Waikato Expressway: Hamilton Section

Ruakura Interchange
Assessment of Archaeological Effects
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1 Introduction

1.1 Overview

The New Zealand Transport Agency (the Transport Agency) proposes to alter the existing designation for the Hamilton Section of the Waikato Expressway (Hamilton Section) and obtain additional resource consents from Waikato Regional Council (WRC) in order to construct, operate and maintain the Ruakura Interchange and connecting roads. The Ruakura Interchange was omitted from the recent round of alterations to the designation, whilst the Transport Agency awaited the Board of Inquiry’s decision on the Ruakura Development Private Plan Change, by Tainui Group Holdings.

1.2 Background

1.2.1 Roads of National Significance

In May 2009, the Government Policy Statement on Land Transport Funding (GPS) was released, which identified seven Roads of National Significance (RoNS), which are considered by the Government to be New Zealand’s most important transport routes requiring significant development to reduce congestion, improve safety and support economic growth. The Waikato Expressway is one of the seven RoNS.

The purpose of listing particular roads as nationally significant was to ensure these priority roading projects are fully taken into account in the development of the National Land Transport Programme. The Government expects that planning for the future development of the land transport network should reflect the importance of these roads from a national perspective and the need to advance them quickly.

1.2.2 Waikato Expressway

The Expressway will extend from the Bombay Hills in the north to just south of Cambridge. The Expressway has been divided into 12 sections. It is expected the Expressway will:

» Improve economic growth and productivity for Auckland, Waikato and Bay of Plenty through more efficient movement of people and freight between Auckland, Hamilton, Tauranga and Rotorua;

» Improve the reliability of the transport network by providing a more robust and safer road network between Auckland, Hamilton, Tauranga and Rotorua;

» Reduce travel times between Waikato and Auckland; and

» Support the growth strategy for the central Waikato.

1.2.3 Hamilton Section

The Hamilton Section is located on the eastern side of the city of Hamilton. The Hamilton Section adjoins the recently completed Ngaruawahia Section to the north, and the existing Tamahere Interchange to the south. It is approximately 22km in length. Figure 1 shows the scope of the Hamilton Section.
Figure 1: Proposed Scope of Works - Waikato Expressway Hamilton Section
1.3 Context

1.3.1 Current Designation and Resource Consents

The Hamilton Section was first designated in 2005, following an appeal before the Environment Court in 2004. In October 2013, the Transport Agency lodged Notices of Requirement (NORs) to alter the designation in a number of discrete locations. Applications for resource consent to construct, operate and maintain the Hamilton Section were also lodged at that time. Both resource consents and NORs were heard by independent Commissioners at a joint hearing in April/May 2014.

The Commissioners’ decision on the resource consents was notified on 1 July 2014, granting all consents applied for, subject to conditions. A recommendation from the Commissioners was released on 30 June 2014 with respect to the NORs. The recommendation was that the NORs be granted subject to a set of recommended conditions. On 8 July 2014, the Transport Agency accepted the recommendation with only minor modifications. Two appeals have been made by submitters, one in relation to Alteration U, and the other in relation to Alteration Z.

1.3.2 Ruakura Structure Plan (RSP)

Boundary changes between Hamilton City Council (HCC) and Waikato District Council (WDC) have meant that a significant area of land at Ruakura is now within the jurisdiction of HCC. The development of this land is identified in a number of high level documents including: the Hamilton Urban Growth Strategy, the Access Hamilton Transport Strategy and the Waikato Proposed Regional Policy Statement.

To enable the progressive development of this area, the Ruakura Structure Plan (RSP) was developed and notified as part of the Hamilton City Proposed District Plan (PDP) in December 2012. The RSP (as notified) includes an inland port, freight and logistics hub and other industrial land. The inland port as proposed in the RSP has an intermodal facility so that freight can be transferred to and from road and rail. The RSP also provides for research and innovation activities, and residential areas for an eventual population of approximately 1,800 households, including the development of a neighbourhood centre.

Submissions and further submissions have been received on the RSP, however hearings and a decision have been deferred, pending the outcome the Ruakura Private Plan Change (PPC).

1.3.3 Ruakura Private Plan Change (PPC)

Tainui Group Holdings Limited (TGH) is the predominant landowner affected by the RSP. It was identified that rules in the Hamilton District Plan: Waikato Section (as transferred over from the WDC’s District Plan) prohibit any application being made for urban development within this area. Given that the WDC rules are currently operative, they continue to apply until the PDP (including the RSP) is made operative. Given the potential for lengthy delays, TGH have sought a PPC for what is known as the Ruakura Development, through the Environmental Protection Authority (EPA). The PPC affects some, but not all, of the land subject to the RSP.

The PPC does not re-zone any land, rather it proposes to adopt mechanisms providing an overlying ‘schedule’. This allows a range of activities to be undertaken in identified areas, as well as existing rural activities.

The key aspects of the PPC are as follows:
- A new ‘Schedule 25H Ruakura’ inserted into Chapter 25: Rural of the PDP, which provides a Ruakura Logistics Area (incorporating the Inland Port), Ruakura Industrial Park Area, Knowledge Area, Residential Areas and Open Space Areas along with indicative roads (refer to Figure 2 below).
- Amendments to the Prohibited Activity rules to enable the planning and development of the land covered by Schedule 25H, including the future roading network.

On 31 July 2013, a ministerial direction was released, referring the PPC request to a Board of Inquiry (BOI) which was held over a number of weeks during May/June 2014. On 5 August 2014, the BOI issued its draft decision approving the PPC, subject to a number of amendments to the proposed objectives, policies and rules, as they would apply to the Ruakura Development. Comments on the draft decision close during the week commencing 1 September 2014, and a final decision is due on 11 September 2014.

The PPC will enable development to occur in the interim, but it is intended that the PPC will also be incorporated into the framework of the PDP, once the PPC has been confirmed. Accordingly, the RSP contained within the notified PDP is likely to be superseded by the Board’s decision on the PPC.
Figure 2: Ruakura Schedule Area as approved by the BOI in its draft decision
1.4 Proposal

1.4.1 NOR – Alteration to Designation

The Transport Agency is now proposing to alter the designations for the Hamilton Section to include a new interchange at Ruakura and encompass associated connecting roads (being the relocated and the existing Ruakura Road). The scope of the designation sought is shown in Figure 3 below.

![Diagram of Proposed Alteration to Designation](image.png)

The altered designation includes the following:

- Widening of the existing Expressway designation to accommodate the Ruakura Interchange ramps, connecting roundabouts, and stormwater wetland;
- Closure of the existing Ruakura Road either side of the Expressway and consequently shortening of the proposed bridge over the East Coast Main Trunk (ECMT) rail line;
- Retention of the existing Ruakura Road either side of the closure at the Expressway in order to provide continued property access to residents on Ruakura Road, including access to Percival and Ryburn Roads as currently provided;
- Relocation of Ruakura Road between the Ruakura Road/Silverdale Road intersection and the existing Ruakura Road near the Vaile Road intersection to connect with the proposed Ruakura Interchange, including:
  - Existing Ruakura Road/Silverdale Road intersection closed, with Silverdale Road terminating in a cul-de-sac (road retained for access) and creation of a new signalised relocated Ruakura Road/Silverdale Road intersection that will also provide a key access point to the Ruakura Development Logistics Area;
- New relocated Ruakura Road/Existing Ruakura Road (west) priority controlled tee intersection;
- A signalised intersection along the relocated Ruakura Road to provide a second key access point to the Ruakura Development Logistics Area;
- Provision of a tee intersection where the relocated Ruakura Road meets the existing Ruakura Road (east);
- Upgrading the existing Ruakura Road, largely within its existing boundaries, between the new intersection with the relocated Ruakura Road (east) and the Ruakura Road/SH26 intersection (this will include shape correction of the roadway, carriageway widening, provision of a footpath and drainage improvements);
- Extension of the designation to cover the existing Ruakura Road (from the intersection with the relocated Ruakura Road up to SH 26) so upgrading works can be undertaken;
- Provision for the relocated Ruakura Road to pass either over or under the Expressway; and
- Provision for stormwater attenuation and disposal from the relocated Ruakura Road and Ruakura Interchange.

Detailed designation plans are provided as Appendix C to the NOR.

Subject to the Ruakura Interchange proceeding, the proposed north facing ramps where the Expressway passes under SH26 would not be required. Accordingly, a condition is proposed that would result in the north facing ramps being removed from the Waikato Expressway, once the Ruakura Interchange is under construction.

The relocated Ruakura Rd west of the Expressway will become a local road, whereas the link formed by the relocated and existing Ruakura Roads east of the Expressway as far as State Highway 26 will become state highway.

### 1.4.2 Resource Consents

The Transport Agency is also seeking additional resource consents from the WRC to construct, operate and maintain the connecting roads (being the relocated and existing Ruakura Road). The interchange ramps and associated earthworks are covered by the existing consents granted 1 July 2014. Water and discharge permit applications will be lodged with the WRC shortly.

### 1.4.3 Existing Environment

The Resource Management Act 1991 (RMA) requires an assessment of the actual and potential effects on the environment of allowing the activity (s104(1)(a)). This report forms part of that assessment. Consideration therefore needs to be given to what defines the existing environment, as this is what the effects of the proposal will be assessed against.

### 1.4.3.1 Waikato Expressway

The Hamilton Section of the Waikato Expressway designations pass to the east of Hamilton City in a generally north-south direction and enable the construction of a four-lane Expressway and associated on/off ramps to connect with the local road network (excluding the Ruakura Interchange). The development of the Expressway is also supported by a number of consents granted by the WRC.
For the purpose of assessing this NOR, the Expressway as currently designated is considered part of the existing environment.

1.4.3.2 West of the Expressway

The land immediately to the west of the Expressway is currently zoned Rural in the Hamilton District Plan: Waikato Section. This area adjoining the Expressway is in pasture, with scattered dwellings and farm buildings. The Waikato University is located to the west of Silverdale Road, and is surrounded by residential development. There is also residential development to the east of Silverdale Road, which juts out towards the Expressway and is bounded by a gully (Nevada Road). North of Ruakura Road is an area of land zoned Country Living, which contains a cluster of approximately 30 rural residential dwellings.

The environment immediately to the west of the Expressway is subject to a PPC, which a BOI has approved in its draft decision. Consideration of this NOR by the territorial authority should be in the context of the future development enabled by the PPC. The need for the Ruakura Interchange is a direct result of development occurring in this area in accordance with the PPC. Without the PPC proceeding, the Agency would revert back to the approved north facing ramps at SH26, unless an alternative justification was provided for establishing an interchange at Ruakura.

It is reasonable to assume that the existing environment for the purpose of assessing the effects of this NOR will consist of the land use activities indicated in Figure 2 of this report, and supported by the BOI decision. The BOI has already heard evidence in relation to the associated effects of these land use activities and their ruling on the PPC has taken such effects into consideration. It is for this reason that for the purposes of the overall effects assessment the PPC has been adopted as the existing environment.

1.4.3.3 East of the Expressway

The land to the east of the Expressway is zoned Rural in the Waikato District Plan. The portion of land between the ECMT and Davison Road is characterised by large open paddocks and scattered buildings, including some dwellings. From Davison Road south, there is significantly more rural-residential development. The Dairy NZ/LIC site is located on the corner of Ruakura Road and SH26. Ruakura Road itself is identified as an Arterial Road in the Waikato District Plan (WDP). The function of Arterial Roads is described in the WDP as roads that:

- Form a strategic network of regional importance
- Provide for the collection and distribution of goods significant to the regional economy
- Rural roads that typically provide for more than 2,500 vehicle movements per day
- Include rest areas; and
- The through traffic function predominates.

1.4.4 Archaeological Assessment

Notwithstanding the above determination of what constitutes the existing environment for assessing the effects of this proposal, the following section of this report provides a more detailed analysis of the information gathered to assess the potential archaeological effects of the Ruakura Interchange and relocation of Ruakura Road.
2 Assessment of Effects: Archaeology

2.1 Method

The archaeological assessment for the Ruakura Interchange is based on a desktop and field assessment, and includes the following components:

- Historic map search
- Search of NZAA database of recorded archaeological sites
- Field visit

2.2 Statutory Requirements

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

2.2.1 Heritage New Zealand Pouhere Taonga Act 2014

The HNZPTA promotes the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. The HNZPTA provides blanket protection to all archaeological sites whether they are recorded or not. Protection and management of sites is managed by the archaeological authority process, administered by Heritage NZ. It is illegal to modify or destroy archaeological sites without an authority to do so from Heritage NZ.

The HNZPTA contains a consent (authority) process for any work affecting archaeological sites, where an archaeological site is defined as:

Any place in New Zealand that

a. was associated with human activity in or after 1900 or is the site of the wreck of any vessel where that wreck occurred in or after 1900; and

b. provides, or may be able to provide, through investigation by archaeological methods, significant evidence relating to the historical and cultural heritage of New Zealand.

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

The archaeological authority process applies to all sites that fit the HNZPTA definition, regardless of whether:

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

Heritage NZ also maintains the List/Rarangi Korero (formerly the Register), which maintains a record of Historic Places, Historic Areas, Wahi Tapu, Wahi Tapu Areas and Wahi Tupuna. The List/Rarangi Korero can include archaeological sites. The purpose of The List/Rarangi Korero is to inform members of the public about such places and to assist with their protection under the RMA.

2.2.1.1 Time Frames

From the time of submission of the authority application, Heritage NZ has 5 working days to make a decision on the application (that is, accept that the application has all the necessary information to make a decision about the authority, or to return the application and request additional information). Determination of authorities then must be made within up to 40 working days after the date that the application is accepted (note that determination may result in the granting or refusal of an authority, Section 48: HNZPTA).

2.2.2 Resource Management Act 1991

The RMA requires City, District and Regional Councils to manage the use, development, and protection of natural and physical resources in a way that provides for the wellbeing of today’s communities while safeguarding the options of future generations. The protection of historic heritage from inappropriate subdivision, use, and development is identified as a matter of national importance (section 6f).

Historic heritage is defined as those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities.

Historic heritage includes:

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

These categories are not mutually exclusive and some archaeological sites may include above ground structures or may also be places that are of significance to Maori.

Where resource consent is required for any activity the assessment of effects is required to address cultural and historic heritage matters (RMA 4th Schedule and the district plan assessment criteria).

2.2.3 Proposed Waikato Regional Policy Statement

Section 10A of the Proposed Waikato Regional Policy Statement (PWRPS) provides a list of qualities of heritage assessment criteria within a framework of RMA qualities:

Archaeological Qualities
a) Information – The potential for the place to define or expand knowledge of earlier human occupation, activities, or events through investigation using archaeological methods.

b) Research – The potential of the place to provide evidence to address archaeological research questions.

c) Recognition or Protection – The place is registered with the NZHPT for its archaeological value, or recorded by the NZAA Site Recording Scheme, or is an ‘archaeological site’ as defined by the HPA 1993.

Architectural Qualities

a) Site or Type – The style of the building or structure is representative of a significant development period in the region or the nation. The building is associated with a significant activity.

b) Design – The building or structure has distinctive or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, functional layout, landmark status or symbolic value.

c) Construction – The building uses unique or uncommon building materials, or demonstrates an innovative method of construction, or is an early example of the use of a particular building technique.

d) Designer or Builder – The building’s architect, designer, engineer or builder was a notable practitioner or made a significant contribution to the region or nation.

Cultural Qualities

a) Sentiment – The place is important as a focus of spiritual, political, national or other cultural sentiment.

b) Identity – The place is a context for community identity or sense of place, and provides evidence of cultural or historical continuity.

c) Amenity or education – The place has symbolic or commemorative significance to people who use or have used it, or to the descendants of such people. The interpretative capacity of the place and its potential to increase understanding of past lifeways or events.

Historic Qualities

a) Associative Value – The place has a direct association with, or relationship to, a group, institution, event or activity of historical significance.

b) Historical Pattern – The place is associated with broad patterns of local or national history, including development and settlement patterns, early or important transportation routes, social or economic trends and activities.

Scientific Qualities

a) Information – The potential for the place or area to contribute further information and the importance of the data involved, its rarity, quality or representativeness.
b) Potential for Scientific Research – The degree to which the place may contribute further information and the importance of the data involved, its rarity, quality or representativeness.

**Technical Qualities**

a) Technical Achievement – The place shows a high degree of creative or technical achievement at a particular time or is associated with scientific or technical innovations or achievements.

The heritage values for the proposal will be assessed using the PWRPS criteria as these are considered to be the most robust form of analysis for RMA purposes.

### 2.3 Historical Setting

Archaeological research for the Hamilton Section (Keith 2013) identified that the study area is within land confiscated following the Waikato Wars in the 1860s. The land was partitioned into 50 acre farms and awarded to British soldiers to encourage European settlement in the Waikato. The allotments were difficult for soldiers to farm in this part of Hamilton as the land generally required draining and only poor access infrastructure (roads and bridges etc.) was provided by the government. Soldiers often did not have the skills or the finances to make their allotments payable and either abandoned or on-sold their land.

With better technology and greater demand for produce, the late 19th to early 20th century saw areas such as at Ruakura become favourable for farming. This was compounded during WWI and WWII, and with the advent of freezing technology enabling meat to be transportable to Europe. The land east of the city was drained and intensive dairy farms were established.

The study area is not known to have been a focus for either domestic or horticultural activity prior to European settlement. The vast majority of recorded prehistoric archaeological sites and prehistoric gardening soils occur within 1km of the Waikato River and its tributaries. The study area is c.3km from the Waikato River and over 1.5 km from the main section of the Mangaonua Stream gully system.

### 2.4 Archaeological Evidence

#### 2.4.1 Historic Plans

Historic plans detailing the allotments has been viewed as part of the research for this assessment. The earliest plan viewed (SO 143) shows the property boundaries as they were initially planned in 1865. The realignment of Ruakura Road passes through original allotments 243-245, as indicated in Figure 4. No structures or buildings are shown on this plan, and no features of pre-European interest are shown.

SO2752 (1883) also illustrates property boundaries, the central area is annotated ‘flax and manuka swamp’ and a ‘sod fence’ is shown in the southern boundary (Figure 5). The sod fence was the focus of a field visit, and is discussed further below. A later plan of the Ruakura Agricultural Station (1902) also illustrates the study area (SO 12249). This plan shows property boundaries and road reserves (Figure 6). No buildings including dwellings or farm sheds are illustrated on these two plans.
None of the historical plans indicate that structures including dwellings of historical or pre-European interest were present within the study area. A single feature, that being the sod fence, was the only feature of historical interest shown on the maps viewed.

### 2.4.2 ArchSite

The New Zealand Archaeological Association’s (NZAA) online database (Archsite) was viewed to identify if archaeological sites have previously been recorded in, or close to the study area. The database clearly shows that the vast majority of archaeological sites in the Hamilton area are located within close proximity to the Waikato and Waipa Rivers, and their tributaries (Figure 7). There are no recorded archaeological sites close to the study area. The closest site is S14/52. This is recorded as a pa and is approximately 700m south-east of the proposal.

The Site Record Form (SRF) suggests that pa S14/52 was located at the end of Nevada Road, on the western bank of the Mangaonua Stream. Differing information is provided in the SRF by two individuals. The site was originally recorded in 1974 from aerial photographs and by hearsay. It was not physically inspected as it was considered to have been destroyed prior to 1968 by a domestic subdivision. However a subsequent reassessment by Owen Wilkes in 1999 suggests that a pa never existed in this location.

### 2.4.3 Field Visit

A field visit was undertaken on 29 January 2014 by the author. Weather and survey conditions were favourable. The survey focus was the portion of land proposed for Ruakura Road realignment. This is currently an operating dairy farm and is divided up by modern fencing into paddocks connected by cattle-races. The fields have been drained and the topography is generally flat with minor undulations evident. No historical features were identified and no prehistoric features such as borrow pits were evident. On the basis of the site visit, the likelihood of there being archaeological sites present in the study area is low.

A second field visit was undertaken on 27th August 2014 by the author with Brent Druskovich. The location of the ‘sod fence’ was visually inspected. This location is a property boundary which is now mainly defined by a hawthorn hedge. The hedge is planted on a low earth rise c. 20-130cm high, with minor and discontinuous linear depressions identified parallel to each side of the hedge.

It was not clear during the visit if the low earth rise was evidence for an eroded sod fence, or is this had formed naturally due to plough turning, vegetation build up and stock movement. Druskovich suggested the depressions visible either side of the hedge could indicate a former ditch, and the source of the material to build the sod fence, however it was agreed that such depressions are also commonly caused by stock tracks. It is possible that this feature has been bulldozed and flattened and/or has eroded to the low earth rise visible at present.

The form and purpose of the sod fence remains unknown. It is envisage that this feature was either substantial to contain animals, or minor as a boundary definition. It is not known how the feature was constructed or how continuous it was. Aerial photographs dating from 1949-1970s were examined following the field visit. The hawthorn hedge was not present on these images and

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1 Borrow pits are features which providence of Maori horticulture.
the images were at a scale too large to identify if the sod fence had survived into the mid-20th century.

Figure 4: Part SO143 – 2 Plan of 50 Acre Farms East of Hamilton (1865), project boundary shown by blue dashed line and north arrow added.

Figure 5: Part SO2752, 1883 plan showing swamp and a sod fence (blue arrow). Approximate alterations to Ruakura designation in red.
Figure 6: SO 12249: Plan of Ruakura Agricultural Station (1902), alignment of Ruakura Rd shown with dashed blue line.
3 Discussion and Conclusions

The historic maps research identified that the land was divided up for soldiers in the mid-1860s, but no evidence was found to suggest that the land was actually taken up and farmed at this time. There is also no evidence suggesting that any buildings of an agricultural or domestic nature were ever sited within the study area prior to 1900. A single feature was identified on a map dating to 1883, this was a sod fence of unknown construction technique likely to be a boundary marker or stock fence. The NZAA records do not indicate that the general area was utilised by either European settlers or Māori prior to 1900.

The field visit did not identify the presence of any undocumented archaeological sites. The sod fence was not conclusively relocated during the visit, and for this reason it has not been formally recorded with NZAA. Evidence for the sod wall, including cut ditches, may be present below the ground and trenching should be undertaken to confirm if there is any evidence for this feature remaining.

Whilst there remains the possibility that undocumented subsurface archaeological features, deposits, or sites are located in the study area concealed below topsoil, this is considered to be minor.

There are no known archaeological values with the study area and there are no archaeological or historic features to assess under the PWRWS (as defined in Section 2.2.3).
There is no evidence to suggest the study area holds archaeological or historic values. Considering the lack of documentary and field evidence for archaeological sites in the study area, and the moderate probability of encountering pre-1900 remains here there are no known reasons to alter or modify the current proposal on archaeological grounds.

A general authority should be sought for the entire footprint of the Hamilton Section of the Waikato Expressway. The proposed Ruakura Realignment as discussed in this document should be included in this authority application. This will enable any unexpected archaeological findings during earthworks in this area to be properly managed and recorded. The archaeological work, including investigations and monitoring should be detailed in the accompanying research strategy and archaeological management plan. These documents should include provisions for undertaking intrusive testing in the location of the documented sod wall.

4 Recommendations

There are no known archaeological sites recorded within the footprint of the proposal and no evidence of pre-1900 activity was located during the recent filed visit.

Archaeological sites are protected by the HNZPTA whether they are recorded or not and it is illegal to modify or damage an archaeological site without first obtaining an authority from Heritage New Zealand.

To avoid the costly delays encountered should archaeological material be uncovered during earthworks the following recommendations are made:

- The proposed Ruakura Interchange should be included in the general archaeological authority to be sought for the Hamilton Section of the Waikato Expressway.

In addition, the proposal should be subject to similar conditions being imposed with the NOR1A conditions for the Hamilton Section for the purpose of keeping such conditions consistent across the Hamilton Section. It is considered that any potential archaeological effects would be adequately addressed in this manner.

The location of sod fence recorded on SO2752 should be tested to assess if it holds any archaeological values, and a methodology for this should be included in the Archaeological Management Plan and Research Strategy, documents to be included as part of the application to Heritage New Zealand for an archaeology authority for the footprint of the Hamilton Section.

5 References
