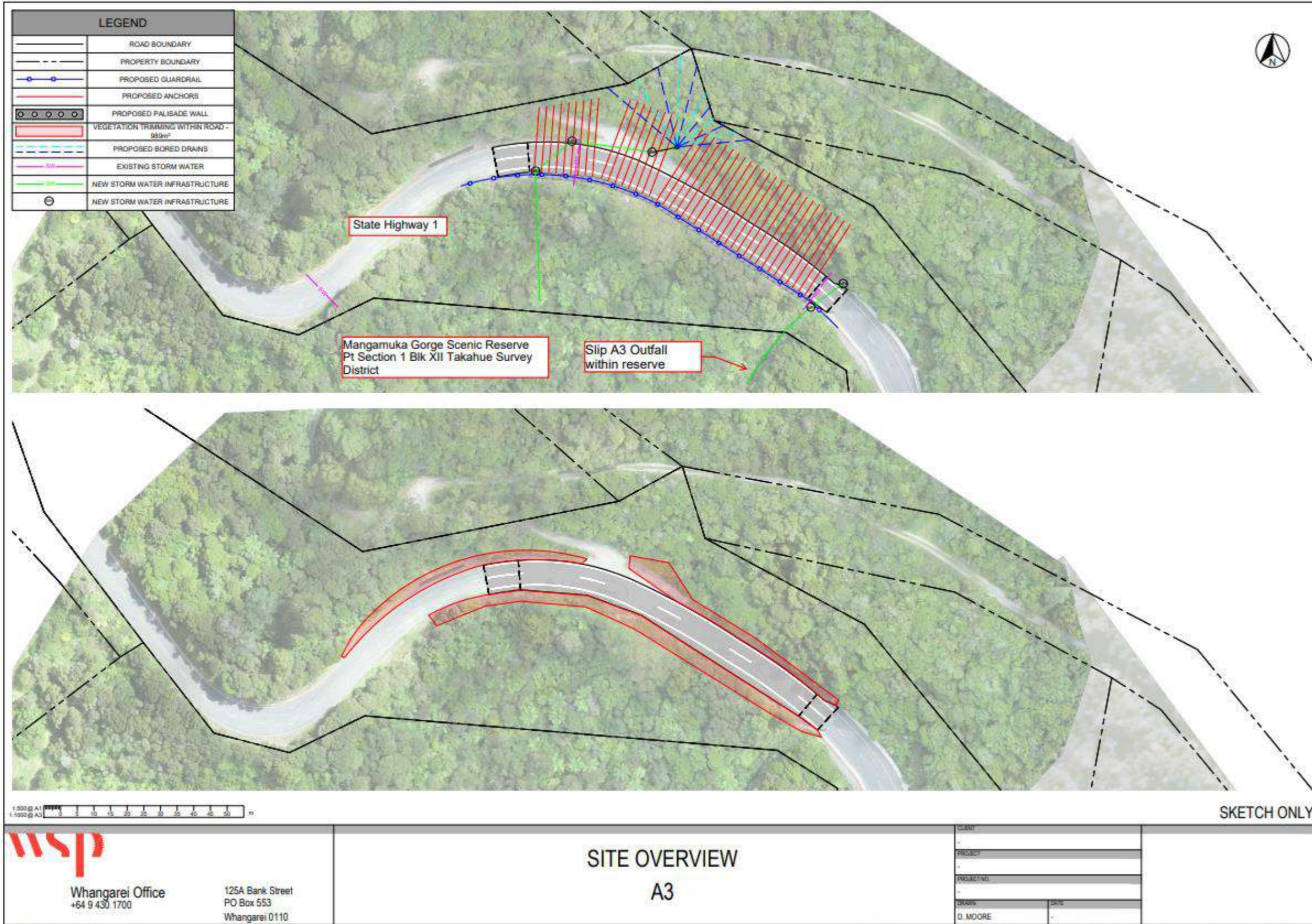
Kauri Dieback

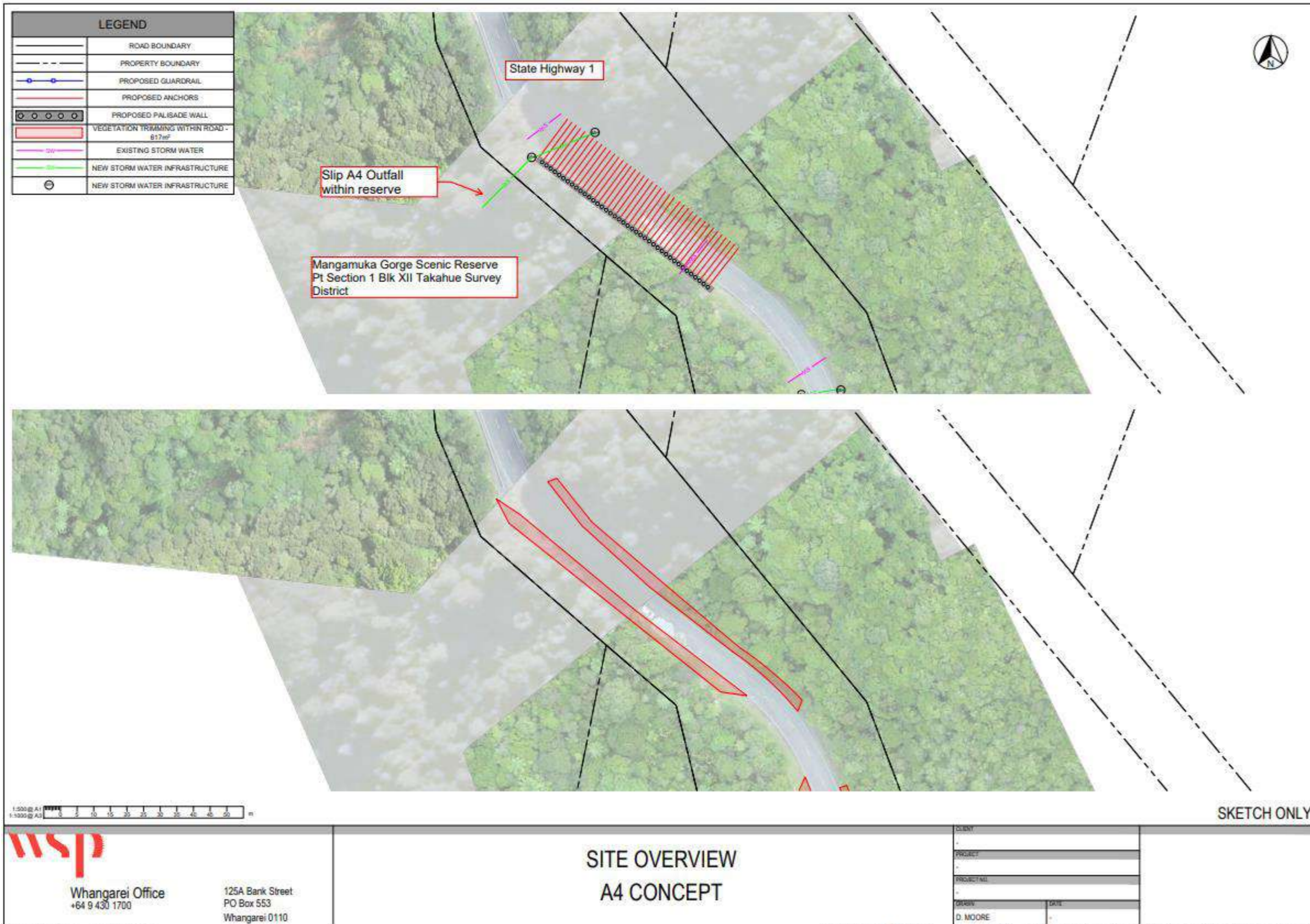
22. The Concessionaire must comply with all guidelines and notices issued by the Kauri Dieback Programme (lead by Ministry of Primary Industry) to prevent and avoid the spread of the pest organism *Phytophthora taxon Agathis* (PTA) Kauri Dieback Disease as specified by the website <http://www.kauridieback.co.nz/>. The Concessionaire must comply with the [general guidelines](#) and for specific concession activities the relevant guidelines as specified on <http://www.kauridieback.co.nz/publications>. The Concessionaire must update itself on these websites on a regular basis.
23. The Concessionaire must ensure that all vehicles and equipment are thoroughly cleaned of all visible soil and that footwear once cleaned is sprayed with SteriGENE (formally known as Trigene) solution before entering and when moving between areas where there are kauri. This is to reduce the potential for spread of PTA. Contact details for suppliers of SteriGENE may be obtained through the Department of Conservation.

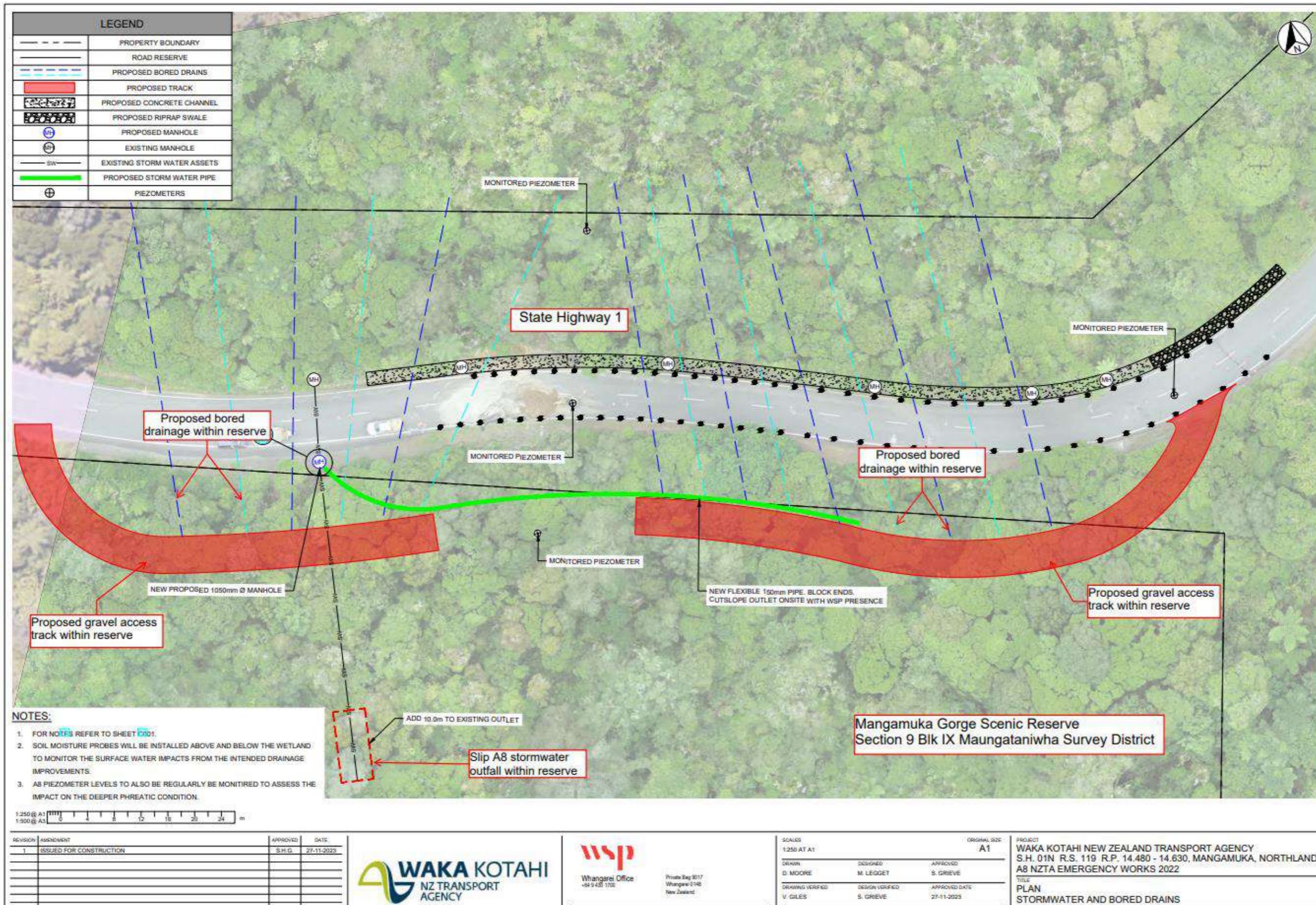
Swamp Forest Monitoring

24. In the event the monitoring of water levels by a piezometer at the swamp forest at the A8 slip site located above the road (shown on sheet C021 of the application) identifies that water levels have reduced, then the amount of water removed by the bored drains shall be reduced so that the original swamp forest water level is maintained.

SCHEDULE 4







SCHEDULE 5

RIGHTS AND POWERS IMPLIED IN EASEMENTS

LAND TRANSFER REGULATIONS 2018

The following are the rights and powers implied in easements as set out in Schedule 5 of the Land Transfer Regulations 2018. The Regulation Schedule applies to all classes of easement and so it is only the specific provisions which relate to the class of easement dealt with in this Concession which apply, along with those that apply to all forms of easement. This Schedule does not include clauses 13 and 14 of Schedule 5 of the Regulations as they are deleted and replaced by the specific default and dispute provisions of the Concession. Refer to Schedule 3 of the Concession for changes to these implied rights and powers.

1 Interpretation

In this schedule, unless the context otherwise requires,—

benefited land, in relation to an easement that benefits land, means the land that takes the benefit of the easement and that is described by reference to the register in the relevant easement instrument, transfer instrument, or deposit document

burdened land, in relation to an easement,—

- (a) means the land over which the easement is registered and that is described by reference to the register in the relevant easement instrument, transfer instrument, or deposit document; and
- (b) includes the easement area

easement area, in relation to an easement, means an area that—

- (a) is shown on a plan in Schedule 4; and
- (b) is referred to in the relevant easement instrument, transfer instrument, or deposit document as the area to which the easement applies

easement facility,—

- (a) for a right to convey water, means pipes, pumps, pump sheds, storage tanks, water purifying equipment, other equipment suitable for that purpose (whether above or under the ground), and anything in replacement or substitution:
- (b) for a right to convey electricity or a right to convey telecommunications, means wires, cables (containing wire or other media conducting materials), ducts, surface boxes, towers, poles, transformers, switching gear, other equipment suitable for that purpose (whether above or under the ground), and anything in replacement or substitution:
- (c) for a right of way, means the surface of the land described as the easement area, including any driveway:
- (d) for a right to drain water, means pipes, conduits, open drains, pumps, tanks (with or without headwalls), manholes, valves, surface boxes, other equipment suitable for that purpose (whether above or under the ground), and anything in replacement or substitution:

- (e) for a right to drain sewage, means pipes, conduits, pumps, tanks (with or without headwalls), manholes, valves, surface boxes, other equipment suitable for that purpose (whether above or under the ground), and anything in replacement or substitution:
- (f) for a right to convey gas, means pipes, conduits, valves, other equipment suitable for that purpose (whether above or under the ground), and anything in replacement or substitution

grantor—

- (a) has the meanings given by section 107 of the Act; and
- (b) in clauses 3 to 9 and 12(1), include those persons' agents, employees, contractors, tenants, licensees, and invitees

repair and maintenance, in relation to an easement facility, includes the replacement of the easement facility

telecommunication means the conveyance by electromagnetic means from one device to another of any encrypted or non-encrypted sign, signal, impulse, writing, image, sound, instruction, information, or intelligence of any nature, whether for the information of any person using the device or not.

1A Any reference to “grantee” in this schedule 5 is to be read as “Concessionaire” and includes the Concessionaire’s agents, employees, contractors, tenants, licensees and invitees.

2 Classes of easements

For the purposes of regulation 21, easements are classified by reference to the following rights:

- (a) a right to convey water:
- (b) a right to drain water:
- (c) a right to drain sewage:
- (d) a right of way:
- (e) a right to convey electricity:
- (f) a right to convey telecommunications:
- (g) a right to convey gas.

Rights and powers implied in easements granting certain rights

3 Right to convey water

- (1) A right to convey water includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to take and convey water in free and unimpeded flow from the source of supply or point of entry through the easement facility and over the easement area and (for an easement that benefits land) to the benefited land.
- (2) The right to take and convey water in free and unimpeded flow is limited to the extent required by any period of necessary cleansing, renewal, modification, or repair of the easement facility.

- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).
- (4) The grantor must not do and must not allow to be done anything on the burdened land that may cause the purity or flow of water in the water supply system to be polluted or diminished.

4 Right to drain water

- (1) A right to drain water includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to convey water (whether sourced from rain, springs, soakage, or seepage) in any quantity—
 - (a) from the benefited land through the easement facility and over the easement area; or
 - (b) for an easement in gross, through the easement facility and over the easement area.
- (2) The right to drain water is limited to the extent required by any period of necessary cleansing, renewal, modification, or repair of the easement facility.
- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).

5 Right to drain sewage

- (1) A right to drain sewage includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to drain, discharge, and convey sewage and other waste material and waste fluids in any quantity—
 - (a) from the benefited land through the easement facility and over the easement area; or
 - (b) for an easement in gross, through the easement facility and over the easement area.
- (2) The right to drain, discharge, and convey sewage and other waste material and waste fluids is limited to the extent required by any period of necessary cleansing, renewal, modification, or repair of the easement facility.
- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).

6 Rights of way

- (1) A right of way includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to go over and along the easement facility.
- (2) The right to go over and along the easement facility includes the right to go over and along the easement facility with or without any kind of—
 - (a) vehicle, machinery, or implement.

- (3) A right of way includes the right to have the easement facility kept clear at all times of obstructions (whether caused by parked vehicles, deposits of materials, or unreasonable impediment) to the use and enjoyment of the easement facility.
- (4) The right to go over and along the easement facility, and to have the easement facility kept clear, is limited to the extent by any period of necessary repair or maintenance of the easement facility.
- (5) The easement facility for the relevant easement is the surface of the land described as the easement area, including any easement facility laid or to be laid along the easement area in accordance with clause 10(1).

7 Right to convey electricity

- (1) A right to convey electricity includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to lead and convey electricity and electrical impulses without interruption or impediment from the point of entry through the easement facility and over the easement area and (for an easement that benefits land) to the benefited land.
- (2) The right to convey electricity without interruption or impediment is limited to the extent required by any period of necessary renewal or repair of the easement facility.
- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).

8 Right to convey telecommunications

- (1) A right to convey telecommunications includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to lead and convey telecommunications without interruption or impediment through the easement facility and over the easement area and (for an easement that benefits land) to and from the benefited land.
- (2) The right to convey telecommunications without interruption or impediment is limited to the extent required by any period of necessary renewal or repair of the easement facility.
- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).

9 Right to convey gas

- (1) A right to convey gas includes the right for the grantee, in common with the grantor and other persons to whom the grantor may grant similar rights, at all times, to lead and convey gas without interruption or impediment from the point of entry through the easement facility and over the easement area and (for an easement that benefits land) to the benefited land.
- (2) The right to lead and convey gas without interruption or impediment is limited to the extent required by any period of necessary renewal or repair of the easement facility.

- (3) The easement facility for the relevant easement is the easement facility laid or to be laid along the easement area in accordance with clause 10(1).

Rights and powers implied in all classes of easement

10 General rights

- (1) All the easements referred to in this schedule include—
- (a) the right to use any easement facility already situated in the easement area for the purpose of the easement granted; and
 - (b) if no suitable easement facility exists in the easement area, the right to lay, install, and construct in the easement area (including the right to excavate land for the purpose of that construction) an easement facility that the grantee reasonably requires and for which the grantor has given prior consent; and
 - (c) the right to repair and maintain the easement facility.
- (2) The grantor must not unreasonably withhold consent under subclause (1)(b).
- (3) The grantor must not do and must not allow to be done on the burdened land anything that may interfere with or restrict the rights of any other party or interfere with the efficient operation of the easement facility.
- (4) The grantee must not do and must not allow to be done on the benefited land (if any) or the burdened land anything that may interfere with or restrict the rights of any other party or interfere with the efficient operation of the easement facility.
- (5) To avoid doubt, all the easements referred to in this schedule (other than for a right to convey electricity) include the right to convey electricity necessary to operate a pump or other equipment that is part of the easement facility.

11 Repair, maintenance, and costs

- (1) If the 1 or more grantees have exclusive use of the easement facility, each grantee is responsible for arranging the repair and maintenance of the easement facility, and for the associated costs, so as to keep the facility in good order and to prevent it from becoming a danger or nuisance.
- (2) Deleted.
- (3) If the easement is in gross, the grantee bears the cost of all work done outside the burdened land.
- (4) The parties responsible for maintenance under subclause (1), , or (5) (as the case may be) must meet any associated requirements of the relevant local authority.
- (5) Any repair or maintenance of the easement facility that is attributable solely to an act or omission by the grantor or the grantee must be promptly carried out by that grantor or grantee at their sole cost.

- (6) However, if the repair and maintenance of the easement facility is only partly attributable to an act or omission by the grantor or grantee,—
 - (a) that party must pay the portion of the costs of the repair and maintenance that is attributable to that act or omission; and
 - (b) the balance of those costs is payable in accordance with subclause (2).
- (7) The costs of any electricity used for the conveyance of water must be apportioned between users of the water in proportion to their usage of the water.

12 Rights of entry

- (1) The grantee may, for the purpose of exercising any right or power, or performing any related duty, implied in an easement by these regulations,—
 - (a) enter upon the burdened land by a reasonable route and with all necessary tools, vehicles, and equipment; and
 - (b) remain on the burdened land for a reasonable time for the sole purpose of completing the necessary work; and
 - (c) leave any vehicles or equipment on the burdened land for a reasonable time if work is proceeding.
- (2) However, the grantee must first give reasonable notice to the grantor.
- (3) The grantee must ensure that as little damage or disturbance as possible is caused to the burdened land or to the grantor.
- (4) The grantee must ensure that all work is performed properly.
- (5) The grantee must ensure that all work is completed promptly.
- (6) The grantee must immediately make good any damage done to the burdened land by restoring the surface of the land as nearly as possible to its former condition.
- (7) The grantee must compensate the grantor for all damage caused by the work to any crop (whether ready for harvest or not) or to any buildings, erections, or fences on the burdened land.

13 Default

Deleted.

14 Disputes

Deleted.

APPENDIX G Kauri Dieback Procedure



PROCEDURE

Project Name:	Mangamuka Gorge	Code:	
Procedure:	Appendix C: Kauri Dieback Procedure		

1 Application

This Plan forms a part of the Erosion and Sediment Control Plan (ESCP) for Mangamuka Gorge Road Rehabilitation works (the Project). The purpose of this Plan is to have the procedures in place to manage the risk of kauri dieback disease and to reduce the potential environmental impact the works may have on the spread of kauri dieback disease.

2 Scope of works

The construction activities of the Project include the following:

- Ground stability improvements (anchors);
- Retaining wall construction;
- Culvert works;
- Road reinstatement.

3 Potential Environmental Impacts of Activities.

Kauri (*Agathis australis*) are a cornerstone of the indigenous forests of the upper North Island and have had a large part to play not just in the landscape of Aotearoa but also in its culture and early history¹. Kauri dieback is caused by a soil-borne pathogen. Minimising the movement of soil or plant material that is potentially contaminated with kauri dieback by people, animals, and limited natural spread (over small distances) is fundamental to the management of kauri dieback.

Kauri dieback spreads through the movement of contaminated soil and soil water and it is possible that it is also spread by streams and rivers particularly in times of flooding.

When working or conducting any activity within or around kauri or in native forests in Northland there is a risk of spreading kauri dieback. Kauri forests and stands can be less easily identifiable and have the potential to be in remnant forests across the region.

The key potential situations and the environmental impacts of these are:

Aspects	Impacts
Spread of kauri dieback disease around the local Native forests around the works area through the movement of soil via people, equipment/tools, heavy machinery, and vehicles.	Acute and chronic harm to local kauri by the spread of kauri dieback disease to healthy/uninfected kauri.

¹ Kauri Dieback Hygiene, Best Practice Guidelines; Northland Regional Council, March 2020



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4 Key Responsibilities

Responsibilities.

The **Project Director** is responsible for:

- Ensuring controls to prevent kauri dieback spreading are in place; and
- Ensuring protocols and procedures to manage the risk of kauri dieback are in place.

The **Project Manager** is responsible for:

- Ensuring the implementation of this Plan;
- Communicating requirements to relevant site personnel; and
- Ensuring all personnel have received appropriate instruction and training in avoiding and following kauri dieback procedures.

The **Site Engineer** is responsible for:

- Ensuring adequate hygiene points and wash down stations are available for all soil disturbing activities where kauri may be present;
- Ensuring that all hygiene kits are in stock; and
- Ensuring all site personnel have received appropriate instruction and training in avoiding and following kauri dieback procedures.

All **Site Personnel** are responsible for:

- Following the requirements of this Procedure; and
- Reporting any concerns, incidents, or observations to the Earthworks Manager or Site/Contract Manager

5 Kauri Dieback Disease Prevention Procedures

5.1 Hygiene Procedures

- Ensure all gear (footwear, tools, equipment, and machinery) is clean before entering and after leaving if Kauri have been identified nearby the work site. It is recommended that all gear is cleaned at the beginning and end of each day if leaving the site. 'Clean' refers to completely soil-free. Soil and organic material cleaned from equipment (including vehicles and heavy machinery), where possible should be collected and disposed of appropriately at an approved landfill. Alternatively, the material can be left in situ at the source.
 - Wheeled or tracked machinery and vehicles pose a high risk and therefore must be cleaned thoroughly to remove all soil.
 - Where possible, machinery and vehicles should remain on sealed road for the duration of the project.
 - When moving from one area of Kauri to another (between work sites), all equipment should be cleaned prior to moving. A full wash-down of soil and debris should occur on site prior to movement as this contains any problems at the source.
 - Where the above recommendation cannot occur, vehicles and machinery may be taken off site and cleaned in a wash-down facility, but all loose soil and debris must be removed at the kauri site prior to moving and care should be taken to ensure that risk of spread during transport to that facility is minimised.
 - Operators are expected to carry out their own inspections and cleaning, however these may be checked by local Department of Conservation (DOC) or council staff.
- Vehicles and personnel should remain on roads and tracks where possible, particularly in wet conditions. If it is required that vehicles or personnel need to move onto/off tracks, portable



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phytosanitary packs are required to be used to ensure that kauri dieback is not carried onto the track from surrounding kauri or between high-risk areas.

- Phytosanitary kits must be used when leaving an area showing symptoms of kauri dieback disease.
- Operations should be carried out under dry soil conditions where possible.
- Work sites should ideally be located downslope of kauri areas.
- When entering or exiting a stream system, you must use portable phytosanitary packs to ensure kauri dieback is not carried into the stream from surrounding kauri or between high-risk areas.
- Raw materials (soil/substrate/gravel) should not be sourced from kauri areas. Materials should be sourced from a 'clean' source not containing kauri.
- If any vegetation removal is required, methods that do not disturb the soil should be used.
 - If any diseased kauri and vegetation (including weeds and native vegetation in diseased zones) are trimmed or cleared they must be left in-situ, composted for use on site, or disposed of at an appropriate landfill site.
 - If any soil/plant material is to be removed from a "controlled area" this must be managed with biosecurity approval.

5.2 Additional General Considerations

- Avoid or restrict introduction of high-risk products (soil/substrate/gravel/vegetation) to the area. If any high-risk products are required, they must be from reputable/biosecurity accredited sources.
- Managing or limiting vehicle access where appropriate should be considered.
- Managers, visitors and users must be aware when undertaking high-risk activities in an infected area.
- Good hygiene practices by all users/visitors should be encouraged.
- If both infected/symptomatic and uninfected sites are identified within an area, hygiene measures must be taken to avoid soil transfer from infected to uninfected. Activity should be planned to move from uninfected to infected areas (not vice-versa where possible).

5.3 Phytosanitary information

Kauri dieback spores can be removed from footwear and equipment simply by scrubbing them with clean water to remove all soil then allowing gear to dry. However, while not essential, using Sterigene will increase the effectiveness of these hygiene measures. Sterigene should be used at a 2% mix.

It is recommended that Sterigene disinfectant is used on footwear, equipment, machinery and other items that have been in contact with soil. Sterigene is a broad-spectrum disinfectant which is non-toxic, non-corrosive, biodegradable and environmentally friendly compared to other products.

Alternatively, Virkon and Janola (Bleach) may be used, however its application is limited in a forest situation and any application should be in accordance with the product's label instructions and Material Safety Data Sheet. Options for mixes are outlined below:

- 70% Methylated Spirits, 30% water.
- 25% Bleach, 75% water.
- 2% Sterigene Mix

All gear should first be cleaned to remove soil. Sterigene should then be sprayed onto the clean surfaces (and left to dry). Sterigene will not kill kauri dieback spores that are embedded in soil hence it is important to remove soil before applying the disinfectant.

Water, soil, or slurry and Sterigene from cleaning dirty equipment needs to be disposed of carefully:

- Solution must be drained into waste water drains, not the stormwater system, or disposed of on a lawn or gravel pad.
- If necessary, expired Sterigene may be discarded on a lawn or gravel pad.



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- Do not let Sterigene drain into septic systems.
- Sinks connected to waste water systems are ideal for cleaning equipment off site.

Wearing reusable non disposable overshoe booties is an option for each kauri area. Sourcing an overshoe bootie that is durable and can be washed and reused regularly is recommended. These need to be cleaned at the hygiene point (disinfectant location at the edge of the works or forest area) like footwear. Disposable ones are not recommended.

5.4 Hygiene Kit Requirements

Outlined below are the items needed in hygiene kits around the site and at hygiene and wash down points:

- Stiff bristle scrubbing brush or broom;
- 500ml spray bottle with disinfectant (disinfectant mixes are outlined in Section 5.3);
- Boot bags;
- 1 litre pump sprayer with water.

For vehicle and heavy machinery wash down points the volumes of disinfectant and water will be larger than those listed above. These volumes will be dictated by the frequency of cleaning and the amount of equipment that needs to be cleaned on site. The same mixes of disinfectant will be used as listed in Section 5.3.

6 Wash-Down Sites

Wash down of vehicles and/or heavy machinery that was used within a kauri root zone should occur within that area where possible. If the vehicles/machinery have been operating outside a root zone, the wash-down should occur prior to exiting a kauri forest.

When selecting a suitable wash-down site, the following should be considered:

- Hard stand area and well drained surface (e.g., road near the edge, firm grass or gravel).
- At least 30m away from a water course or water body. This includes drains that discharge to water courses such as stormwater drains and culverts.
- An area within the root zone, if use of equipment and vehicles has occurred in this area.
- Is of gentle slope to drain wastewater away from:
 - The wash-down area and into a kauri root zone.
 - Water catchment.
 - Areas outside the kauri root zone.
 - Vehicles and heavy machinery being washed to prevent potential re-contamination.
- Enable cleaned objects to exit without being re-contaminated.
- Undertaking a risk assessment of the site to inform a health and safety risk management plan e.g., working around powerlines.

Where runoff cannot be managed to an acceptable standard (e.g., large quantity of wastewater and/or an extensive runoff) construction of a bund and sump may be required to safely dispose of the wastewater. DO not drive through wash down wastewater as this may re-contaminate the vehicle/machinery.

If wash down cannot occur in the forest, then the vehicles and/or heavy machinery should be taken to a suitable facility off site for decontamination. All loose soil and vegetation should be physically removed (preferably when dry) where possible before the vehicle or heavy machinery is transported offsite. This can be removed using a hard brush or broom or by using compressed air. Pay attention to the underside, between dual wheels,



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sump guards, mud flaps, hollow sections, foot wells, and bumper bars. The amount of water used should be minimised.

Footwear and equipment/tool hygiene points should be installed at the entrance and exit of a kauri forest site. If the same access point is used when moving from one area of kauri to another, a hygiene point should be set up between the two areas. Footwear should be cleaned following the procedures outlined in Section 5.3 and Section 5.4.

7 External Contacts

Kauri Dieback Helpline	0800 NZ KAURI
Kauri Dieback Team – Northland Regional Council	kauridieback@nrc.govt.nz

Project Team Contacts

Project Director: Vaughn Robbins	027 492 3576
Project Manager: Chris Tuxford	0272695275
ESC & Environmental: Campbell Stewart	021 837825
Site Engineer: Tim Hunger	0275719111

**ADDENDUM 1 – ASSESSMENT OF ENVIRONMENTAL
EFFECTS -RESOURCE CONSENT PACKAGE
3A**