



Prepared for the New Zealand Transport Agency

Archaeological Site Management Plan: Peka Peka to Ōtaki

The Kapiti Coast Expressway





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1 Introduction

1.1 Purpose

This is the Archaeological Site Management Plan (ASMP) for the construction phase of the Peka Peka to Ōtaki Expressway Section of the Wellington Northern Corridor (the Expressway). It has been commissioned by the New Zealand Transport Agency (The Transport Agency).

There are currently five recorded archaeological sites within the footprint of the Project, and four areas where there is considered to be a risk of encountering archaeology. This ASMP details the management of the areas outside of the recorded sites and high risk zones. The recorded sites and risk areas will be investigated in advance of contractor works. The Archaeological Research Strategy (ARS) details this work.

Because all of the known archaeological sites will be investigated in advance (as detailed in the ARS), this ASMP does not provide details regarding the management of any archaeological risks in the majority of known archaeological areas.

This ASMP will be updated, with the necessary approval, throughout the course of the Expressway in order to reflect changes associated with modification or changes to construction techniques or the natural environment as well as any archaeological issues that may arise. Any changes to this ASMP will be discussed with tangata whenua, the Transport Agency, and HNZPT.

1.2 Project Scope

The scope of this ASMP is defined as the whole designation area covered by the Peka Peka to Ōtaki section of the Wellington Northern Corridor.

The Expressway comprises just over 12 km of proposed new road, linking the McKays to Peka Peka section in the south with the Ōtaki to Levin section in the north. Within the current designation the specimen design includes the following components:

- Four-lane dual 100 km/h speed, grade-separated and median divided arterial expressway route.
- New expressway structures include:
 - Waitohu Stream Bridge
 - Ōtaki Floodway Bridge
 - Ōtaki River Bridge
 - Mary Crest Overpass.
- Road Underpasses and Rail Overpasses include:
 - Ōtaki North Expressway Underpass
 - Ōtaki North Rail Overpass

- Rahui Road Underpass
- Ōtaki South Rail Overpass
- Ōtaki South Expressway Underpass
- Te Horo Underpass
- 18 Culvert Structures

The ASMP shall cover all sites within the Expressway footprint (within the confirmed designated land for the Peka Peka to Ōtaki section) including borrow sites, construction areas, construction yards and stormwater treatment areas.

A design and construct contract is expected to be awarded in mid-2016, and following this, changes to the specimen design are likely. This ASMP will be updated as required to take into account any substantial changes to the specimen design.

2 Legislative and Other Requirements

The following legislative standards and other requirements have been identified as relevant to the management of archaeology for the Expressway. The applicable legislative requirements are:

- Heritage NZ Pouhere Taonga Act 2014 (HNZPTA)
- The Protected Objects Act 1975
- Relevant conditions of the consents granted for the Expressway
- The Transport Agency Environmental Plan
- The Kapiti Coast District Council District Plan

An archaeological site is defined in the HNZPTA as:

“any place in New Zealand that –

(a) Either –

- i. was associated with human activity that occurred before 1900; or
- ii. Is the site of the wreck of any vessel where that wreck occurred before 1900; and

(b) Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.”

All archaeological sites, whether recorded or not, are protected under the HNZPT Act, and sites may not be damaged or destroyed unless an Authority has first been obtained from HNZPT.

An authority to modify the archaeological sites within the land currently owned by the Transport Agency has been applied for, and additional authority applications will be submitted for the

remaining land parcels as they are acquired. Together, these authorities will cover the length of the Expressway, including associated construction yards/ borrow sites.

The management of effects on archaeological sites during the Expressway construction shall be undertaken in accordance with the minimum requirements specified below:

- To minimise any potential adverse environmental effects on archaeological sites.
- To protect sites in close proximity to construction works from accidental damage by heavy machinery.
- To make and preserve a permanent record of all archaeological sites affected by the Expressway.

Consultation with the relevant tangata whenua groups and an assessment of effects on Maori cultural values is required as part of the Authority application. Consultation with iwi has been carried out from the early stages of the project and is considered to be an on-going requirement throughout the project.

3 Management of High-Risk Areas

There are five recorded archaeological sites, and four high archaeological risk areas located within the Expressway footprint (see Figures 1-8 below). **These will all be investigated in advance of the contractors starting works at the site.** The methodology for the investigation of these sites is provided in the ARS.

The eight areas which will be investigated prior to contractors taking over the site are:

- R25/47 and the Mary Crest Dunes (see Figure 1).
- R25/48 – Matenga Moroati’s House (Figure 2).
- S25/125 – Clifden Cottage (see Figure 3).
- Kaingaraki Pa and Cultivation Area (see Figure 4).
- S25/122 – Ōtaki Railway Station (see Figure 5).
- S25/124 – 230 Main Road, Ōtaki (see Figure 6).
- Pare-o-Matangi Block (see Figure 7).
- North Ōtaki Dunes (see Figure 8).

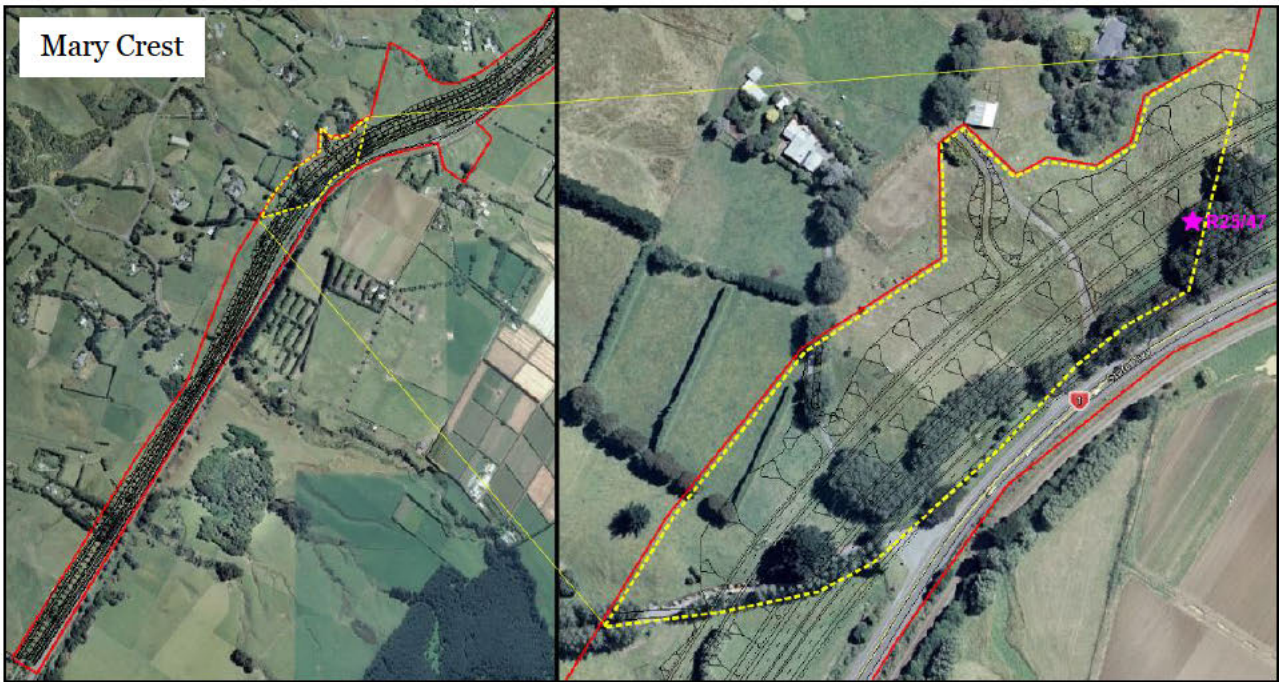


Figure 1: Area of pre-construction investigation (outlined in yellow) at the Mary Crest dunes, showing the location of recorded site R25/47 (in pink).

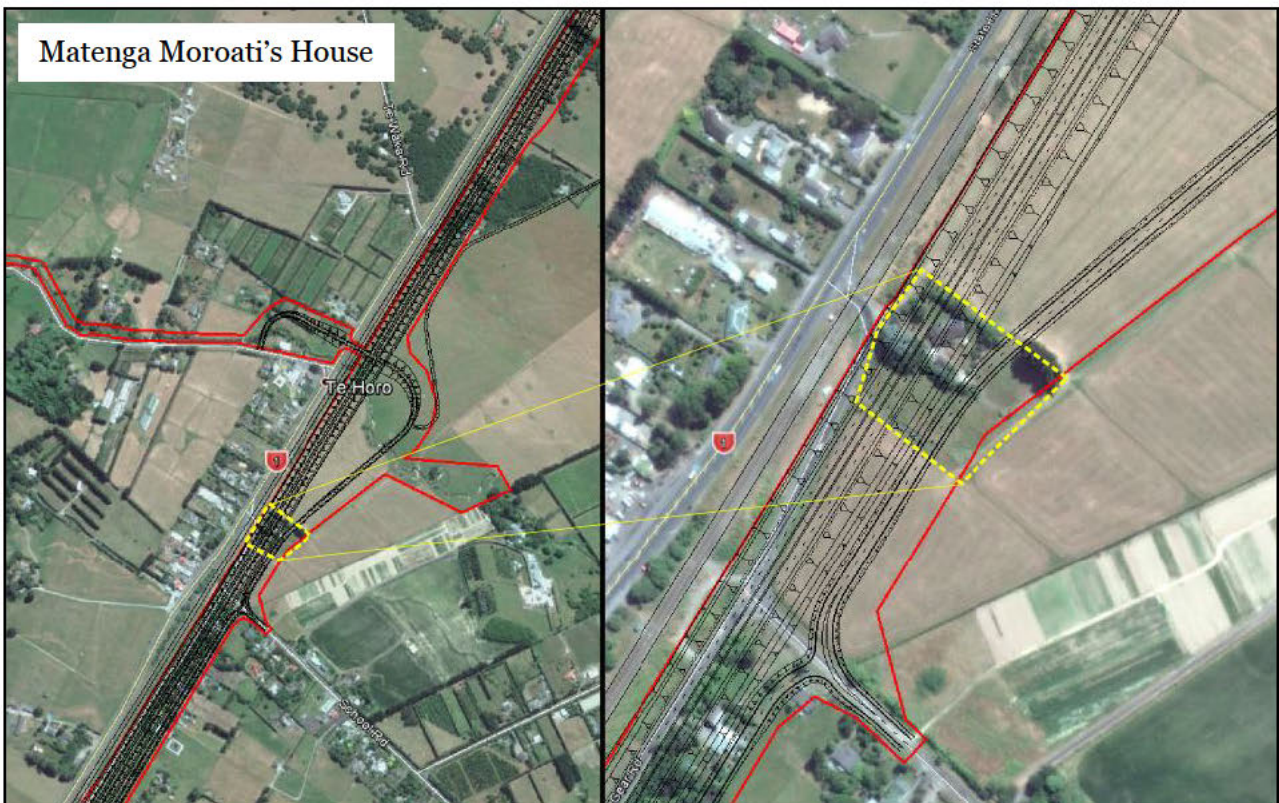


Figure 2: Area of pre-construction investigation (outlined in yellow) at Matenga Moroati's House.

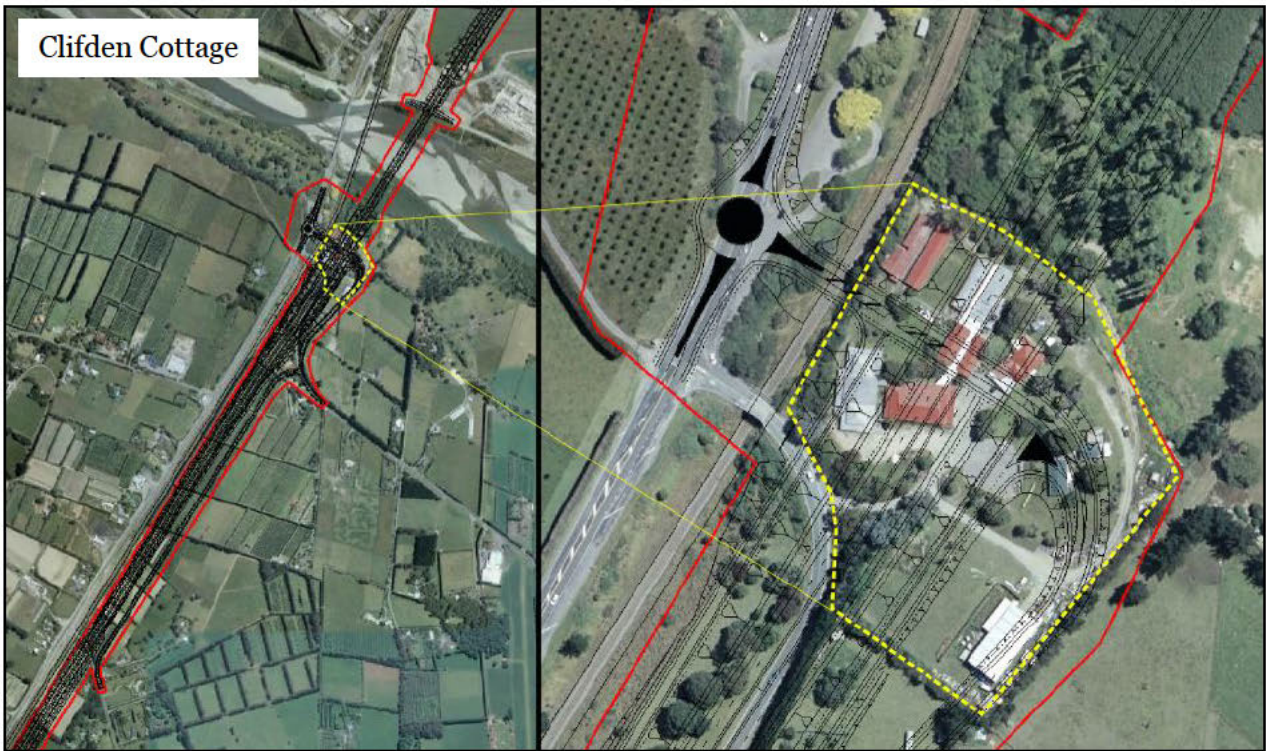


Figure 3: The original Clifden Cottage property (outlined in yellow) which will undergo pre-construction investigation.

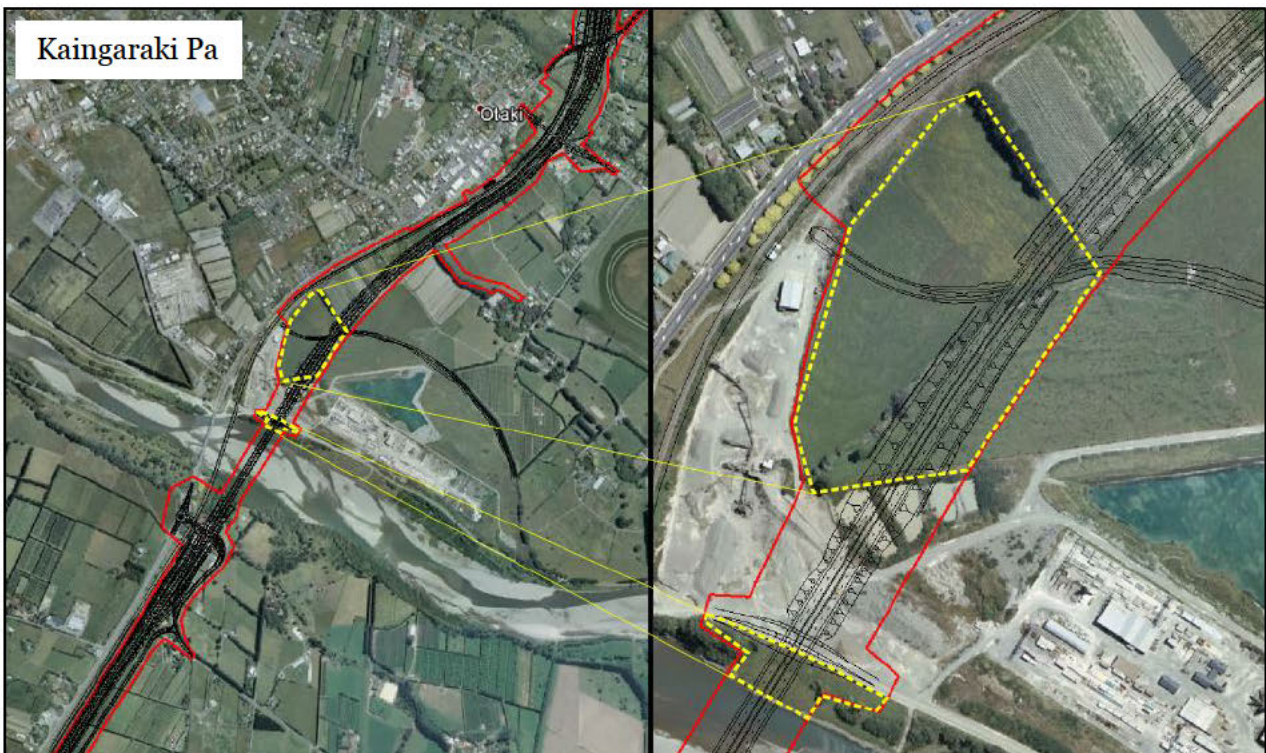


Figure 4: Kaingaraki Pa and Cultivation area (outlined in yellow), which will undergo pre-construction investigation.

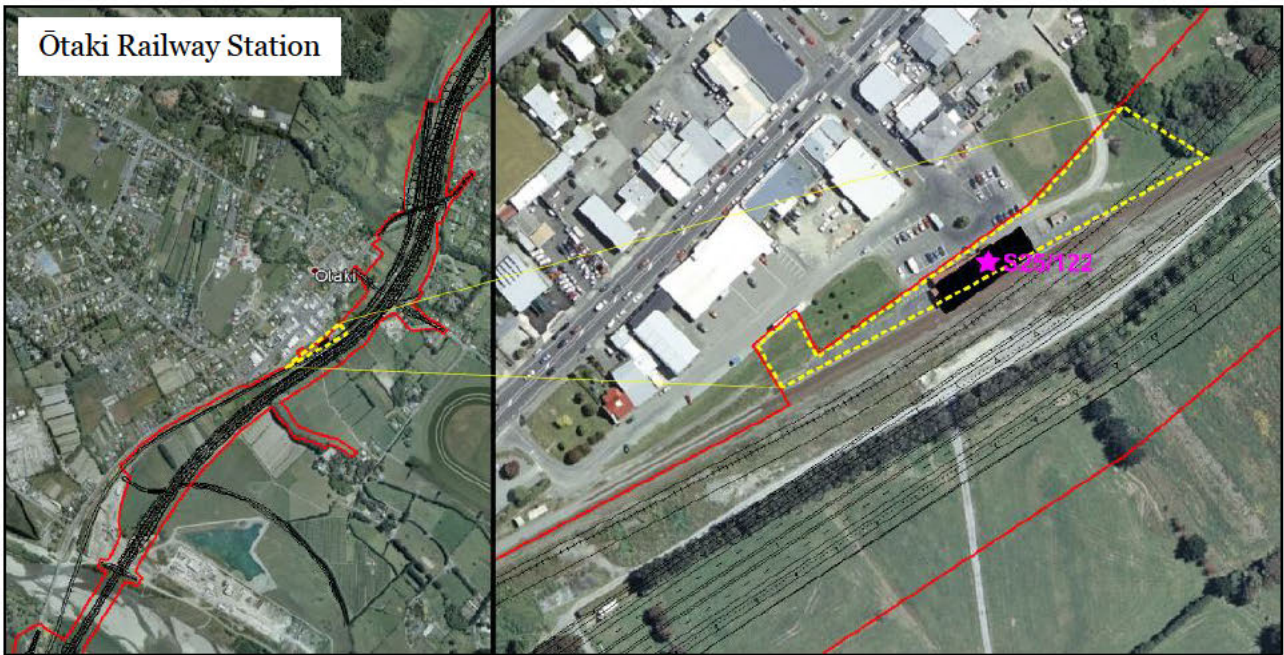


Figure 5: Ōtaki Railway Station (S25/122), showing the area for pre-construction investigation (outlined in yellow).

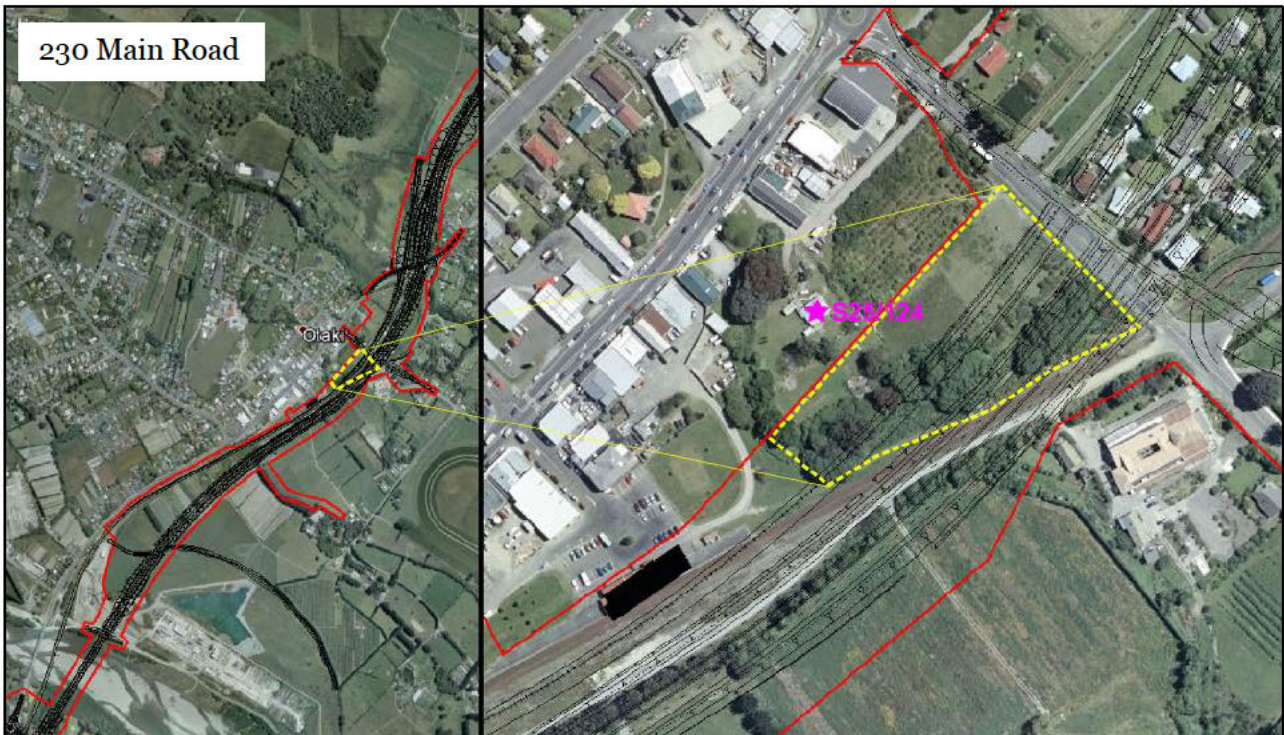


Figure 6: 230 Main Road (S25/124), showing the area for pre-construction investigation (outlined in yellow).

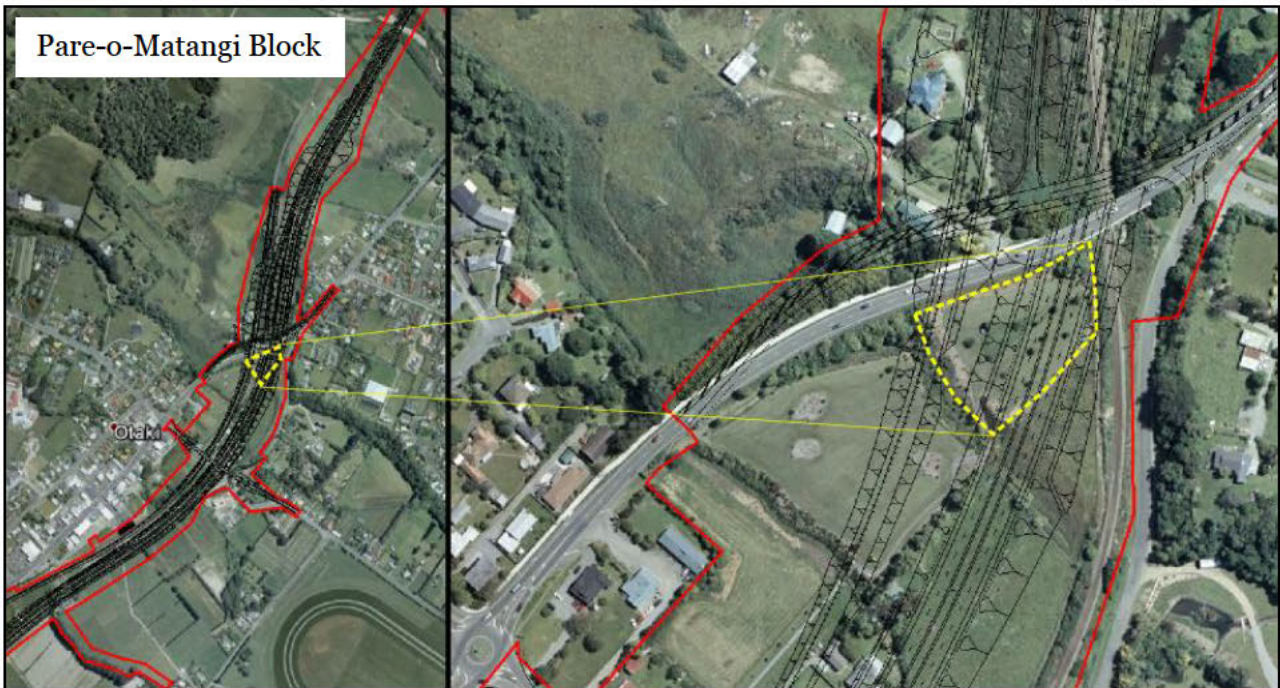


Figure 7: Area of pre-construction investigation within the Pare-o-Matangi Block (outlined in yellow).

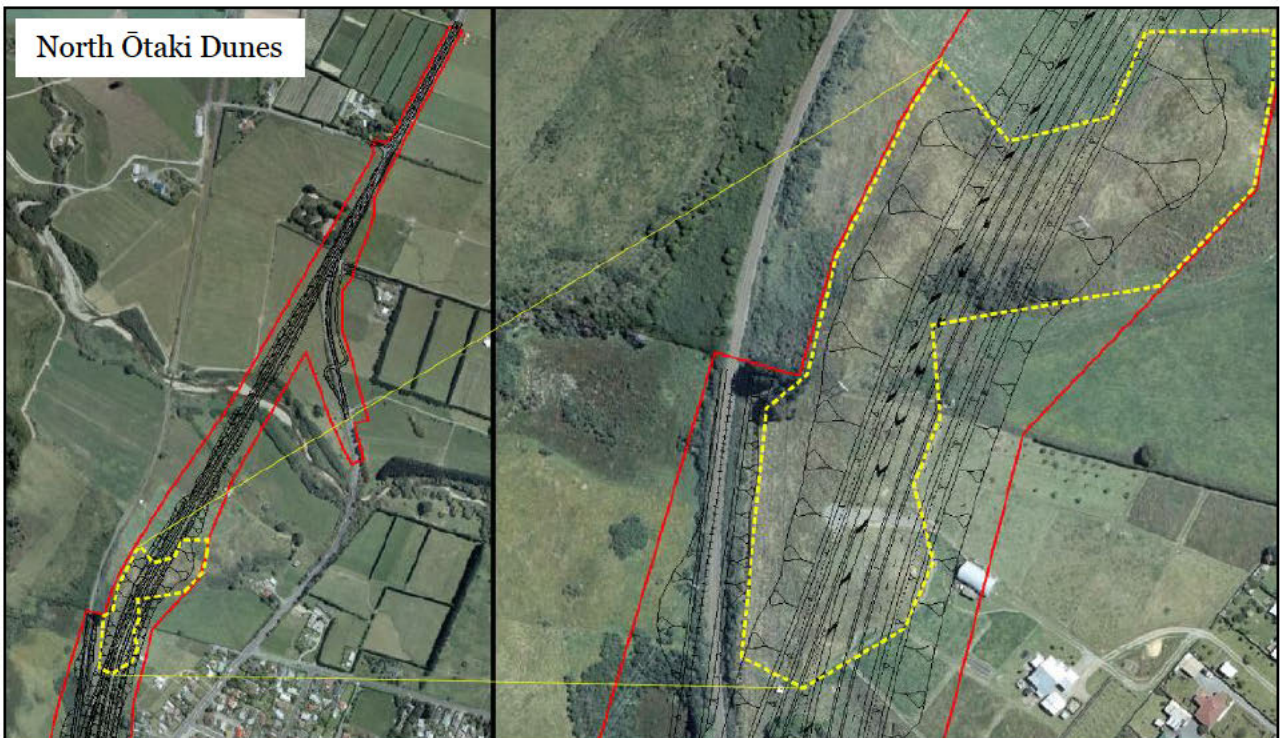


Figure 8: Area of pre-construction investigation at the North Ōtaki Dunes (outlined in yellow).

4 Management of Moderate Risk Areas: Monitoring

This section provides details on the management of the ‘moderate risk’ areas of land. These sections of land are outside of the known risk areas (as detailed in Section 3) and have no known archaeological values. However, they are areas of low relict sand dunes, and thus it is considered that there is a moderate risk that archaeological material will be encountered during earthworks in these areas.

Archaeological features and remains can take a range of forms, for example, shell middens, burnt and fire-cracked stones, charcoal, nineteenth century rubbish pits (glass, crockery, metal), ditches, banks, old building foundations, artefacts of Maori and early European origin, and human burials. Within this Expressway two of the main archaeological feature types are likely to be pre-European middens, and nineteenth century domestic features (such as rubbish pits).

Moderate risk areas include:

- Te Kowhai Road to Old Coach Road at the Mary Crest curve,
- The Ngakororo 2F Reserve

4.1 Areas to be Monitored

4.1.1 Te Kowhai Road to Old Coach Road, Mary Crest

The area between Te Kowhai Road at the southern end of the designation and Old Coach Road at Mary Crest is an area of low undulating relict sand dunes, and is within the vicinity of recorded midden sites situated within the same dune environment (Figure 9). As the dunes south of the Old Coach Road are relatively low-lying, there is considered to be a moderate risk of encountering unrecorded archaeological sites.

For the purposes of managing this risk the following actions will be undertaken:

1. Site visits to monitor the topsoil stripping on the raised dune surfaces during the construction phase in the areas between Te Kowhai Road and Old Coach Road (see Figure 9).
2. Implementation of the On-call Protocol in the areas outside the risk.

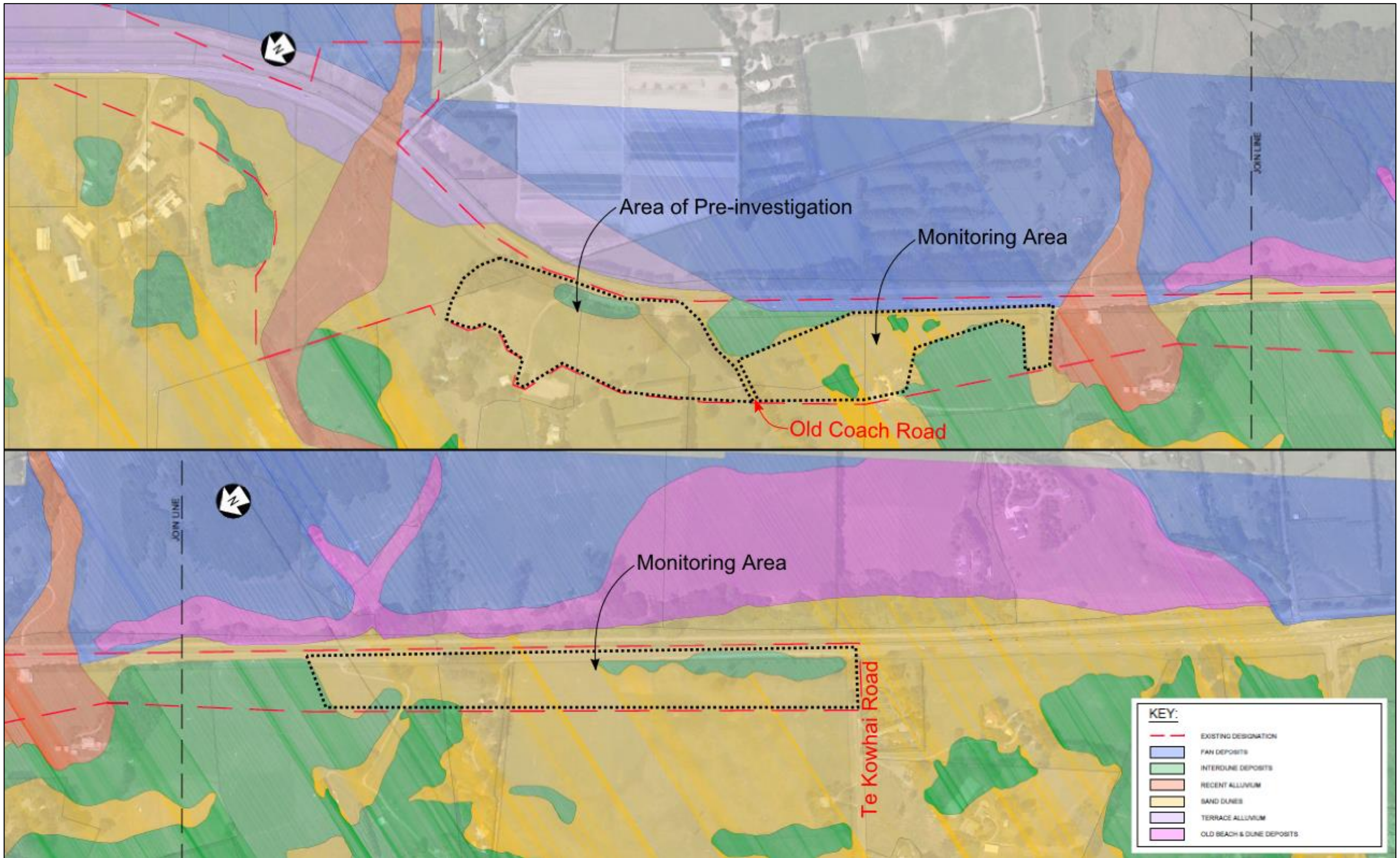


Figure 9: Areas of pre-investigation and monitoring based on underlying geological deposits in the section between Te Kowhai Road and Mary Crest curve.

4.1.2 The Ngakororo 2F Reserve

The area identified as the Ngakororo 2F Reserve within the designation at the Mary Crest curve is an area of low sand dunes and recent alluvium deposits. The area is between Te Horo Pa site in the south and Makahuri (also a pa) in the north, as well as being adjacent to recorded archaeological midden sites in the dunes to the west. There is potential for settlement evidence to be encountered in this area. Additionally there is an oral tradition of the area being a burial ground, thus there is potential for koiwi.

For the purposes of managing this risk the following actions will be undertaken:

1. Site visits to monitor the topsoil stripping on the raised dune surfaces in the area shown in Figure 10 below.
2. Implementation of the On-call Protocol in the areas outside the risk.

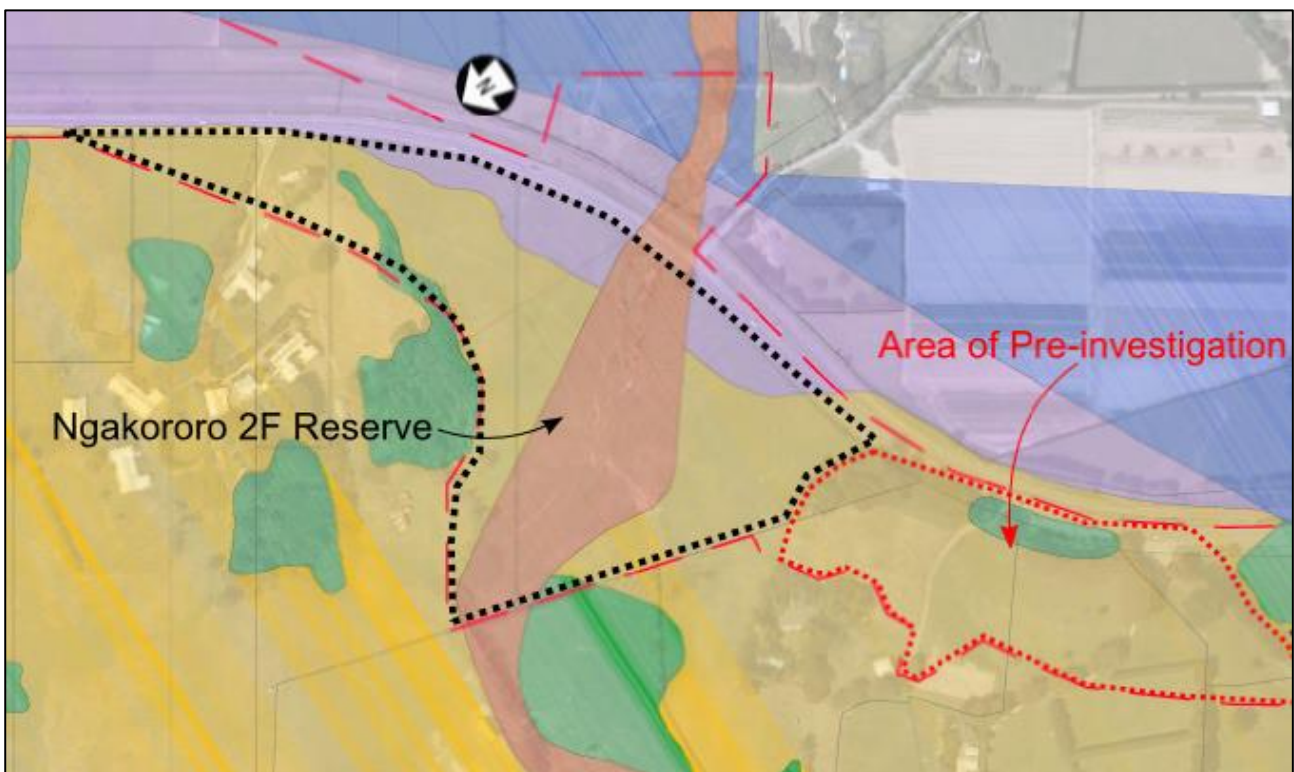


Figure 10: The Ngakororo 2F Reserve risk area proposed for archaeological monitoring.

4.1.3 Procedures

The following procedures will be followed during archaeological monitoring:

1. Within the areas between Te Kowhai Road and Old Coach Road at Mary Crest (as shown in Figure 9), and the Ngakororo 2F Reserve (as shown in Figure 10) the Project Archaeologist, or their assistant, will be on site to monitor topsoil stripping to establish whether archaeological sites, features or deposits are present – excluding areas that have clearly been modified to the extent that any archaeological remains will have been destroyed.

2. If *in situ* archaeological features or deposits are identified during either monitoring or the site visits, the archaeologist will stop the work immediately within that area and notify the site foreman. The archaeological site will be clearly marked off to ensure that it remains undisturbed and meets health and safety requirements.
3. The archaeological site will be investigated, sampled and recorded in accordance with accepted best practice and in line with the legal conditions of any authority granted by HNZPT.
4. If koiwi tangata (human bone) or taonga are unearthed the protocols outlined in Sections 5.3 and 5.4 will be followed.

5 Management of Low Risk Areas: On-Call Protocol

The remainder of land will be covered by an On-Call Protocol. This protocol will follow a similar direction to an Accidental Discovery Protocol, however considering the works will be undertaken under an authority/s from HNZPT, the protocol will be more directive.

Low risk areas include:

- The Te Horo straight, between Mary Crest and Clifden Cottage (excluding Matenga Moroati's house site),
- West Ōtaki between Kaingaraki Pa and the Ōtaki Railway Station/230 Main Road,
- Between 230 Main Road and Pare-o-Matangi Block,
- Between Pare-o-Matangi Block and the North Ōtaki Dune, and
- Between the North Ōtaki Dune and the northern end of the designation.

5.1.1 Purpose

The on-call protocols set out below will be followed if subsurface archaeological remains, koiwi tangata (human remains) or taonga are exposed during construction in areas that are not being monitored by an archaeologist or when archaeologists are not present on site.

Information provided below outlines procedures to be followed in the case of suspected unrecorded archaeological sites being located during the course of work.

Tangata whenua should be consulted regarding these protocols and given the opportunity to discuss amendments where appropriate.

5.2 Discovery of Archaeological Features or Deposits

If suspected archaeological remains are exposed in the course of works, the following procedure will be implemented:

1. Contractors shall cease all work in the immediate vicinity of the suspected archaeological site, and immediately notify the Project Manager.
2. The area of the suspected archaeological deposit or feature is to be made secure, ensuring that the area (and any objects contained within) remains undisturbed and meets health and safety requirements.
3. The Project Manager will arrange for the Project Archaeologist to visit the site, to confirm the nature of the archaeological site, and to define the extent of the deposit or feature.
4. Following confirmation of the site as archaeological, the Project Manager will notify the Regional Archaeologist HNZPT, The Transport Agency, tangata whenua representatives and if appropriate district and city council representatives.
5. The archaeological remains will be investigated and recorded in accordance with archaeological best practice, and in line with the legal conditions of any authority granted by HNZPT.
6. Works can resume once the Project Archaeologist confirms that the required investigation and recording are complete and tangata whenua and HNZPT give their agreement.

5.3 Discovery of Koiwi Tangata (Human Remains)

If suspected human remains are identified, the following protocol will be adopted:

1. Earthworks shall cease in the immediate vicinity while an appropriately qualified archaeologist is consulted to establish whether the bone is human.
2. The area of the site containing koiwi will be secured, ensuring that the area (and any objects contained within) remains undisturbed and meets health and safety requirements.
3. If it is determined that bone is human, earthworks will not resume in the immediate vicinity (as determined by the Project Archaeologist) until HNZPT, tangata whenua representatives, the New Zealand Police and district council representatives have been notified.
4. Tangata whenua kaumatua will be given the opportunity to conduct karakia in association with appropriate tikanga Māori prior to the removal of koiwi for reburial.
5. If kaumatua so request, or as may have been agreed prior to the Expressway construction commencing, koiwi may be further analysed by a specialist osteo-archaeologist prior to reburial.
6. Work within the area can recommence as soon as the bones have been removed from site, and with the agreement of all relevant agencies.

5.4 Discovery of Taonga

Maori artefacts such as carvings, stone adzes, and greenstone are considered to be taonga (treasures). These objects are identified as taonga tuturu in the Protected Objects Act 1975. Taonga may be discovered in isolated contexts, but are generally found within archaeological sites, modification of which is subject to the provisions of the HNZPT Act.

If taonga are discovered, the procedure established for the discovery of archaeological sites (as detailed above) must be followed, and the following procedure will apply to the taonga itself:

1. The area of the site containing the taonga will be secured in such a way that protects the taonga from further disturbance or damage.
2. The archaeologist will inform HNZPT and tangata whenua representatives so that appropriate actions can be determined.
3. If the object is identified as taonga tuturu the Project Archaeologist will notify the Ministry for Culture and Heritage of the finding, as required under the Protected Objects Act 1975.
4. The Ministry for Culture and Heritage, in consultation with tangata whenua, will decide on custodianship of the taonga. If the taonga requires conservation treatment this can be carried out by the Archaeological Conservation Laboratory, University of Auckland (ph: 09 373 7999).

6 Implementation and Operations

6.1 Roles and Responsibilities

The Project Archaeologist will be responsible for carrying out the following tasks, or ensuring that they are carried out by other suitably qualified archaeologists:

- Providing training for contractors in the archaeological requirements of the project,
- Archaeological monitoring, investigations and recording,
- Providing advice on any suspected archaeological finds,
- Coordinating the recovery/ protection of any archaeological finds in conjunction with iwi advisors,
- Reporting on the archaeological work, and
- Meeting all HNZPT Act authority conditions for the project.

All archaeological work should be undertaken in conformity with the conditions of any authorities issued by HNZPT, and tikanga Maori protocols agreed to between iwi and the Transport Agency.

6.2 Training

Environmental training for all staff will be undertaken as part of the site induction programme. All new staff will go through an induction training session when they commence work and then regular (annual) refresher courses.

Environmental induction will include heritage information on the following aspects of this ASMP:

- Information about the activities and stages of construction that have the potential to impact on the locations of a number of recorded archaeological sites,

- What archaeological remains may be expected during earthworks, and the process to be followed,
- Archaeological requirements under the HNZPT Act and the project-specific accidental discovery protocol,
- Consent requirements,
- Archaeological monitoring, investigations and recording procedures to be carried out.

7 Tāngata Whenua Involvement

Consultation and engagement with tāngata whenua has been ongoing throughout the planning of the Project and the development of this document. The archaeological work will be undertaken in conformity with any tikanga Māori protocols agreed to by tāngata whenua and The Transport Agency.

8 Operating Procedures

The Transport Agency must comply with a number of legal conditions in relation to archaeological sites. These comprise both designation conditions as well as conditions imposed in any authorities granted by HNZPT granted for the project. These legal requirements are as follows:

1. Archaeological sites and risk areas R25/47 and the Mary Crest Dunes, R25/48, S25/125, Kaingaraki Pa, S25/122, S25/124, Pare-o-Matangi and the North Ōtaki Dunes will be archaeologically investigated prior to construction works.
2. The southern end of the designation between Te Kowhai Road and the Mary Crest Dunes will be archaeologically monitored during construction or inspected following topsoil stripping to identify if there are any archaeological sites within this area (See Section 4).
3. The areas outside of the identified sites and risk zones mentioned above will be managed under the provisions of an On-Call Protocol (see Section 5).
4. Any archaeological features or deposits that are exposed in the course of works will be recorded and sampled in accordance with accepted archaeological best practice, and in line with any conditions in authorities to modify the sites that have previously obtained from HNZPT.
5. HNZPT will be informed of any archaeological features or deposits that are exposed during works, and if they are considered to have potential, through detailed archaeological investigation, to provide significant information relating to the history of the Kapiti Coast, and New Zealand.
6. The Transport Agency, in partnership with tangata whenua, will ensure that the correct processes are followed (e.g. The Protected Objects Act, landowner notification), and that the appropriate owner/custodian of any archaeological material found during the excavations will be informed as required.

9 Stand-Down Periods

Depending on the nature of the feature or deposits revealed during archaeological monitoring or as part of the on-call protocol, stand-down periods to allow the archaeological work to be carried out or for consultation with the appropriate parties may be required. Stand-down will require construction work to cease only in the immediate vicinity of the find or feature. This area will be defined by the archaeologist. Work may proceed in other areas of the Expressway while the archaeological site is investigated, sampled and recorded.

The maximum stand-down periods contained in the table below will apply in relation to the Expressway, but it is noted that work may be resumed earlier, if the required archaeological work has been completed. It is noted that in relation to general authorities HNZPT is frequently involved in the decision making when archaeological remains are exposed.

TRIGGER	STAND-DOWN PERIOD	REQUIREMENTS ¹	RELEASE POINT
Archaeological features, deposits or artefacts identified and require detailed investigation.	Up to 3 days for a response from HNZPT.	Investigation and / or recording of the material in accordance with standard archaeological techniques.	Work resumes when the Project Archaeologist advises site foreman / Project Manager that archaeological work is complete and HNZPT and tangata whenua give their approval.
Koiwi tangata (human remains) identified	Up to 3 days (or a period agreed between Project Manager and tangata whenua).	HNZPT and NZ Police to be satisfied that identification of koiwi correct. The authority holder to consult with tangata whenua and HNZPT to ensure appropriate actions are taken. Tangata whenua representative to organise appropriate protocols and procedures for the removal of koiwi from site for reburial.	Work resumes following removal of koiwi from site.

¹ Information provided in table are general requirements based on expected authority conditions. All work carried out will be guided by the legal conditions of the authority

Isolated taonga or archaeological remains identified	Up to 3 days	HNZPT and tangata whenua (in the case of taonga tuturu) and Ministry for Culture & Heritage notified and consulted on appropriate actions. Archaeological recording as required.	Work resumes when the archaeologist, Project Manager or HNZPT advises site foreman that archaeological work is complete.
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10 Dispute Resolution

The most common cause of disputes in relation to archaeological sites and work within a project is usually poor communication between parties. This can generally be resolved by ensuring that sufficient detail on the archaeological issues and responsibilities is outlined in management plan documents associated with the Expressway, and ensuring that contractors have received appropriate training in regard to the archaeological requirements of the project.

The inclusion of identified stand down periods to allow for archaeological work to be completed is a mechanism by which possible disputes can be avoided.

In the event of a dispute relating to the HNZPT authority investigation and recording, the following procedure should be followed:

1. If the dispute relates to archaeological issues a meeting between the authority holder (The Transport Agency) or designated representative, contractor and/ or subcontractor, and Project Archaeologist should be convened as soon as possible in an attempt to resolve the dispute.
2. If the dispute relates to cultural sites, a meeting between the authority holder (The Transport Agency) or designated representative, contractor and/ or subcontractor, tangata whenua representatives, and archaeologist should be convened as soon as possible in an attempt to resolve the dispute.
3. If the dispute cannot be resolved a further meeting of all parties with representatives of HNZPT will be arranged within 1 working day to resolve the dispute.

11 Reporting

It will be a condition of any authority(s) issued by HNZPT in association with this Expressway that a brief interim report is provided to HNZPT within 20 working days of the completion of the investigations and earthworks monitoring phase. For larger projects spread over several years, monthly or annual progress reports may be required.

Archaeological progress reports outlining the monitoring undertaken for the Expressway and the preliminary results will also be provided to The Transport Agency and HNZPT by the Project Archaeologist at 6 monthly intervals for the duration of the project.

The authority will also require that a full archaeological monitoring report is completed within a given timeframe from of the end of the archaeological investigations and earthworks monitoring

phase and provided to HNZPT. This must include a detailed presentation of the result of the archaeological monitoring (with plans, sections, photographs, analysis of archaeological materials, radiocarbon dating, etc.) and discussion and interpretation of the results.

The reports will be finalised by the Project Archaeologist, and it is the responsibility of the authority holder (The Transport Agency) to ensure that they are completed.

12 Archaeological Site Management Plan Review

This Archaeological Site Management Plan (ASMP) will be reviewed and updated at regular intervals throughout the project, with the necessary approvals, to reflect any changes associated with constructions techniques and the natural environment. Input from HNZPT, and tangata whenua will be sought for any revisions within this Archaeological Management Plan.

A management review of the ASMP will be undertaken at least annually by the Project Management team and The Transport Agency Heritage Advisor. This review will be organised by the Environmental Manager, and the Project Management team will be informed of any changes to this plan through the regular project communications processes. The review will take in to consideration:

- Any significant changes to the construction activities or methods;
- Key changes to roles and responsibilities within the project;
- Changes in industry best practice standards;
- Changes in legal or other requirements (social and environmental, corrective actions, internal or external assessments); and
- Public complaints.

The reasons for making any changes to the ASMP will be clearly documented. The original and any subsequent versions of the ASMP will be kept for the project records, and as appropriate will be marked as obsolete. Each new or updated version of the ASMP will be issued with a version number and date in order to eliminate obsolete versions of the document being used.

13 Mitigation

As per the designation conditions, a number of mitigation measures are required to be undertaken by The Transport Agency.

1. During archaeological field investigations, the requiring authority shall hold a series of open days associated with those investigations.
2. Following completion of the construction of the Expressway, the Requiring Authority shall, in consultation with tangata whenua, KCDC, and HNZPT, and for the purpose of public information and education:
 - i) Prepare a series of fixed interpretive signs and place those signs at culturally and/or archaeologically significant or strategic locations;

- ii) Prepare a complimentary set of portable interpretive panels to be supplied by KCDC for use and distribution, based on information obtained as part of any investigations undertaken in accordance with any archaeological authorities granted under the HNZPT Act 2014; and
- iii) Prepare and publish material (for example a booklet or series of booklets, or publication in an academic journal).

14 Contact Details

Organisation	Role	Representative	Contact Information
The New Zealand Transport Agency	Project Manager	Rowan Oliver	Ph: 021 919 344 Email: Rowan.Oliver@nzta.co.nz
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	Project Archaeologist	Emily Cunliffe	Ph: 021 466 895 Email: Emily.Cunliffe@opus.co.nz
Heritage New Zealand Pouhere Taonga	Regional Archaeologist	Kathryn Hurren	Ph: 027 293 7163 Email: Archaeologist2CR@heritage.co.nz
Ngā Hapū o Ōtaki	Representative	Rupene Waaka	Ph: 027 210 8860 Email: Rupene.Waaka@twor-otaki.ac.nz
	Representative	Caleb Royal	Ph: 027 311 1229 Email: Caleb.Royal@twor.ac.nz
Muaupoko Tribal Authority	Representative	Di Rump	Ph: 021 021 61043 Email: ceo@muaupoko.iwi.nz
Contractor		TBC	



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