Hamilton City River Plan

Desk-top Archaeological Assessment

Prepared for Hamilton City Council

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1 Introduction

1.1 Purpose

Hamilton City Council (HCC) commissioned Opus International Consultants Ltd (Opus) to prepare a desk-top assessment of the archaeological and cultural values of three areas of proposed development within the wider Hamilton City River Plan (HCRP).

HCC are seeking an assessment which will identify the presence/absence of archaeological sites, waahi tapu sites, and any areas where there is a risk of encountering unrecorded sites.

The brief includes the following proposed development areas:

- Ferrybank
- Roose Commerce Park
- Wellington Street Beach/Hayes Paddock

1.2 Hamilton City River Plan

The HCRP vision is for a comprehensive strategy to transform the way 16km of Waikato River running through the city is both used and viewed. The Plan is a 30-year vision for the river and will guide how the river’s use is planned into the future\(^1\).

No detailed designs are currently available, however there is a general vision for the development of various areas of the river. The vision, objectives and general proposals for three study areas are detailed below.

1.2.1 Ferrybank

The River Plan Project at Ferrybank includes the following proposals:

- Enable the development of cafes, restaurants and mixed-use facilities such as commercial office space, enhanced retail, community and recreation space.
- Create a social hub for activity along the whole river corridor.
- Provide a pedestrian bridge connecting Ferrybank to the river’s east bank.
- Promote the use of alternative modes of transport, such as cycles, boats and water taxis.
- Create a Waikato River Centre to provide a hub for tourism experiences in Hamilton and the Waikato region, and
- Connect Ferrybank with the arts culture and entertainment areas of the central city.

The River Plan Project at Hayes Paddock/ Wellington Street Beach includes the following proposals:

- Create the city’s best beach and a swimming feature on the river.
- Upgrade the riverbank for safe access and seating.
- Provide a safe jetty for river boats.
- Upgrade the toilet facilities.
- Upgrade exercise equipment and family recreation spaces.
- Install night lighting along the pathway.
- Continue to improve the link between the central city and Hamilton Gardens, and
- Provide signs to describe the significance and history of the park.
1.2.3 Roose Commerce Park

The River Plan Project at Roose Commerce Park includes the following proposals:

- Work with all clubs for the redevelopment of purpose built, more spacious and architecturally significant boat sheds and clubhouses, including social spaces overlooking the river.
- Provide a floating purpose built boat launch ramp.
- Improve carparks and access to compounds for storage trailers.
- Provide public facilities such as toilets, and
- Provide outdoor exercise equipment.
1.3 Methodology

In order to assess the risk of encountering archaeological sites and sites of cultural interest/waahi tapu sites during developments in these areas, research has been undertaken of the following sources:

- Historic plans and photographs.
- NZAA\(^2\) records/ The List.
- Published/ unpublished historical documents, consultant’s reports.
- Hamilton City Library Archives.
- NaMTOK reports/ Waikato Tainui Environmental Plan,\(^4\) and
- Proposed / Operative Hamilton City District Plan.

In addition to the desk-top research a site visit was undertaken to each area.

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\(^2\) New Zealand Archaeological Association
\(^3\) Nga Mana Toopu O Kirikiriroa, 2003: Maori Landmarks on Riverside Reserves Management Plan
2 Legislation

2.1 Heritage NZ Pouhere Taonga Act 2014

The purpose of the HNZPTA is to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand (section 3), which places emphasis on avoiding effects on heritage. 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:

(a) Any place in New Zealand including any building or structure (or part of a building or structure) that:

   (i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where that wreck occurred before 1900; and

   (ii) provides, or may provide through investigation by archaeological methods, evidence relating to the history of New Zealand (HNZPTA Section 6); and

(b) Includes a site for which a declaration is made under Section 43(1) of the Act. 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/Rārangi Korero (formerly the Register), which maintains a record of Historic Places, Historic Areas, Wahi Tapu, Wahi Tapu Areas and Wahi Tupuna. The List/Rārangi Korero can include archaeological sites. The purpose of The List/Rārangi Korero is to inform members of the public about such places and to assist with their protection under the RMA.
2.2 Resource Management Act

The Resource Management Act 1991 (RMA) provides guidelines and regulations for the sustainable management and protection of the natural and cultural environment. Section 6(f) of the RMA recognises ‘historic heritage’ as a matter of national significance, and identifies the need for protection from inappropriate subdivision, development and use.

The definition of ‘historic heritage’ (RMA s2) refers to those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, and includes historic sites, structures, places and areas, archaeological sites, and sites of significance to Maori.

2.3 Hamilton City District Plan

The Operative Hamilton City District Plan (OHCDP) contains objectives and policies relating to built heritage, and sites of archaeological, historic and cultural significance. The objectives emphasise the need to:

- Retain and enhance heritage items that contribute to the character, heritage or visual amenity of Hamilton, and

- Facilitate greater public awareness and appreciation of heritage items and heritage precincts in the city, protect significant European archaeological sites and tangata whenua historical and cultural sites from damage, destruction and desecration.

The objectives also make reference to specific heritage precincts identified within the city – the project will not affect any of these.

The Proposed Hamilton City District Plan (PHCDP) makes provisions for the protection of the city’s archaeological heritage. It states that the significant archaeological and cultural sites should be protected from damage or destruction, and that subdivision, use and development shall be managed to minimise the risk of damage to archaeological and cultural sites where they exist, or are likely to exist.

Rankings for historic buildings and structures listed in Schedule 8A have been established as follows:

- **Plan Ranking A**: Historic places of highly significant heritage value include those assessed as being of outstanding or high value in relation to one or more of the criteria and are considered to be of outstanding or high heritage value locally, regionally or nationally.

- **Plan Ranking B**: Historic places of significant heritage value include those assessed as being of high or moderate value in relation to one or more of the heritage criteria and are considered to be of value locally or regionally.

2.3.1 Ferrybank/ Roose Commerce Park

Figure 4 identifies the location of a number of historic sites listed on the PHCDP at Ferrybank/ Roose Commerce Park, and their nature is detailed in the tables below. Of direct interest to this study is A116 (The Hamilton Punt/borrow pits), these sites will be discussed in the following chapters. In addition to the archaeological sites there are three heritage sites within the study area:
H12 (Band Rotunda), H13 (Hamilton Club), H88 (Municipal Baths). These are not within the brief for this assessment and are not discussed further in this report.

**Table 1: Built Heritage Sites Hamilton City Proposed District Plan**

<table>
<thead>
<tr>
<th>District Plan Notation</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>(H)8</td>
<td>Victoria Bridge</td>
<td>A Ranking</td>
</tr>
<tr>
<td>(H)12</td>
<td>Band Rotunda</td>
<td>A Ranking</td>
</tr>
<tr>
<td>(H)13</td>
<td>Hamilton Club</td>
<td>A Ranking</td>
</tr>
<tr>
<td>(H)22</td>
<td>PS Rangiriri</td>
<td>A Ranking</td>
</tr>
<tr>
<td>(H)48</td>
<td>Former Waikato Brewery</td>
<td>B Ranking</td>
</tr>
<tr>
<td>(H)88</td>
<td>Municipal Baths</td>
<td>B Ranking</td>
</tr>
<tr>
<td>(H)100</td>
<td>County Buildings</td>
<td>B Ranking</td>
</tr>
</tbody>
</table>

**Table 2: Archaeological and Cultural Sites Hamilton City Proposed District Plan**

<table>
<thead>
<tr>
<th>District Plan Notation</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A108</td>
<td>Hamilton West Military Redoubt – Pukerangiora</td>
<td>Group 25</td>
</tr>
<tr>
<td>A113</td>
<td>Putikitiki – Oven</td>
<td>Group 2</td>
</tr>
<tr>
<td>A116</td>
<td>The Hamilton Punt/borrow pits</td>
<td>Group 2</td>
</tr>
<tr>
<td>A119</td>
<td>Te Tara-ahi Pa (later Moules Redoubt)</td>
<td>Group 2</td>
</tr>
<tr>
<td>A123</td>
<td>Hua O Te Atua Urupa</td>
<td>Group 2</td>
</tr>
</tbody>
</table>

Figure 4: HCDP Map 45B

2.3.2 Wellington Street Beach/ Hayes Paddock

Figure 5 and Figure 6 identify the location of a number of historic sites listed on the PHCDP at Wellington Street Beach/ Hayes Paddock, and their nature is detailed in the tables below. Of direct interest to this study are A121 (unnamed urupa) between Clyde and Wellington Streets along the river and A28 (Te Moutere o Koipikau Pa), again these will be discussed in the following chapters.

Table 3: Archaeological and Cultural Sites Hamilton City Proposed District Plan

<table>
<thead>
<tr>
<th>District Plan Notation</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A16</td>
<td>Te Rapa Pa</td>
<td>Group 1</td>
</tr>
<tr>
<td>A28</td>
<td>Te Moutere o Koipikau Pa</td>
<td>Group 1</td>
</tr>
<tr>
<td>A121</td>
<td>Urupa (unnamed)</td>
<td>Group 2</td>
</tr>
</tbody>
</table>

Table 4: Built Heritage Sites Hamilton City Proposed District Plan

<table>
<thead>
<tr>
<th>District Plan Notation</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>(H)6</td>
<td>Greenslade House</td>
<td>A Ranking</td>
</tr>
</tbody>
</table>
Figure 5: HCDP Map 45B

Figure 6: HCDP Map 56B


3 Historical Background

3.1 Maori History

Mana whenua of Kirikiriroa are Ngati Wairere and related hapu Ngati Hanui, Ngati Parekirangi, Ngati Waikai and Ngati Koura (Phillips 2014). Kirikiriroa was first settled by Ngati Wairere around 1700, on the western side of the river although the boundaries of their rohe fluctuated over the years (Gibbons 1976:26). The Kirikiriroa area had many pa including Kirikiriroa (located between London and Bryce Street), Te Rapa, Waitewhiriwhiri, Whatanoa, Te Tahuki and Pukete on the west side; Opoia, Miropiko, Waipahihi, Te Taraahi and Te Parapara on the east (see Figure 34 for the location of these pa in relation to the study area).

According to kaumatua, Kirikiriroa was attacked many times, either from the river or via the tracks that linked the pa to others in the region (Opus 2000:8, 11). In 1822, Kirikiriroa Pa was abandoned for a brief period because of the threat of invasion by the northern tribes of Ngapuhi who were armed with muskets, led by the chief Hongi Hika. However, they soon returned and by the 1830s Ngati Wairere’s principal settlement was Kirikiriroa (Phillips 2014).

Missionary accounts report two hundred people living permanently within the fortified pa, although most of the population would have lived and worked outside its defences (Opus 2000:10). The pa was finally abandoned by Ngati Wairere following the battle of Rangiriri in 1863 with the knowledge that British troops were heading up river on a gunboat (Opus, 2000: 10).

3.2 European/ Maori History

The following quote from the Opus report (2000: 19) defines the nature of European history in the wider study area:

*The history of Europeans at Kirikiriroa/ Hamilton can be divided into five generic periods: pre-treaty, pre-invasion; military settlement; commercial village and regional centre. The first two periods can be viewed as cultural contact controlled by Tangata Whenua (Ngati Wairere). During both of these periods Maori were the dominant culture and their needs and aspirations essentially dictated their interaction with the minority Europeans. The last three generic periods represent the era of European dominance with emphasis being on the colonisation efforts of Pakeha settlers.*

3.2.1 1830s-1850s

Early European settlement in the Waikato was generally confined to flax traders and mission stations, the latter of which were located outside of the study area in places such as Matamata, Te Awamutu, Raglan and Kaitotehe (Keith 2013). European influence in Kirikiriroa and the neighbouring settlements was limited to trading and visits by missionaries.

In the 1830s-40s pioneer missionaries travelled south from early settlements in the Bay of Islands to the Waikato and a chapel and raupo dwelling was constructed at Kirikiriroa Pa for use by visiting clergy (NaMTOK 2003). In addition traders visited the settlements inland to barter iron goods, blankets and textiles for flax fibre and timber. The evidence suggests that this contact was controlled by Ngati Wairere and took place at their main centre Kirikiriroa Pa (Opus 2000: 19).
From the 1840s European farming was introduced and crops including corn, onions, pumpkins, wheat, fruit trees and potato were established and pigs, goats, chickens, and ducks were brought in (NaMTOK 2003).

Following the signing of Treaty of Waitangi in 1840 where New Zealand was declared an integral part of the British Empire, Kirikiriroa remained essentially occupied only by Maori. European people did not settle in the district at this time, possibly held back by the poor access beyond the rivers and tributaries (ibid). The Waikato River was the main highway and centre of human activity during this period:

> As many as 50 canoes at a time were beached on the banks of Kirikiriroa as produce was off-loaded and the proceeds spent on blankets, clothing, axes, sugar, rum and tobacco. Many villages accumulated their trading profits to build flour mills on the river edge to make flour for themselves and the market (ibid 2003, 19)

The attempt to establish flour milling was apparently not successful although millstones were acquired and a water wheel constructed (Gibbons 1977: 22-27).

In the 1840s European hunting expeditions to the Waikato became popular. These were sometimes based at Kirikiriroa pa where tobacco was used as currency for payment of goods and services. European travellers also came to the village and district on fact-finding missions keen to see the progress of European education, missionary endeavour and the progress of agriculture (Opus 2000: 20). The economic benefits of the rich fertile soils the district was well known to Pakeha in Auckland, and were desirable. In 1859 Governor Brown wrote of the Waikato ‘the Europeans covet these lands and are determined to enter and possess them’.

In the 1850s Maori were starting to feel the pressure from the growing numbers of European settlers and their demand for Māori land, however they lacked any real political power. To redress this balance Maori sought their own King, and in 1858 Waikato chief Pōtatau Te Wherowhero was nominated, this being formally declared in 1858 at Ngāruawāhia. Pōtatau died in 1860 and his son, Tāwhiao, became king 6.

### 1860s-1870s

In 1863 government troops invaded the Waikato to quash the Kingitanga movement, but more importantly a war was started with the aim of gaining more land for European settlers. General Cameron, commander of the British military forces invading the Waikato, sent troops to occupy the abandoned Kirikiriroa pa in February 1864 following the battle of Rangiriri the previous November.

In March and April 1864 Cameron placed a small garrison of soldiers from the 18th and 70th Regiments in Kirikiriroa as he prepared for an attack on Maungatūtari (Gibbons 177: 33), it is assumed that these soldiers also settled at Kirikiriroa pa. A contemporary account of the pa was given at this time, the village was found to consist of ‘merely a few native huts, which were found deserted’. 7 The following August the Government sent the 4th Waikato Military regiment to

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7 In Gibbons 1977:32
Kirikiriroa to establish a military settlement. Contemporary accounts recall that ‘The Maoris had abandoned their homes and left maize crops and potato pits in various places’.  

The new settlement was not located at Kirikiriroa pa, but instead farther upstream towards modern day Bridge Street. The settlement was garrisoned with two main redoubts on each side of the river. The first one was built on the east side of the river on the high ridge above Bridge Street, with a second redoubt built by the 1st and 2nd Companies on the west side generally assumed to be where the cathedral now stands.

Buildings were constructed around the redoubts, on the west side this included sixteen huts for protection, accommodation and administration (Gibbons 1977: 39-40), and tents were pitched for temporary accommodation. The town centre was surveyed and the 4th Waikato Regiment and Forest Rangers Militia were provided with a town dwelling and c.20 hectares of farm land according to rank. Hamilton East and Hamilton West were set out into one-acre allotments for the militiamen, with several parcels being set aside as reserves.

Figure 7: Painting by William Fox in 1864 entitled “Hamilton, Waikato.”

The painting shows the redoubts built on high ground on both banks, with the zigzag Grantham Street leading the initial buildings at Ferrybank erected beside the punt or ferry that linked both sides of the river.

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8 Ibid: 35
9 http://otago.ourheritage.ac.nz/items/show/5292
Initially the east and west side of the settlement were connected by a small single waka ferry service with the moniker *The Colonel’s Canoe*. This was replaced by two waka lashed together, and then by a punt connected by a cable. The service ran from south of the rowing club to south of the war memorial on the eastern bank.

The new settlers had to contend with adapting farming practices, crop failure and a reliance on rations. Winters were hard and access to good building materials and firewood during the winter were limited causing hardships for the early soldiers. In addition to this the fear of attack from hostile Maori was thought to be constant, although possibly exaggerated, as in effect violence never eventuated (Gibbons 1977: 42).

In 1867, the Waikato Militia was disbanded due to the decreased threat of warfare and the military structures were transferred to the Armed Constabulary. By the end of the 1860s the administrative centre of Hamilton was on the western side where the headquarters and various services had been established clustered around the redoubt area (*ibid*: 61). Both east and west side redoubts were listed in a September 1869 survey of defence structures. By c.1872 the Hamilton West redoubt had been levelled, the buildings were removed and re-erected at the bottom of the hill and converted into a stable, saddle room and smithy; a fortified magazine was built on the site of the redoubt shortly after (NZAA SRF S14/57). No contemporary plan of the western redoubt is known to exist and there is no plan of its exact location, shape and dimensions.

The 1860s gold rush took many early Europeans from the Waikato into the Thames Goldfield or further south to Otago, although many eventually returned. In 1868 it was reported that Hamilton had ‘two small churches, some stores, barracks, two redoubts, two hotels, and blacksmith’s shop, bootmaker’s, some small shops and a great many deserted houses’ (*in* Gibbons 1977: 46). It is estimated that there were only 250 people within the military township of Hamilton at this time, rising to about 500 by c.1872, and peaking in 1881 to 1381 (Norris 1963: 34; Gibbons 1977: 47, 53, 58).

In the 1860s, and indeed throughout much of the 19th century settlement patterns in Hamilton have been described as ‘sparse’, spread thinly across the surveyed town (Gibbons 1977: 47). At this time the only contact to the outside world was via government steamer, these ships unloaded on banks and wharves on both sides of the river where the redoubts were located, including Ferrybank:

*The earliest significant traffic of men and materials was from the wharves up the banks to the redoubts. Military and other administrative activity centred on the redoubt areas. The earliest commercial activity, which likewise relied upon government steamer for goods, also concentrated in these places: near the redoubt areas and alongside the wharves... What was from a distance one township looked closer up like two villages... For more than a dozen years there was no bridge. Instead there was, first of all a couple of canoes, lashed together. Later wires were strung across and the regular ferry service became a large punt* (Gibbons 1977: 47).

On the western side of the punt crossing, immediately beside the punt and landing (at Ferrybank) and at the foot of Grantham Street stores had been established. Some of these were temporary premises on government land, small rough structures with no tenure and not much space. The commercial businesses on Grantham Street were mainly supplied by the river flotilla that used the wharf complex built and maintained by the Hamilton District Highway Board, just north of
Victoria Bridge (ibid: 47, 54). In the middle 1870s the buildings on Grantham Street were moved or replaced by new constructions on the terrace above on Victoria/ Collingwood streets (ibid: 59).

By 1870 the government had left the river trade to private enterprise, the major commercial company servicing Hamilton was the Auckland based Waikato Steam Navigation and Coalmining Company.

Competition from the railways came when the main trunk lined reached Hamilton in 1877. In 1884 the railway bridge spanned the river linking Hamilton eventually with the Bay of Plenty and Thames (ibid: 84). These developments meant that the landing site was no longer a focus for transport.

The connection between Hamilton East and West was impeded by bad weather, wear and tear on the equipment and debris in the river creating a division in the early township. In 1879 the construction of the Union Bridge (or the first traffic bridge) replaced the punt and created a more convenient crossing between the eastern and western parts of Hamilton.

3.2.3 1880s-1920s

In the latter part of the 19th century the focus moved from the river and Hamilton grew along the high ridge of Victoria Street heading north. The area between Ferrybank and Sapper Moore-Jones Place declined in commercial significance becoming instead a precinct that mixed residential homes with leisure facilities (Opus 2000: 26). The Hamilton Club built its facilities at Ferrybank in 1903 and the original Rowing Club buildings were constructed in 1904, the former being modified throughout the mid-20th century and moved in 2012 (this site is discussed in Section 5.2 below), and the latter being completely replaced by the modern concrete buildings in 1966.

In the late 19th century there was an unformed road named Hamilton Parade located along the riverside below the current Waikato Museum. Domestic dwellings were built here and further north towards Sapper Moore-Jones Place. At Sapper Moore-Jones Place the area to the river was laid out in 1899 as formal gardens by William Bright for his newly constructed Hamilton Hotel.

3.2.4 Roose Commerce Park

Photographic evidence indicates that Roose Commerce Park was the location of small cottages and other buildings in the 19th century (see Section 4). Little documentary evidence has been identified which details the nature of these buildings. This part of the study area is however well documented from the 1900s when it operated as an extension of the wharf and subsequently from the 1930s the focus of river-born commercial transport.

In 1902 Caesar Roose (1886-1967) of Mercer re-established commercial shipping activity on the river. With money earned working as a commercial photographer he bought his first boat. Two years later he ordered the Rawhiti from the shipbuilding firm of Bailey and Lowe. In 1915 Roose initiated a regular river service between Port Waikato and Cambridge, but the following year he sold his vessels – two steamers, three launches and seven barges – to the Waikato Shipping Company. In 1918 he built and launched the Aurora, a charter vessel which catered for duck-shooting parties and picnickers.

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10 Formally called Marlborough Place

In 1925 the Waikato Shipping Company fell into financial difficulties, Roose bought six of the Company's former vessels and formed the Roose Shipping Company. He established regular services on the Waikato River and its tributaries, such as the Waipa River, and encouraged trade through Port Waikato. In 1924 he ordered the construction of a 210-foot paddle steamer, also named Rawhiti from Britain. The largest vessel to operate on the Waikato, it entered service between Port Waikato and Hamilton the following year.

The operation was based in Hamilton operating from the wharf although the services provided ranged farther afield. There were a range of vessels from barges to paddle steamers shipping shingle and cartage of freight, and providing passenger services and picnic excursions (Gibbons 1977: 143).

The wharf continued to be of significance until the 1930s when it ceased to be a major departure point for cars and people. At that time river traffic was predominantly involved in the transport of heavy commodities such as sand, gravel, and coal and the wharf complex was moved to the south of the Victoria Bridge (Opus 2000: 26). From the 1940s to 1976 the Roose Company used about half of the park for unloading and storing river aggregates. Following this the land became available for recreational purposes.

3.2.5 Hayes Paddock

In the late 1930s Hamilton returned to prosperity, following post WWI depression in the 1920s. An example of this prosperity is the property boom which saw 300 new houses built between 1935 and 1938. An extensive state housing programme was instigated at Hayes Paddock, this land was purchased by the government for a 'garden suburb'. Prior to the Haye’s Paddock development, the land had been in scrub, and it is recorded as being used as a night cart refuse dump (Opus 2000). No earlier use of historic / archaeological interest is recorded in this part of the study area.

4 Cartographic and Photographic Evidence

4.1 Historic Maps/ Certificates of Title

The first town survey and subsequent map was initiated following the initial settlement in 1864. The town was laid out to provide one-acre lots for the militiamen, with several parcels being set aside as reserves.

The land bordering Grantham Street and the south end of Victoria Street was surveyed into very small allotments (Figure 8) with the intention that this would be a commercial area (Phillips 2014: 42), and the area which became Roose Commerce Park was surveyed as a wider version of Hillsborough Terrace. The owners of allotments on Grantham Street are shown on a later plan dated to 1878 (Figure 10). Hayes Paddock was surveyed as a reserve (Figure 9), this land, Lot 35 was allocated to Patrick Hayes in 1864.

Map SO 201 (Figure 9) shows two areas marked ‘Old Native Cultivation’: one is an area on the east bank, on an upper terrace between what are now Bridge Street, Grey Street and Memorial Drive;
the other is further to the south-east away from the river between Galloway and Firth Streets in the vicinity of Te Parapara pa (not annotated on the map).\textsuperscript{12}

![Figure 8: Part ‘Hamilton West’ 1864 (study area highlighted).\textsuperscript{13} Hillsborough Terrace merges into Hamilton Parade towards the base of Grantham Street. The allotments on Grantham Street are small compared with the standard land parcels.](image)

\textsuperscript{12} The archaeological evidence indicates a far greater expanse of gardening than illustrated on these maps.

\textsuperscript{13} Sir George Grey Special Collections, Auckland Libraries, NZ Map 4238
Figure 10: Part SO 1597b 1878\textsuperscript{14}. This map shows the allotment numbers and early owners of the town sections in the Ferrybank study area. The area of interest to this assessment is highlighted yellow – the remainder of the land has been heavily developed in the 20\textsuperscript{th} century.

\textsuperscript{14} The building and owner details shown on this plan are superimposed onto Figure 43 to identify where these features are in relation to the current study area.
Figure 10 illustrates government land to the south of Hillsborough terrace, here a stables is illustrated and a small cottage. On Hillsborough Terrace towards the river’s edge a number of possible structures are sketched. These are likely to have been buildings with yards shown surrounding them. Several buildings are shown on contemporary photographs of this period (see Section 4.2.1 below).

The allotments owners shown on Figure 10 include Knox, T. Morris, G. Smith, J. Chivers, T.M. Hill, De Quesne, and J. Hand. These were business owners and prominent citizens of the early town. James Chivers was a carter, John Know an auctioneer, and Thomas Morris was a business owner on the river edge, later moving his drapery business to Grantham Street and a member of the provincial council (Philips 2014: 46). In order to complement the information on this maps a search of certificate of titles (CTs) of some of the premises was carried out.

The following summarises some details from a number of CTs of the Ferrybank/ Roose Commerce Park area. These complement the details provided on the historic plans, in particular SO1597b (Figure 10) and the full documents are provided in Appendix A. The following is a summary of their content by section number.

420: This lot was initially in the possession of James Martin from June 1873, in 1896 the land was transferred to the NZ Mission Trust and then between several private owners into the 1980s. It is assumed that subsequently the land was transferred under the 1977 Reserves Act to HCC in the late 20th century.

421, 424, 429 and 430: These lots were in the possession of Thomas Morris from September 1873. The land passed between several private owners although the document is mostly illegible. Subsequently the land was purchased by HCC.

422 and 423: These lots were in the possession of John Knox and John Ridler from October 1873. The land passed between several private owners until into the 1980s. Subsequently the land was purchased by HCC.

424: The CT indicates that Andrew Seymour purchased this section in July 1911, although the map (SO 1577B) indicates it was first owned by Thomas Morris. The land remained in private ownership passing between several people until the late 1980s/ early 1990s when it was purchased by HCC.

431: Thomas Hill owned this property, probably from 1873. The land appears to have remained largely in the Hill family until it was purchased by the Duffy family in 1912, where it remained until the mid-20th century. Subsequently the land was purchased by HCC.

432 and 438: These lots were in the possession of Thomas Hill from March 1873. The land passes between various people, including back to Thomas Hill, during the 1870s and 1880s. The land remained within the Hill/ Duffy family until the mid-20th century. Subsequently the land was transferred to HCC in the late 20th century.

433: This lot was in the possession of William Murray from September 1873. The land passed into the Duffy family from 1912 until the mid-20th century becoming part of the Riverview Private Hotel in 1990. In 1998 the land was purchased by HCC.

434, 435 and 440: These lots were in the possession of James Chivers from April 1873. The land passed to his daughter Elizabeth Alice Chivers (later White) in 1888. The land appears to have stayed within the White family until the 1930s when it is taken over but the details of the transfer
are illegible. In 1965 the land is purchased by The Riverview Private Hotel Ltd and in 1998 the land is transferred under the 1977 Reserves Act to HCC.

436: This section was initially purchased by George Smith in September 1889. It was passed between various owners until it was purchased by HCC for a recreational reserve in 1993.

437: This lot was initially in the possession of Philip De Quesne from March 1873, in 1912 the land was transferred to the Duffy family, and as with Lots 432 and 43, the land remained within the Duffy family until the mid-20th century. Subsequently the land was transferred to HCC in the late 20th century.

439: This lot was initially in the possession of John Hand from March 1873, shortly after the land was transferred to William Murray and later it passed onto the Duffy family. As with Lots 432 and 43, the land remained within the Duffy family until the mid-20th century. The land was transferred to HCC in the late 20th century.

441 and 442: So1597B (Figure 10) identifies no owner to these land parcels. The CT records that this land was purchased by Flo Hewitt in 1921. The land is transferred to Rose Cowen in 1912 and in 1922 the CT is cancelled.

443: This land is recorded on Figure 10 as Government Land. The CT is mostly illegible for this area however what can be extrapolated is that the land remains in council or borough ownership throughout the 19th and 20th centuries to the present day.
Figure 11 shows the development of the properties on the upper terrace fronting Victoria Street in 1917. The buildings include the municipal baths, the town hall, a shop and boarding house. Of significance to this assessment are the two small buildings identified on Grantham Street. One is a dye works and the other is simply annotated ‘very old building’ (Figure 24 may provide a photograph of this building). It is clear that at least one of these buildings is probably from the

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15 The buildings illustrated on this map are superimposed in Figure 43
16 Originally this part of Victoria Street was named Tisdale Street
17 This later became the Civic Theatre
1870s-1880s. Based on its size alone, the dye works may also have been located within an earlier structure although this is not clear.

Figure 12 illustrates Roose Commerce Park in 1958. No evidence for early buildings is provided on this map, the only structure shown in a corrugated iron building.

![Figure 12: Part DPS5642 1958. Plan showing the subdivision of Roose's premises into a council reserve. A ‘corrugated iron building’ with platform is shown top right of image.](image-url)
4.2 Historic Photographs

4.2.1 Ferrybank

Ferrybank was the centre of initial military and European settlement in Hamilton. For this reason a relatively large number of photographs show this area from c.1864 onwards. The images show the development of the settlement through the military occupation of the 1860s, to the armed constabulary of the 1870s and into the latter part of the 19th century. Modern aerial photographs also add to the body of knowledge for the study areas and indicate areas where post 1900 and intensive modern development has occurred.

4.2.1.1 1860s

The earliest images show the west bank generally taken from a vantage point on the opposite site of the river. The early images show the Hamilton West Redoubt (now the site of St. Peter’s Church) on the ridge above present day Victoria Street, Grantham Street ‘snaking’ down the hill towards the punt landing, and numerous buildings on the two terraces between. During the 1860s the number and location of these buildings can be seen to develop and change. Grantham Street develops from a curving street to a realigned straight road.

Figure 13: Hamilton 1866. Showing the punt landing, buildings on the lower terrace and the military redoubt on the ridge (note the scarps annotated, these are discussed in the text below).\(^\text{18}\) No buildings are shown in the vicinity of modern-day Victoria Street (centre of image).

4.2.1.2  1870s-1880s

Photographic evidence from the later 1870s and 1880s shows the shift in occupation from Ferrybank to the upper terrace of Victoria Street. In the later images the majority of buildings have been moved/ demolished from the lower terrace and more robust structures including the Bank of

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Footnote

19 HCC photographic collection
NZ (BNZ) appear on the skyline above. This shows the change in focus of the CBD to present day Victoria Street, leaving at Ferrybank the shipping infrastructure and a few small domestic residences.

![Image 16: Hamilton 1878.](image)

Figure 16: Hamilton 1878.
In top-centre of image the BNZ still shows erect scaffolding, this building was constructed in April 1877 to March 1878. Buildings are appearing on the horizon above the stables as Victoria Street develops. A small shed is visible by the punt landing and no wharf is yet visible.

![Image 17: Ferrybank after 1878.](image)

Figure 17: Ferrybank after 1878.
Grantham Street in the centre of image travelling from the BNZ to the punt landing. Several buildings are notable on the skyline left of the BNZ, these front onto Victoria Street within the general project footprint. It appears from this image that the wharf has been formalised and a shed is visible to its north.

### 4.2.1.3 1880s-1910

Following the construction of the Union Bridge in 1879 the Ferrybank area had become essentially a reserve with a wharf between the Union Bridge and the old punt landing site. Numerous

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20 HCC photographic collection
21 HCC photographic collection
footpaths and the partially formed Hillsborough Terrace/ Hamilton Parade travel around the lower terrace, and recreational buildings and some domestic residences are evident.

Fronting onto Victoria Street was the original Town Hall (Figure 20). The Town Hall was opened by Premier Richard John Seddon on 23 March 1905. The building was of timber construction. The front office wing on the right (southern side of the building) was extended in 1914 to more than double its original size. The council vacated the building in the 1930s and the main part became the Civic Theatre while the southern wing was used as the clubrooms and offices for municipal swimming pool. The Civic Theatre was demolished in 1967.

Figure 18: Union Bridge in c.1880 looking south.
The west bank by this time is a grassed reserve and there are paths leading to the wharf.

Figure 19: Union Bridge c.1880s, looking east.
The building on the left is probably the Government stables, the site of this is now behind the current swimming pool.

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22 http://hamiltonlibraries.contentdm.oclc.org/cdm/ref/collection/p16653coll10/id/26
23 http://ketehamilton.peoplesnetworknz.info/site/images/show/1435-union-bridge-c1880
4.2.1.4  1910-1920

The Union Bridge was replaced by the Traffic Bridge (Victoria Bridge) in 1910. The evidence shows in the contemporary images that a large amount of material was brought in to form the embankments for the new bridge, and also historic photographs show that initially both bridges were in operation (these are not provided in this report).

Figure 20: Hamilton Town Hall (1906-1967)\textsuperscript{25}

Figure 21: Traffic Bridge 1910.\textsuperscript{26}
Looking east with Grantham Street in the foreground running under the Traffic Bridge. The old Union Bridge is still intact behind, note the exposed earth of the new bridge embankment to right.

\textsuperscript{25} http://hamiltonlibraries.contentdm.oclc.org/cdm/ref/collection/p16653coll10/id/26
\textsuperscript{26} http://ketehamilton.peoplesnetworknz.info/hamilton_streets/images/show/2642-grantham-street-1910
4.2.1.5 1930s-1960s

Historic images from the 1930s through to 1980s shows the development of the modern city in the Ferrybank area. Figure 26 shows the development of the swimming pool on the corner of Victoria and Bridge Streets. It also shows the development of the town sections to the north-west. Premises formally fronting Victoria Street include the original town hall which became the Civic Theatre, this is the two story building north of the municipal pools. The Riverview Hotel, which operated as a boarding house into the 1990s, was located to the north end of the grassed reserve. This area today is a grassed reserve with all buildings removed.

Figure 22: Steamboat at the wharf on Ferrybank c. 1910

Figure 23: Ferrybank c.1920s.\textsuperscript{27} The river steamer carried freight and passengers for trade and excursions. The rowing club building built in c.1903 is to the right to the image and the band rotunda can be seen behind the tree right-of-centre.

\textsuperscript{27}Waikato Art Museum \textit{in} Gibbons 1977
Figure 24: Grantham Street in 1951 looking north\textsuperscript{28}. The swimming pools and buildings along the west side of Grantham Street and fronting Victoria Street. The small cottage in the centre of the image maybe that annotated on Figure 11 as 'very old building', possibly with the dye works below (flat roofed building).

Figure 25: Aerial view of buildings on the west side of Grantham Street in 1964\textsuperscript{29}. The main building at the end of the reserve is the Riverview Hotel, annotated 'boarding house' on Figure 11. The small cottage appears to have been removed, although the dye works remain.

\textsuperscript{28} Alexander Turnbull WA-29803-F
\textsuperscript{29} Alexander Turnbull WA-61797-G
Building developments at the upper end of Grantham Street highlighted.

4.2.2 Roose Commerce Park

Historical images show the commerce park prior to its development into a major shipping hub. At the time of the opening of the Union Bridge in 1878/9 the land was lightly vegetated, presumably with grass and scrub, and formed a natural semi-circular flat terrace in the area close to the bridge (see Figure 27) and a sloping bank further to the south (see Figure 30). Some small building, probably cottage can be seen close to the bridge and on the west side of Hillsborough Terrace.

The development of Roose’s Wharf from the early to mid-20th century saw intensive building and commercial activity on the site. A wharf was constructed along the river edge for ships and barges to pull alongside for loading. Stockpiles of aggregate are clearly noticeable at the wharf as are cranes and other infrastructure. The extent of the business premises is evident stretching from under the Traffic Bridge and around past the current boat-ramp.

In the late 1960s Caesars Roose’s Wharf was redeveloped and formed into the recreational boat ramp and car park that is there today. Images of the redevelopment show significant land clearance of the industrial complex and sealing of the carpark.

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30 HCL reference 1966: H5b
Figure 27: Union Bridge c.1880. Image looks to north-west to the vicinity of Roose Commerce Park. 31 Small buildings, possibly cottages are shown to the west of the study area.

Figure 28: Roose Commerce Park c.188532. This image shows Grantham Street in the centre beyond the bridge. Two small cottages are shown in the vicinity of the study area.

31 Source Alexander Turnbull Library in Gibbons 1977
32 Ref: 1/2-096153-G. Alexander Turnbull Library, Wellington, New Zealand
Figure 29: P S Rawhiti at Roose Commerce Park c.1925\textsuperscript{33}

Figure 30: Roose Commerce Park 1960s\textsuperscript{34}. The Corrugated Iron Shed is visible in the right of the image, and the reserve to the rear of the image has a distinct slope from Hillsborough Terrace.

\textsuperscript{33} HCL 9191 (ref 5965).
\textsuperscript{34} HCL Ref 5167
4.3 Hayes Paddock/ Wellington Street Beach

Early images of this section of the study area have not been located. This is likely due to the limited photographic appeal of this area prior to occupation and development. Hayes paddock was essential a rural area until its development into a social housing scheme in the 1930s. The earliest images obtained date to this period.

Images of Hayes paddock and Wellington Street beach do not provide direct evidence for sites of historic or archaeological interest in this area. What the images do show is the general lack of development on the reserve by Wellington Street Beach, with the exception of ablution/ changing facilities and informal footpaths.

35 HCL ref HN Riv. 5. 4638
4.4 Summary

Photographic evidence from late 1864 shows a small settlement built at the river landing on the west bank (at Ferrybank); these were mostly shops or stores for the Commissariat. The buildings were later taken over by squatters setting up their own retail businesses (Norris 1963:188).

36 University of Waikato
37 HCL: 1977 T22
By early 1865 there were 16 timber huts for barrack-style accommodation, stores and medical facilities just above Ferrybank. Tent sites were gradually replaced with more permanent structures (Gibbons 177: 40). A large government stables was built on the western side on the slope between the redoubt and the river landing.

Grantham Street, originally called Wharf Street, went through a number of changes. The 1864 and 1866 photographs show two different road alignments. In 1864 the road has an S-curve in the middle. By the time of the 1866 photograph the road has been straightened.

The photographs record the presence of earlier buildings in the Ferrybank and Roose Commerce Park study area. Whilst these buildings have since been removed and evidence may have been destroyed by later developments (in particular the municipal baths, town hall, and museum) it is possible that in areas without intensive modern development evidence remains. This is discussed further in Section 8.1.

There are no identified buildings or archaeological features of interest in the historic photographs and maps of the Hayes Paddock/Wellington Street Beach area.

5 Archaeological Evidence

This section discusses the types of archaeological evidence known for the wider Waikato River area near Hamilton. Initially looking at the general distribution of pre-European sites in order to predict what might be found in the study areas, and then looking more closely in the vicinity of the study areas.

Evidence for possible archaeological / cultural evidence at each of the proposed development areas is detailed or predicted based on the historical accounts and descriptions provided above, the historic maps, and photographs, and the previous archaeological investigations and surveys undertaken close to the study area or in similar environments to the study area. For pre-European sites more emphasis is given to the known archaeological record, and what might be expected to be present based on the nature of the environments.

5.1 Pre-European Record for the wider Study Area

The archaeological record identifies that the Waikato and Waipa rivers and their tributaries and gully systems were the main focus of movement, occupation and land use in pre-European Waikato. The rivers provided navigable waterways in an area dominated by forest, and the adjacent land and stream systems the rich fertile soils for horticulture and fresh water supply. This is reflected in the fact that the vast majority of pre-European archaeological sites are recorded close to the rivers and their tributaries (Figure 34).

Dates from archaeological investigations at Mangakaware, Taupiri and Horotiu indicate a 16th century date for first occupation of the Waikato Basin, although it is likely that prior to more

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38 Bellwood 1978: 70
39 Campbell 2011
40 Hoffmann 2011
permanent settlement people moved through the basin from an early date to exploit forest resources or to access areas further inland (Campbell 2012, 57).

There were many pa sites along the banks of the Waikato River in the Hamilton area, these are detailed in Section 3.1 and are annotated on Figure 34. Two of these pa sites are illustrated on the first survey map drawn in 1864 (Figure 9), this map shows two pa on the river bank ‘Strong Pah’ and ‘Bend Pah’ - Miropiko and Opoia pa respectively.

As well as the known pa sites there are many other recorded archaeological sites in Hamilton, mainly situated along the Waikato River. Recorded sites include isolated artefact finds, settlement sites with ovens and storage pits, and horticultural sites with evidence of borrow pits and modified gardening soils.

The name Kirikiriroa can translate as ‘a long area of gravel’ possibly referring to an area used for cultivation. Historical accounts combined with the archaeological record identifies that cultivations extended along the river terraces, identifiable by modified soils (garden soils) and by borrow pits. Borrow pits were quarries from which sand and gravel was taken and added to the friable sandy soils to enhance the cultivation of kumara.

Numerous investigations have taken place of horticultural sites in the Waikato. All these sites include a number of features that are commonly found together and appear to be part of the horticultural system. These include modified soils, planting hollows, basins, borrow pits, storage pits, and charcoal patches (Phillips 2014). Storage pits are far less common in the Waikato in comparison with coastal areas such as the Bay of Plenty. Gumbley and Hoffman (2013) found storage pits on the borders of a garden in S14/195, Horotiu, and Phillips (2014) identified horticultural activity including storage pits at Ferrybank (see Section 5.2.1.3).

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Figure 34: ArchSite Map of the wider Hamilton area. Each star represents a recorded archaeological site and the main pa sites close to the study area are identified. The study area is between Kirikiriroa and Te Rapa pa sites.

5.2 Ferrybank

5.2.1 Recorded Archaeological Sites/ Previous Archaeological Work

Attesting to the long history of this area, there are nine recorded sites with 500m of Ferrybank (see Table 5), three of these recorded sites are directly within or immediately adjacent to the study area and these are discussed in more detail below.
The ‘native cultivations’ south of Bridge Street annotated on Figure 9 are not recorded as an archaeological site with the NZAA. Alexy Simmons investigated an area of this site in 2007 in association with the construction of a block of hotel units at 24 Bridge Street (Simmonds 2007, 2009). She identified evidence for the redoubt site including a defensive ditch and bastion, but found no indication of the earlier pa site/horticultural activity. Evidence for the cultivations may of course continue beyond her study area.

Table 5: Recorded Archaeological Sites with 500m of Ferrybank

<table>
<thead>
<tr>
<th>NZAA Site Number</th>
<th>Brief Description</th>
<th>Date Recorded</th>
</tr>
</thead>
<tbody>
<tr>
<td>S14/40</td>
<td>Oven: SRF details that this was a Maori cultivation ground until 1906, and that the oven was located 9ft below the surface. Site is recorded as destroyed.</td>
<td>1963</td>
</tr>
<tr>
<td>S14/57</td>
<td>AC Magazine built in 1877: SRF details that the evidence gathered to date details only the later magazine. This is considered to be the location of Hamilton West Redoubt, however there is no current archaeological evidence for the redoubt.</td>
<td>1974, 2004</td>
</tr>
<tr>
<td>S14/159</td>
<td>Homestead (Beal Cottage): Home of Br Beal, one of the first settlers and surgeon of the 4th Waikato Militia Regiment.</td>
<td>1992</td>
</tr>
<tr>
<td>S14/167</td>
<td>SS Rangiriri Gunboat Hulk, removed to river edge and under preservation.</td>
<td>n.d.</td>
</tr>
<tr>
<td>S14/191</td>
<td>Drill Hall/ Depot: Investigated under authority 2003/28 by A Simmons</td>
<td>2004</td>
</tr>
<tr>
<td>S14/220</td>
<td>Foundations of Union Bridge: SRF indicates that kauri timber piles remain below rock piles on the south side of Bridge Street (Traffic Bridge).</td>
<td>2007/ 2011</td>
</tr>
<tr>
<td>S14/258</td>
<td>Maori gardening and storage site, dating from c.1700-1864: SRF indicates extensive archaeological material located below the former location of the Hamilton Club.</td>
<td>2012</td>
</tr>
<tr>
<td>S14/259</td>
<td>Foundations and posthole alignments of houses and commercial enterprises, with associated rubbish holes: SRF indicates extensive archaeological material located below the former location of the Hamilton Club.</td>
<td>2012</td>
</tr>
</tbody>
</table>
5.2.1.1 Foster 2000

In 2000 Russell Foster undertook an archaeological survey of a 50m wide strip of the west side of the riverbank from Victoria Bridge (The Traffic Bridge at Bridge Street) to London St, to the north. Foster saw no evidence for the military and later European settlement with the exception of seven wooden piles associated with the 'landing stage for the Hamilton punt' (Opus 2000: 37). The evidence was identified 50m downstream of the rowing club.

100m downstream of the rowing club Foster identified the presence of 2-3 large depressions in the riverbank. These are visible in the 1860s photographs and can still be identified today. Foster did not consider these to be natural scouring and speculated that these are 'borrow pits' associated with pre-European gardening, although he could not discount that they were excavated by the first European settlers. Foster did not record the evidence he encountered with the NZAA, however he concluded that:

*At Ferrybank there are likely to be archaeologically and historically important remains still present of the original Hamilton settlement. In the same area the remnants of the Hamilton ferry service are still present as well as probably borrow pits associated with Maori cultivations either nearby or elsewhere on the river (Opus, 2000: 38).*
The Hamilton Punt site and possible borrow pits, although not recorded with NZAA are recorded in the district plan (see Table 2).

5.2.1.2 S14/220

These are the remains of the original Union Bridge connecting Hamilton East and West. The bridge was built in 1879 and was in use until it was replaced by the Traffic Bridge in 1910, the latter being the current bridge still in use today.

The known remains of the Union Bridge consist of two sets of piles supported by discreet piles of stone on the south side of the current bridge (see Figure 21 which shows the Union Bridge remains in relation to the current Bridge in 1910). The remains have been subject to underwater survey and mapping (Dodd, 2007). The remains are not considered to be within an area set for development under the HCRP. The Site Record Form (SRF) is provided in Appendix B.

5.2.1.3 S14/258 and 259

The two recorded sites S14/258 and 259 are located at Ferrybank, within the boundary of the study area. The SRFs are provided in Appendix B. The two sites are located on the same portion of land, the different numbers indicating Maori (258) and European (259) evidence. These were identified in 2012 during earthworks for the Project Grantham Ltd development at 21 Grantham Street.

The Hamilton Club building (built in 1904) was moved from its original location and replaced by a new multi-story commercial building. Earthworks for this development exposed extensive evidence of archaeological activity in the Ferrybank area. The investigations were undertaken over an area 50 x 70 m, located on what was a series of small natural terraces on the sloping ground 10-18 m above and 40-80 m west of the Waikato River.

The archaeological sites were investigated and a large amount of historic and pre-European material was retrieved including the recording of over 2,200 features\(^\text{42}\) (see Figure 36) and the retrieval of 23,000 artefacts.

\(^\text{42}\) The term feature refers to a type of archaeological deposit such as a rubbish pit, kumara pit, posthole, or drain.
**Figure 36: Plan of archaeological features at S14/258-9, Project Grantham. 21 Grantham Street (source: Phillips 2014, 11).**

**S14/258** provided physical evidence of Maori landuse c.1700-1864. The evidence indicated horticultural activity, predominantly growing and storing kūmara, and possibly a settlement on the upper terrace the evidence almost completely erased by later activity. Three phases of gardening were identified on the lower terrace, the latter providing evidence for employing lithic mulch. Twenty-six sub-surface kumara storage pits of a local style were recorded. Phillips considered that the presence of Maori gardening and food storage close to a probable landing site suggested that the Ferrybank area was an important area of settlement (2014: 17).

**S14/259** is the recorded evidence for the European settlement from 1864. The evidence included a campsite, road formation and drain from 1864-1874, and evidence of the subsequent commercial building phase 1874-1885 when Grantham Street was the centre of business in the town. Following the move of the town centre up to Victoria Street dwellings remained, although these were demolished in 1904 when the Hamilton Club was built. In c.1930 the land next to the Hamilton Club was filled with imported material and levelled for a carpark which sealed the underlying archaeological material.

The following conclusions have been made by Caroline Phillips (2014: 121) regarding the archaeological potential in the wider Ferrybank area:

*A small part (of S14/258 – the Maori settlement) may still be present to the east, in Allotment 420, which is now a reserve. The lower terrace continues into Allotment 429*
and possibly 430, both within the project site, and possibly into the river bank reserve. Some of this has not been affected by the development.

The river bank reserve may hold evidence relating to the Ferrybank settlement, which was the part of the military settlement in 1864 and part of the first township, with structure dating up to 1870.

It has been estimated that the archaeological sites probably continue some 15m or more to the south-east in the reserve (former Allotments 420 and 424) and possibly to the east in the river bank reserve (former Hillsborough Terrace). Thus the undeveloped area of the sites totals some 1,500m², comprising:

- 500m² in the NE of 21 Grantham Street
- C.500m² in the SE of the property
- C.500m² east in the river bank reserve

This has implications for the current study area at Ferrybank as former Allotments 420 and 424 are within the council reserve, immediately south of the development, and the location of the ‘very old building’ annotated on Figure 11.

5.2.2 Site Visit 2015

A site visit was undertaken to the Ferrybank area by the author in January 2015. The focus of the site visit was to re-identify the remains detailed by Russell Foster in 2000, and to identify areas where later modifications may have removed earlier evidence and where such evidence may have survived. The site visit was a visual inspection of the study area, no intrusive test-pitting or probing was undertaken. Images of the areas described with archaeological potential are provided in Figure 37 and they are also illustrated on Figure 43. The following details and conclusions were reached:

- The area marked Government Stables on the map in Figure 10 would appear to be immediately behind the Celebrating Age Centre. A flat area was identified east of this location which could also be the location of this building, or buildings associated with the stables.

- The upper terrace fronting Victoria Street is a grassed reserve, there is no evidence on this portion of ground which identifies pre-1900 remains. There does however remain the possibility that archaeological deposits will be located in this area.

- Two wooden piles were noted in the section immediately south of Project Graham, these may have belonged to a former building or an old fence line. The latter is considered more likely as the piles appear relatively large.

- South of Project Grantham there is a flat area which modern aerials show was a former carpark. This is now in grass and is in the location of the old house identified on Figure 11. There remains the distinct possibility that archaeological material will be located on this flat.

- The lower terrace identified in the historic photographs as the original location of buildings from 1864 and the location of buildings in the 1878 plan (Figure 10) appears relatively
intact. There are footpaths and exotic trees planted in this area but apart from this the ground appears relatively unmodified.

- At the Hamilton Punt site the visible remains of a single pile were identified. There is no surface evidence of the small buildings which formerly stood here (see Figure 17). Above the punt site the walking track appears to have been built on reclaimed ground as the historic imagery indicates a cliff face to the waterline. Archaeological material may survive below this footpath.

- The borrow pit site identified by Foster (Opus 2000) and listed on the district plan is clearly evident as 2-3 scours in the steep bank dropping from the lower terrace to the riverside footpath. The nature of these scours remains unclear, the historical imagery would tend to suggest that they are natural slips however an anthropogenic cause cannot be discounted.

- No evidence of the former shipping wharf was identified. This is now a boat ramp utilised by the rowing club. Remains may be in existence in the river bed.

The Ferrybank area can be described as a reasonably intact archaeological landscape in that there is no indication of substantial widespread earthworks that would have removed in-ground archaeological deposits or features, particularly on the lower terrace and extending down to the river edge where reclamation for the riverside footpath may have sealed pre-1900 archaeological remains. The remains of the Hamilton punt are currently limited to a single pile, although more evidence maybe situated below the river gravels and into the river bed.

In addition to this the hill leading up from the wharf site to the rear to the municipal pools, where the 20th Band Rotunda is located, although not an area known to have former building on it, may also hold archaeological values.
Figure 37: Fieldwork images Ferrybank

A: Government Stables behind Celebrating Age Centre; B: Upper terrace fronting Victoria Street; C: Flat terrace in location of very old building; D: lower terrace and location of former settlement from 1864; E: punt landing (timber lower-right of centre); F: borrow pits.
5.3 **Roose Commerce Park**

5.3.1 **Recorded Archaeological Sites/ Previous Archaeological Work**

There are no recorded archaeological sites directly in the Roose Commerce Park study area (Figure 38). The closest sites are S14/220 (the remains of the Union Bridge, below water), and S14/72 – the Hamilton East Redoubt. There have been no known archaeological surveys, investigations or finds in this portion of the study area.

![Archsite map of recorded archaeological sites within 500m of Roose Commerce Park](image)

**Figure 38:** Archsite map of recorded archaeological sites within 500m of Roose Commerce Park

5.3.2 **Site Visit 2015**

The site visit to Roose Commerce Park focused on the edge of the river bank and the water’s edge, and the reserve area beyond the known extent of re-development in the 1960s (see Section 4.2.2). Evidence for remains of the Union Bridge was looked for, and areas where post 1900 land modification may have been limited (i.e. outside of the boat slip redevelopment) were surveyed. The site visit was a visual inspection of the study area, no intrusive test-pitting or probing was undertaken.

The northern ¾ of the reserve is populated with modern infrastructure including the boat ramp, carparking, and recreational buildings and boat storage. No evidence for pre 1900 material was noted in this area, including along the river’s edge. No remains of the former Union Bridge were
evident although there are high points visible in the river channel which are likely to represent bridge piles (see Section 7 for more details regarding this). Along the riverbank from the bridge to the boat slip is evidence of the 20th century wharf edge, probably the location of the corrugated iron shed identified on Figure 30. A large concrete foundation is also located in this area, supporting a small band rotunda (Figure 39). Timber piles can be seen within the concrete, again these are likely to be associated with the 20th century shipping activity.

The southern quarter of the reserve is in grass. This area slopes from Hillsborough Terrace and flattens off to the riverside footpath before sloping again to the water’s edge. It is unclear if this landscape is natural and it may have been modified from a continuous slope from the Hillsborough Terrace, as appears to have been the case seen in historic images (see Figure 30).

Figure 39: Fieldwork images Roose Commerce Park. Showing wharf and band rotunda (looking north), and grassed reserve at south end (looking north).

5.4 Wellington Street Beach/ Hayes Paddock

5.4.1 Recorded Archaeological Sites/ Previous Archaeological Work

There are no recorded archaeological sites in the immediate Wellington Street Beach/ Hayes Paddock study area (Figure 40), and there have been no known archaeological surveys, investigations or finds located here.

The closest recorded site on the east side of the river is S14/66 Te Nihinihi Pa at the west end of Sillary Street, recorded as a ‘small river terrace pa on northern bank of Waikato River next to Cobham Bridge. Now virtually destroyed by residential development and construction of the bridge’43.

On the opposite side of the river is S14/34, Te Rapa pa site. This site was investigated in the 1960s by the Waikato Historical Society and the Waikato Scientific Association. The investigations located 65 rua (underground kūmara storage pits) on the northern slopes of the pa44.

The urupa, and the pa site Te Moutere o Koipikau Pa at ‘Graham Island’45 detailed on the district plan (see Table 3) are also not recorded as archaeological sites with the NZAA. It is unlikely that

43 NZAA SRF S14/66
44 NZAA SRF S14/34
45 Also referred to locally as Duck Island
these sites have been the subject of archaeological survey and investigation. These sites are not directly within the study area, and are discussed further in Section 6.

Figure 40: Archsite map of recorded archaeological sites within 500m of Hayes Paddock/ Wellington Street Beach

5.4.2 Site Visit 2015

The site visit to Wellington Street Beach/ Hayes Paddock concentrated on the upper area of the terrace in the reserve, the footpath heading north from the reserve in the vicinity of the ‘un-named urupa’ recorded on the district plan, and a visual inspection of the eroding beach edge. The reserve is mainly in grass and survey conditions were aided by the dry conditions.  

46 Dry conditions can allow for the identification of sub surface features as vegetation will tend to grow differently within backfilled hollows than on unmodified ground and thus appear at times of drought.
There is recreational infrastructure on the reserve including ablutions, benches, pathways, and fitness apparatus (Figure 41). No archaeological features or deposits were visible during the site visit. It is unclear how modified the modern landscape is and intrusive investigations would be required to help establish the archaeological values of the reserve to the south of the beach.

Discussions were held with Warren Gumbley\(^{47}\) who considers that the Hayes Paddock area was gardened by Maori pre-1864. A possible anthropogenic cause for the formation of the beach, at least in part, was discussed it was postulated that the beach had been a former series of borrow pits\(^{48}\) (now heavily eroded) associated with gardening of the adjacent land. Gumbley discounted this theory considering that the beach had probably formed naturally.

The current understanding of the landscape is that the area has low to moderate archaeological potential.

\[\text{Figure 41: Fieldwork images Wellington Street Beach / Hayes Paddock.}
\text{Showing the ablution block above the beach (looking south) and the reserve south of the beach (image looks north).}\]

### 5.5 Summary

There is no physical archaeological evidence at Roose Commerce Park and no previous archaeological sites have been recorded in this area. Modern shipping and recreational redevelopment has likely removed most, if not all of the evidence of European activity and any pre-European activity in the vicinity. However the extent of modern earthworks is not well understood and there remains a low probability that there are intact archaeological deposits in the reserve, mostly likely in the southern quarter. Currently the reserve has low archaeological values.

There is no physical archaeological evidence at Wellington Street Beach/ Hayes Paddock and no previous archaeological sites have been recorded directly within the study area. The Hayes paddock region is likely to have been gardened by Maori. There are numerous pa sites recorded along the east and west bank of river in the wider area, and there is an urupa located on the district plan which is not recorded with the NZAA. Currently the area is considered to have low to moderate potential of for intact archaeological deposits and the archaeological values are therefore currently understood to also be low to moderate.

\(^{47}\) Consultant archaeologist and expert in Maori gardening and occupation in the Waikato.

\(^{48}\) Based on the scalloped edges seen in historic aerial photographs i.e. Figure 32.
Ferrybank has high archaeological values, there is a high probability of locating archaeological deposits throughout much of the reserve, but in particular on the site of the ‘old house’, all along the lower terrace, at the river’s edge beside the wharf and punt landing including below the footpath, and along the river edge in the vicinity of the possible ‘borrow pits’. There is also potential to locate archaeology in the grassed reserve between Hillsborough Terrace and Victoria Street (the general area of the band rotunda), behind the modern buildings fronting Victoria Street and along the grassed reserve fronting Victoria Street.

6 Waihi Tapu

HCC in partnership with Nga Mana Toopu O Kirikiriroa\textsuperscript{49} (NaMTOK) prepared a management plan for Maori landmarks on the riverside reserves in Hamilton City.

The NaMTOK report states that Graham Island, located in the river south of Hayes Paddock is the documented location of \textit{Te Moutere O Koipikau Pa}. It is stated that there was a carved pataka (food house) named Koipikau built possibly in the early 18\textsuperscript{th} century. The carving was dismantled and buried in an unknown location during invasions from Nga Puhi the early 19\textsuperscript{th} century. No known archaeological survey has taken place of this island to assess its archaeological value. This site is not directly within the study area.

In addition to this the PHCDP record an urupa between McFarlane Street and Clyde Street (A121 – see Figure 4). This is considered to be outside of the current study area, but the site has not been assessed for archaeological remains and therefore its extent is not well understood.

In the immediate vicinity of Ferrybank, or close by, oral accounts record urupa (burial grounds) which may have been within caves in the river banks but which have now collapsed. Identified urupa are \textit{Hua o te Atua} at the river end of Sapper Moore-Jones Place, \textit{Te Toka o Ahurei} by Alma Street, and in the vicinity of the Traffic Bridge.\textsuperscript{50}

The Opus report (2000: 15) provides the following information:

\textit{It was the custom for the remains of people who died at (Kirikiriroa) pa to be deposited in urupa close to the pa, or within naturally formed caves in the banks of the river. Maori history recalls that bones were removed from the urupa and relocated to other places.}

In addition to this the following details were provided:

\textit{During the development of Hamilton City many of Ngati Wairere’s traditional burial sites were destroyed by house or building construction. In a few cases Ngati Wairere were allowed to remove their ancestor’s bones from these urupa prior to building construction beginning.}

\textit{William Graham}\textsuperscript{51} allowed the bones which were exhumed from many of these traditional burial sites to be laid out on his lawns thereby allowing Maori to undertake the required}

\textsuperscript{49} A coalition of local hapu representatives formed in 1995
\textsuperscript{50} Wiremu Puke pers. comm. \textit{in} Phillips 2014.
\textsuperscript{51} William Graham was Hamilton’s first surveyor and later the town Mayor. He built his house on the site of Kirikiriroa Pa in 1880.
ceremonial rituals and laments prior to the bones being transported to other locations, and re-buried.

Just to the south of Bridge Street there was another pa called Te Tahuki, this had a fresh water spring called Te Korokoro (the throat) at the location of the former Waikato Brewery. North of this at the site of the current Hamilton Rowing Club there was a canoe landing place (Opus 2000: 9).

The Waikato Tainui Environmental Plan sets out objects, protocols, and policies for the management of archaeological and cultural sites within the district. In accordance with this plan there will be a requirement for HCC to consult with iwi regarding developments in all three study areas from the development and planning stage. This is based on the presence of sites of cultural value in or close to the development areas.

7 River Channel

The Waikato River was central to the Maori occupation of the district. Ngati Wairere and their extended hapu would have used the river for communication and travel. This is attested to in Section 3.1 and in Section 3.2. The latter provides early 19th century accounts of trade and commerce prior to European arrival.

The remains of waka located in the river is possible, however it is unlikely that such remains would be found in the busy central inner-city portion of the river. This is based on the large scale commercial shipping throughout the first half of the 20th century, and the scouring caused to the riverbed by the subsequent river dam infrastructure. Commercial shipping is likely to have removed any sub-surface snagging hazards, and the scouring of the river bed would have dislodged any timbers buried in soft river silts.

A thesis by Adam Wood (2006) which looked closely at the riverbed was consulted. This work included mapping the riverbed with multi-beam and side-scan sonar. The results of the survey within the study area are provided in Figure 42. These have been closely examined and they show that there is a mixed acoustic response in the river’s edge between Roose Commerce Park and past Ferrybank. These are not unusual when compared with the rest of the river bank. However the remains of the Union Bridge certainly appear to be evident as distinct low-response areas just south of the current Traffic Bridge and this should be regarded as an area with potential for archaeological remains to be present. No further evidence for archaeological remains has been identified.

The lack of evidence in many areas of the river bank is not an indication that archaeological remains are not present. If evidence exists, the remains are likely to be too small to be detected. The river was a particularly active place in the vicinity of the study area and development of the riverbed has the potential to uncover archaeological remains. Such remains might include:

- Evidence for the former punt landing.
- Evidence for the former wharf.
- Evidence of cargo lost/ misplaced into the water from the wharf and jetty, and
- Items lost and thrown away over the Union Bridge.

Such objects and infrastructural evidence would be considered an archaeological site and the potential to locate/record/removing this material when redeveloping the river edge, or construction a new bridge across the river should be managed accordingly.

Figure 42: Multi-beam/ Side-scan Sonar Data showing the depth of the River and acoustic responses. The Union Bridge remains are arrowed (source: Wood: 2006).
8 Discussion and Conclusions

This desk-top assessment has utilised various sources of published and unpublished documents to identify the presence of archaeological sites and sites of cultural significance within the 3 study areas of Ferrybank, Roose Commerce Park, and Wellington Street Beach/ Hayes Paddock. This research was complimented by a visual field inspection to aid in the identification of, or the potential for, intact archaeological material.

The information gathered from each of these three study areas provides key indicators on the potential for, or known archaeological values of these areas. Key indicators include:

- Documented and oral accounts of the activities in these areas pre 1900.
- Cartographic /photographic evidence.
- Previous archaeological finds/surveys/ investigations.
- Level of modern (post 1900) ground disturbance/ modification/ development, and
- Results of visual inspection (field survey).

Whilst it cannot be confidently known what the nature and extent of archaeological evidence below the ground is without intrusive investigations\(^{53}\), it can be predicted to some degree based on the above factors.

There are no current plans indicating areas to be developed within the study areas and so no assessment of the effects of these plans on heritage values is provided here. What is provided is a map indicating the areas of high archaeological potential, and those areas where no or limited below-ground archaeological values are expected.

The only area of known archaeological values is at Ferrybank. The remaining areas of Roose Commerce Park and Wellington Street Beach/ Hayes Paddock are considered to have low to moderate archaeological potential.

8.1 Ferrybank

The Ferrybank area is indicated from the historical records to have been both an area utilised prior to European arrival by Ngati Wairere and the centre of initial European settlement in Hamilton. This area is recorded as a historic site in the district plan (A116 – see Section 2.3.1), and two recorded archaeological sites are directly within this land.

On the river bank was a small terrace that was first used as a canoe landing site by Maori and later in the mid-late 19th century as a landing site, with a jetty, for European military forces and settlers. The jetty was used by boats transporting people and goods up and down the Waikato River, as well as being the base for the punt across the river to Hamilton East.

A wharf was established upstream of the jetty, in the area where the current rowing club ramp is sited. The Ferrybank area was central to the original military settlement of Hamilton because the only method of travel to and from the settlement at this time was by government steamer and the landing was a vital access point for the militia off-loading supplies from the other river settlements and Auckland.

\(^{53}\) I.e. removal of topsoil to identify below surface evidence
The original settlement, along the river bank by the jetty, was built as Commissariat stores. Temporary domestic and commercial buildings occupied the river bank and the terrace above the ferry landing from 1864 until approximately 1880 by which time the CBD of the town had moved onto the higher terrace, now Victoria Street.

Extensive archaeological evidence was identified at the Hamilton Club redevelopment in 2012-13. This included a probable pre-European settlement with horticultural activity, evidence for the military settlement from 1864, and the later commercial and domestic activities in the 19th century. This is within the Ferrybank area, located above the lower terrace. Its extent is not currently well known although it is anticipated that evidence will continue into the area to be developed under the HCRP.

Modern developments including the rowing club and the Waikato Museum are likely to have removed most, if not all of the evidence of earlier activity within their development footprint at Ferrybank.

Buildings fronting Victoria Street are evident in the later images from the 19th century on the present-day grassed reserve north of the Municipal Pools. This current study has not identified the exact nature of these although they are likely to be business premises and domestic residences. Although there have subsequently been extensive buildings in this area, including the 1906 Town Hall and the Riverview Hotel/boarding house, depending upon the building foundations of these structures (i.e. if they were built on piles, or if basements were present) below-ground archaeological evidence may be present of the earlier buildings and associated features.

Further down the hill towards the river, in the vicinity of the band rotunda and along the river frontage reserve, there is a high possibility of extensive archaeological remains similar to those identified by Phillips (2014).

In addition, considering the intensive early shipping activity at the wharf and punt jetty there remains the possibility that underwater archaeological material may be present. Considering the natural force of the river and later riverbed scouring caused by the upstream damming of the river, such evidence is likely to be heavier objects sitting on the riverbed, in particular iron and steel objects. In addition evidence of the jetty and wharf infrastructure may be present in the river channel (i.e. piles, iron cables from the punt) and should be considered prior to any development of the river bed.

The areas which are likely to hold most archaeological value are identified in Figure 43, this figure shows an overlay with the location of significant modifications by modern buildings/development, evidence of the location of former buildings identified on SO 1597b (dated to 1978 and produced in part in Figure 10), SO 19900 (dated to 1917 and reproduced in part in Figure 11) and areas of archaeological interest identified by Foster (Opus 2000) and during the current phase of fieldwork.

The general Ferrybank area should be considered as having high archaeological potential beyond the modern building developments highlighted in Figure 43. Future physical groundworks will likely require iwi consultation, an authority from Heritage New Zealand, and archaeological monitoring and investigation.

54 I.e. rubbish pits, wells etc.
Figure 43: Map of Areas of Archaeological Potential at Ferrybank. Colours on the map define areas of low-medium-high potential for the presence of subsurface archaeological remains (see legend).
8.2 Roose Commerce Park

Roose Commerce Park, just south of the Traffic Bridge is in close proximity to the accounts of traditional burial places in the banks of the river, and a pa site located at the former Waikato Brewery Site (now the site of a restaurant and domestic residences) on the hill above.

Historical photographs indicate that small cottages and buildings were located close to Roose Commerce Park in the 19th century, although it is not clear if there were any directly within the study area as no survey plans were identified to aid in their relocation. Intensive commercial operations in the 20th century and the subsequent redevelopment of the land into a recreational boat ramp and carpark is likely to have removed most, if not all of the earlier evidence.

Figure 30 illustrates the known extent of Roose’s shipping business. This combined with the redevelopment of the land would strongly suggest no archaeological evidence has survived in this location with the exception of the grassed reserve to the far south (past the area of the waka shed). Additionally there has been extensive landscaping to the north where public toilets and seating is provided, and possibly to the south also.

**Roose Commerce Park has no known archaeological values, and there is considered to be a low possibility of locating intact subsurface remains associated with human activity prior to 1900. Because of the potential for waahi tapu in the general area iwi consultation should be undertaken at the design stage of the project.**

8.3 Hayes Paddock/ Wellington Street Beach

To the north of Wellington Street Beach is an area defined on the district plan as an unnamed urupa (A121). To the south of the beach there is Te Moutere o Koipikau Pa at Graham Island (A28) (see Section 2.3.2). No archaeological survey of the pa site has been undertaken and it is not known if any physical evidence remains for this site, or for the urupa. There are also pa in the wider study area on both sides of the river.

The evidence for the wider locality would indicate that Hayes Paddock was used by Maori, however the extent to which their activities have left physical evidence behind is not currently well understood. No physical or documentary evidence of pre-1900 human activity has been located during the research for this assessment.

**Hayes Paddock/ Wellington Street Beach has no known archaeological values, and there is considered to be a low to moderate possibility of locating intact subsurface remains associated with human activity prior to 1900. However an authority should be obtained from Heritage NZ and earthworks should be monitored by an archaeologist. Because of the potential for waahi tapu in the general area, iwi consultation should be undertaken at the design stage of the project.**
9 Recommendations

There is a legal obligation to submit an authority application to Heritage New Zealand to damage or modify an archaeological site. This includes those previously recorded and where there is reasonable cause to suspect that an archaeological site is present. The following recommendations are made in accordance with these statutory requirements:

- Ferrybank
  - **The grassed reserve areas bordered by the Waikato River, Grantham Street/ Project Grantham, the Waikato Museum:** The HCRP should seek to minimise earthworks when developing the areas marked out as having high to moderate potential in Figure 43. There are likely to be extensive remains of European and Maori activity prior to 1900 similar to that found below Project Grantham.

  In particular the lower terrace, the site of the ‘very old building’ and the Hamilton Punt and wharf areas should be avoided in any plans to develop this area (see Figure 43).

  Areas identified as having low potential for archaeological remains (i.e. where modern developments are present) should not be limited in the scale of development proposals based on subsurface archaeological values.

  - **The grassed reserve bordered by Grantham Street, The Traffic Bridge, and Victoria Street:** The HCRP should seek to minimise earthworks when developing the areas marked out as having high to moderate potential in Figure 43. This area is likely to contain evidence of European, and possibly pre-European activity prior to 1900.

  Areas identified as having low potential for archaeological remains (i.e. where modern developments are present) should not be limited in the scale of development proposals based on subsurface archaeological values.

  - Iwi consultation should be undertaken for works in the Ferrybank area at the design stage as there is proven Maori archaeological deposits in this area (see Section 5.2.1.3), documentation of traditional burial sites in the river banks, and a traditional landing site at Ferrybank (see Section 6). This is in keeping with the objectives and policies stipulated in the Waikato Tainui Environmental Plan.

- **Roose Commerce Park:**

  - There are no known archaeological values associated with this area and no limitations on the scale or location of developments proposals are necessary based on archaeological values.

  - Iwi consultation should be undertaken for works in this area at the design stage as there is documentation of traditional burial sites south of the Traffic Bridge and a pa at the site of the Waikato Brewery building (see Section 6). This is in keeping with the objectives and policies stipulated in the Waikato Tainui Environmental Plan.
• **Wellington Street Beach/ Hayes Paddock:**
  
  o There are no known archaeological values associated with this area no limitations on the scale or location of developments proposals are necessary based on archaeological values.

  o It is recommended however that an authority is sought for any grounds works in the vicinity of the un-named urupa (currently considered to be outside of the proposed development), and for works on the grassed reserve south of the beach. Archaeological monitoring is recommended for earthworks in these areas.

  o Iwi consultation should be undertaken for works in this area at the design stage. This is in keeping with the objectives and policies stipulated in the Waikato Tainui Environmental Plan.

• **Archaeological Authorities:**

  o Following detailed design HCC should seek an archaeological authority from Heritage NZ. An application to Heritage NZ should include an assessment of effects, an archaeological management plan, and research strategy. The application should cover all proposed works associated with the HCRP in the vicinity of:

    ▪ Ferrybank

    ▪ Wellington Street Beach/ Hayes Paddock

• **Assessment of Effects:**

  o Any application to Heritage NZ will require an assessment of the archaeological values of the land, and the effects of the proposed development on those values. HCC should commission an assessment of effects report following design plans and in advance of any development for:

    ▪ Ferrybank

    ▪ Wellington Street Beach/ Hayes Paddock

• **Mitigation:**

  o HCC should consider appropriate mitigation for the removal of any archaeological values in the vicinity of:

    ▪ Ferrybank

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55 No mitigation is provided in this document as this is beyond the scope of this assessment, however detailed mitigation is provided in the Opus (2000) report, and the reader is directed here to consider what might be appropriate.
10 References


Simmons, A., 2005. Summary of archaeological work carried out on part of S14/39 Kirikiriroa Pa, Hamilton. Prepared for Roydon Hooker, Araldon Holdings Ltd. 129


Other sources referred / reviewed to:

- Historic aerial photographs at HCL
- NZAA ArchSite database.
- NZHPT Digital Library.
- HNZPT The List
- LINZ Historic Survey Plans
Websites

http://www.hamiltoncityriverplan.co.nz
http://otago.ourheritage.ac.nz
http://www.teara.govt.nz
http://hamiltonlibraries.contentdm.oclc.org
http://ketehamilton.peoplesnetworknz.info
11 Appendices

A: Certificate of Titles
B: NZAA Site Record Forms