

Appendix B:

In Situ Heritage Inventory and Port Wide

Archaeological Assessment



InSitu^{Heritage Ltd}

**Eastland Port Ltd.
Heritage Inventory and Whole of Port
Archaeological Assessment**

30 September 2015

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1. INTRODUCTION

Eastland Port Ltd. (EPL) is planning a substantial redevelopment and upgrade of its Wharf side Log Yard. The area encompassed by the port has a complex history of human occupation and use, and the proposed work and any future developments have the potential to affect any surviving evidence of those previous activities. Any archaeological material that pre-dates 1900 is protected under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA), and an authority (consent) is required for any activity that may cause its modification or destruction. The protection of historic heritage is also a matter of national significance under the Resource Management Act 1991 (RMA), and Gisborne District Council (GDC) has provisions in its District Plan to manage effects on historic heritage and archaeological sites. A comprehensive assessment covering the entire port area has not been completed to date, although a number of archaeological investigations, assessments and reports have been commissioned for different parts of the area over the last 20 years.

InSitu Heritage Ltd. has been engaged by EPL to prepare a heritage inventory of historic and archaeological heritage places in the EPL land holding (Figure 1) and to provide archaeological advice to guide future management of any archaeological sites within the context of the port development and on-going operations, including compliance with the HNZPTA.

The heritage inventory and assessment work that make up this project is presented in three parts:

1. This report, which documents the project methodology, contains a summary of historic heritage places and their significance, and provides management recommendations.
2. The Heritage Inventory, provided as an Excel spreadsheet.
3. GIS shapefile of point data for the location of items listed in the Heritage Inventory, as referred to in this report. Note this data does not show the extent of sites.

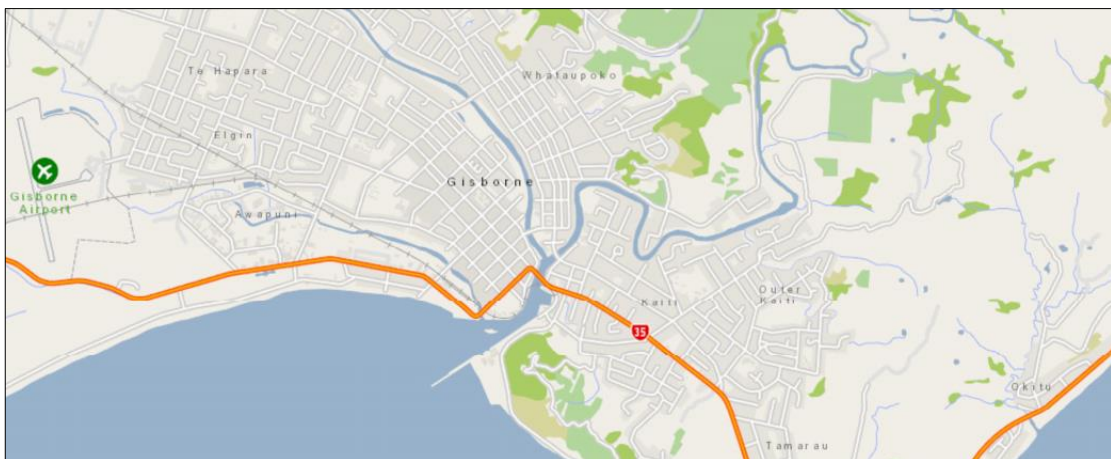


Figure1: Eastland Port Ltd., Gisborne (Base map: ArchSite, www.archsite.org.nz)

2. METHODOLOGY

The project involved three components: documentary research supported by field work, the production of the heritage inventory and shapefiles, and the preparation of the heritage management recommendations.

2.1 Research

Research of the history of the study area was undertaken for several reasons: to gain an overview of the human activity in the study area, to compile information about heritage places, including the identification of possible heritage places and archaeological features, and to clarify the timeframe of construction and subsequent changes for some places.

Much of the information relating to the heritage places in the area is contained in a number of separate reports and assessments that have been produced for different purposes. The research presented here pulls together information from these and other sources to provide an historical overview (Section 3). This section, however, is intended as a summary only to provide information and context for the heritage places in the inventory, rather than as a comprehensive history in its own right.

Fieldwork was undertaken to check the presence and condition of sites indicated by the research between 24 and 26 August 2015.

2.1.1 *Books, reports and archives*

Material consulted included published and unpublished books and reports on the history of the region, historic heritage and archaeological assessments, and newspapers available on Papers Past (<http://paperspast.natlib.govt.nz>). Photographs held in the Photographic Archive of the Tairāwhiti Museum provided a valuable overview of the physical changes to the area through the period of the mid-1800s to the present day.

2.1.2 *Heritage lists and overlays*

Heritage New Zealand and the GDC have responsibilities for the protection and management of historic heritage places and archaeological sites. As part of meeting these responsibilities these organisations manage lists of heritage places and sites. In addition, the New Zealand Archaeological Association maintains ArchSite (www.archsite.org.nz) which is the national inventory of archaeological sites.

Chapter 3 of the Gisborne District Plan (Operative 2006) relates to cultural heritage, recognised as comprising archaeological sites, wahi tapu and wahi tapu areas, and heritage buildings, places and precincts. The plan incorporates four heritage overlays: Heritage Alert Layer (Layer 1), Archaeological Sites & Areas (Overlay 2), Wahi Tapu (Overlay 3), and Post European Contact Schedule and Central Business District (Overlay 4). The plan includes rules associated with each heritage overlay.

2.2 Heritage inventory

The mouth of the Turanganui River is an area of continuous human use since the beginning of human settlement of New Zealand. In many instances subsequent activities have modified or destroyed evidence of earlier occupation and use. Nonetheless, there are still places where archaeological evidence of former activities is known to be present, either because it is still visible, or has been recorded during archaeological excavation. In addition, there are buildings and structures still in use that relate to the history of the area.

The Heritage Inventory contains a list of all heritage places that have been identified in the study area during the research and fieldwork carried out for this study.

2.2.1 Definitions

Terminology for historic heritage in New Zealand is defined in the RMA, and the HNZPTA. Archaeological sites are a specific subset of the historic heritage of New Zealand. While historic heritage can date from any time period, archaeological sites relate to activity that took place prior to 1900. The statutory definitions (given below) are used throughout this report.

Historic heritage is defined in the RMA as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities. Historic heritage includes: historic sites, structures, places, and areas; archaeological sites; sites of significance to Maori, including wahi tapu; and the surroundings associated with the natural and physical resources (RMA section 2).

Historic place is defined in the HNZPTA as any of the following that forms a part of the historical and cultural heritage of New Zealand and that lies within the territorial limits of New Zealand:

- (i) land, including an archaeological site or part of an archaeological site:
- (ii) a building or structure (or part of a building or structure):
- (iii) any combination of land, buildings, structures, or associated buildings or structures (or parts of buildings, structures, or associated buildings or structures).

Maori heritage places are also defined in the HNZPTA. **Wahi tapu** means a place sacred to Maori in the traditional, spiritual, religious, ritual, or mythological sense. **Wahi tupuna** means a place important to Maori for its ancestral significance and associated cultural and traditional values.

An **archaeological site** is defined in the HNZPTA 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 the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand.

In addition, Heritage New Zealand has the power to make a declaration that a site is an archaeological site.

2.2.2 Location & Condition

The level of confidence in the physical location of places in the Heritage Inventory varies. The Heritage Inventory includes several places that are known about through oral history, but where there is no currently identified link to visible physical evidence. Some of these places have been listed in ArchSite and the Gisborne District Plan, so are included in the inventory as they may be subject to GDC and Heritage New Zealand consent or authority requirements.

2.3 Heritage management recommendations

Eight Operational Areas were identified in consultation with EPL staff. These are: the Southern Log Yard, Secure Wharf Area, Wharf side Log Yard, Inner Harbour, Truck Stop and Gantry, Upper Log Yard, Upper Log Yard Extension, and the Channel & Ship Turning Bay.

Heritage management recommendations have been developed for each of these areas.

3. HISTORICAL OVERVIEW

3.1 Voyages and discoveries

Gisborne is situated on the shores of Poverty Bay where the Taruheru and Waimata Rivers join to form the Turanganui River. The area, known as Turanganui-a-Kiwa, has a lengthy and complex Maori tribal history, related in oral history and also reflected in place names, and the remnants of fortified pa, villages, gardens and fishing camps that survive today. Kiwa was the captain aboard the Takitimu canoe, which, like the Horouta, made landfall at the Turanganui River¹. The northern end of the bay is marked by the large landform of Titirangi, or Kaiti, whilst the southern point is dominated by the headland of Te Kuri a Paoa. Paoa was the captain of the Horouta canoe.

There are several places around the base of Titirangi that relate to the Maori history of the area. A spring at the base of Titirangi is named for Hamoterangi who landed around 1400 near there, on the waka Te Ikaroa-a-Rauru that was captained by her cousin Maia². Hamoterangi discovered the spring and drew water from it for Maia's child. In the 1890s the Maori owners agreed to access to the spring at Kaiti Hill to provide a water supply for the steam locomotive running between the blockyard and the coast during harbour development works³. The exact location of the spring is not known.

Te Pioi Pa was situated on the north-eastern slopes of Titirangi, and was occupied around 1450⁴. It was also used as a burial place. Te Umu o Tawhiwhi (the oven of Tawhiwhi) on the true left bank of the river is associated with a battle that took place in c.1600, where Tawhiwhi was killed and consumed as an act of conquest⁵.

Following in the wake of earlier Maori voyaging traditions, Captain James Cook made his first New Zealand landfall at the mouth of the Turanganui River in October 1769 at a gut in the papa shelf on Kaiti Beach, later called the Boat Harbour⁶. Anne Salmond characterised Cook's first interactions with local Maori as 'short, suspicious and violent' and when Cook left three days later at least nine Maori had been left dead or injured⁷. The first formal meeting took place on a rock in the middle of the Turanganui River. This rock, Te-Toka-a-Taiau, was a tribal boundary marker and a noted mooring place.⁸ Based on his limited perspective from the coast, and frustrated by his inability to secure food and water, Cook mistakenly called Turanganui 'Poverty Bay'.

¹ Monty Soutar. 'East Coast places - Gisborne', Te Ara - the Encyclopaedia of New Zealand, updated 13-Jul-12
URL: <http://www.TeAra.govt.nz/en/east-coast-places/page-6>

² ArchSite Record Y18/392

³ Oliver, 2000. Gisborne Harbour Board and the Development of Port Gisborne. Report prepared for the Crown Forestry Rental Trust. p. 55

⁴ ArchSite Record Y18/393

⁵ ArchSite Record Y18/391

⁶ Mackay, 1949. Historic Poverty Bay and the East Coast, N.I., N.Z. Gisborne. p. 26.

⁷ Salmond, 1991. Two Worlds: First Meetings Between Maori and Europeans 1642-1772. Penguin, Auckland. p.138.

⁸ Oliver, 2000. p. 20.

Cook and his crew made a number of observations about small huts present on both sides of the Waikanae Stream, which Salmond interprets as fishing villages. Titirangi, the ancient pa on Kaiti hill, was not described by the Europeans, and may have been uninhabited by that time⁹. In 1888 Williams published an account including a sketch plan (Figure 2) indicating the probable location of the events surrounding Cook's landfall.

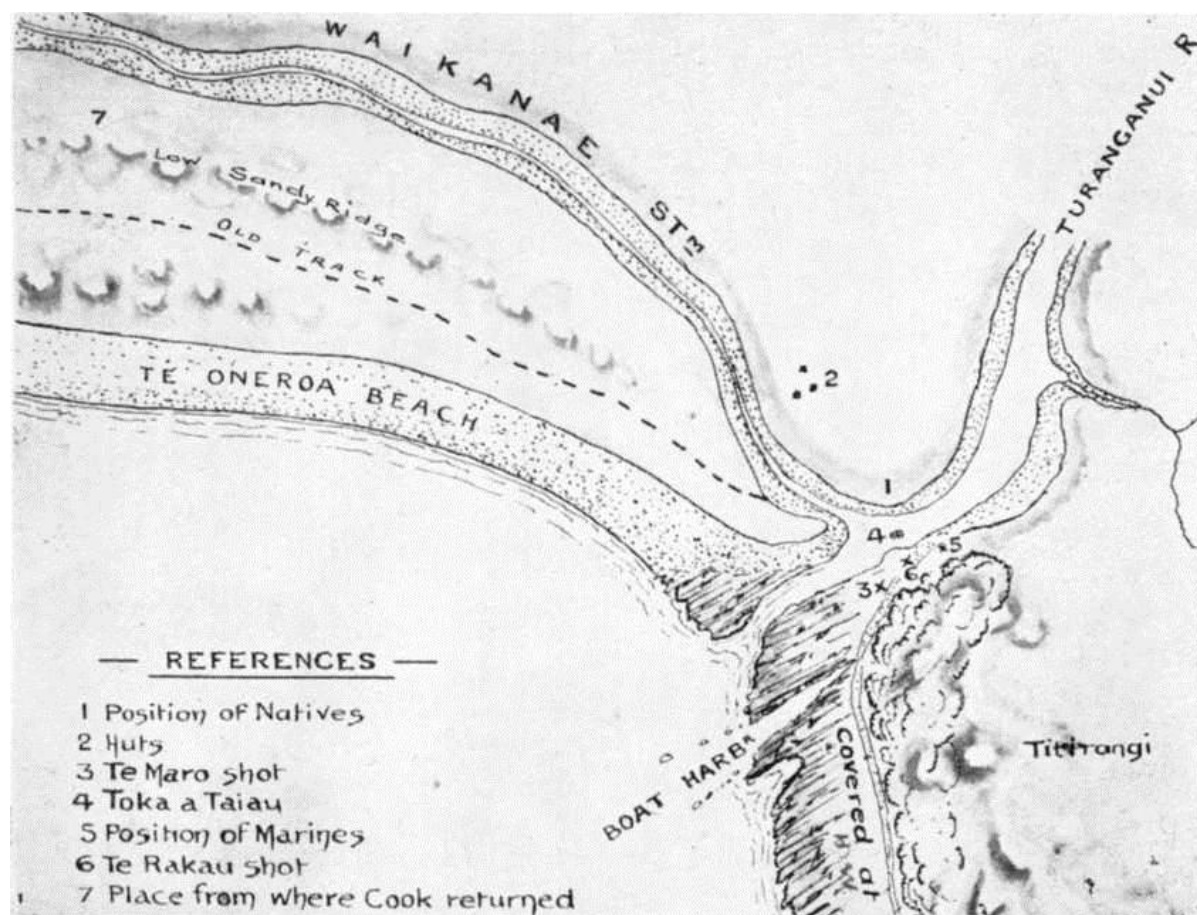


Figure 2: Locale of incidents during Captain Cook's visit to Poverty Bay, 1769. (W. L. Williams, Trans. N.Z. Institute, Vol. XXI, reproduced in Mackay, 1949).

A monument at the base of Titirangi alongside the harbour mouth marks the place where Cook made landfall, which was unveiled in 1906. During the twentieth century port development works including reclamation increasingly separated the landing site from the sea, raising concerns about the integrity of the place¹⁰. As a result, the site and its link to the sea, via the concept of a cone of vision, were designated a National Historic Reserve in 1990. The Boat Harbour now lies largely beneath port reclamations occupied by the Southern Log Yard, however, at low tide a small section may be visible extending beyond the southern boundary of the log yard.

⁹ Mackay, 1949. p 145

¹⁰ Spedding, 2006. The Turanganui River, A Brief History, Department of Conservation, Gisborne. p. 29

3.2 Early European settlement

In the 1820s European flax trade commenced, initially with Maori living in the south-west shore of the bay, from ships off Wherowhero (Muruwai)¹¹. The first shore trader was probably J.W. Harris, who arrived at the Waipaoa River in May 1831 and moved to the western bank of the Turanganui River later that year to trade for flax. Shortly after he purchased land just south of Heipipi Pa (village), and constructed a jetty and store. Harris purchased more land in 1838, north of Heipipi at the junction of the Turanganui and Taruheru rivers¹². He also undertook whaling from Waikahua, at the eastern entrance to the Turanganui River, briefly in 1838. Missionaries arrived in the Turanganui-a-Kiwa area shortly after the whalers and traders, and a mission station was also established at Turanga in 1838¹³.

A wharf was built on the Kaiti (eastern) side of the Turanganui River in 1852 when George Edward Read was invited by local chiefs to build a jetty and a store there¹⁴ (Figure 3). Read also acquired the land Harris had purchased at the confluence of the Turanganui and Taruheru rivers and built another store and jetty which became the centre of his business activities, and the beginnings of the town of Turanga as it was to be originally known.



Figure 3: Read's Store and Jetty, 1874 (Tairawhiti Museum, Reference 101-51, Gisborne 1874)

¹¹ Oliver, 2000. p. 10.

¹² Ibid, p. 11

¹³ Boast, 2008. *Buying the Land, Selling the Land: Government and Māori Land in the North Island 1865-1921*. Victoria University Press, Wellington. p. 374.

¹⁴ Mackay, 1949. p. 187

3.3 The New Zealand Wars

Until the mid-1860s the Turanga district was a 'remote and isolated frontier' in the interactions between Maori and Pakeha¹⁵. A scattered group of Pakeha traders, farmers and missionaries lived alongside a much larger Maori population. When Donald McLean, a land purchase commissioner, visited Turanga in 1851 he described it as a prosperous district with wheat cultivation, groves of peach trees and herds of cattle and pigs. The European population then numbered 44 adults and 60 children, including part-Maori children¹⁶.

Although Turanga chiefs initially remained detached from the conflicts occurring elsewhere in New Zealand between Maori and the Crown, this changed in early 1864 with the arrival of the Pai Marire movement¹⁷. Pai Marire was the first organised expression of an independent Maori Christianity. Maori leader Te Ua Haumene based the new religion on the principle of pai marire – goodness and peace; however, against a backdrop of war and land confiscations, the founding principle of Pai Marire was often subverted by violent elements¹⁸. Pai Marire disciples travelled around the North Island in the mid-1860s, and attracted many converts on the East Coast. Tensions arose between Maori converts and those who did not follow the movement which ultimately resulted in fighting within Maori society.

In the spring of 1865 several hundred Pai Marire followers constructed a pa at Waerenga-a-Hika, 10 km inland of Gisborne. Following their refusal to submit to the Crown a combined force of Europeans and Maori laid siege to the pa, from a base in the Mission House approximately 300 metres away. The siege lasted six days before the Pai Marire forces surrendered. Following damage to the mission, Bishop Williams built a house on the western slopes of Titirangi, known as Waikahua, which he and his family occupied intermittently until the 1870s.

The siege and fall of Waerenga-a-Hika was a pivotal event in East Coast nineteenth century history¹⁹. Land confiscations followed, and also the arrest and subsequent exile to the Chatham Islands of Te Kooti, who although on the side of the Crown forces was accused of communicating with the enemy and firing blanks²⁰. After two years Te Kooti escaped from the Chatham's and returned to the mainland to begin a prolonged guerrilla struggle for the next four years, which spread across much of the North Island.

In 1865–66 the conflict in Poverty Bay drew the Crown's attention to the strategic position of the Turanga settlement, and by 1868 the Crown had attempted to purchase land for a town

¹⁵ Boast, 2008. p. 374

¹⁶ Oliver, 2000. p11

¹⁷ Boost, 2008. p. 374

¹⁸ 'Pai Marire', URL: <http://www.nzhistory.net.nz/politics/pai-marire/pai-marire-intro>, (Ministry for Culture and Heritage), updated 5-Aug-2014

¹⁹ Boost, 2008. p. 377

²⁰ Prickett, 2002. *Landscapes of Conflict: A field guide to the New Zealand Wars*. Random House, Auckland. p. 129.

site. The possibility of armed conflict also resulted in the construction of fortified structures and buildings by Maori and Crown forces, including a number of military redoubts.

The meeting house, Te Poho o Rawiri, on the eastern side of the river, was fortified in 1865 by the construction of a ditch and bank (Figure 4). It sheltered Maori and Pakeha settlers during the conflict between the Crown and members of Pai Marire. A military redoubt was also built the same year, adjacent to the marae, which was used as a base for the colonial military force and soldiers from Ngati Porou²¹.



Figure 4: Military encampment at Poho o Rawiri, Turanganui, Poverty Bay, 1865-1866 (Alexander Turnbull Library, Reference PA1-q-193-085-2).

Cowan in his work on the New Zealand Wars makes a passing reference to two redoubts on the east side of the river in 1868, probably referring to the defended Te Poho o Rawhiri complex, and the redoubt: ‘Turanganui, as the present town of Gisborne was known in its early years, was a small township in 1868...Captain Reid’s [sic] store was the principal place of business. On the opposite (east) side of the river were two military redoubts’²².

²¹ Spedding, 2006. p. 26.

²² Cowan, 1959. *The New Zealand Wars: A History of the Maori Campaigns and the Pioneering Period: Volume II: The Hauhau Wars, 1864-72*. RE Owen, Wellington. p. 263. The two redoubts can be seen in a photograph held in the Tarawhiti Museum Photographic Archive, dated 1872. Wilson’s redoubt lies to the north of Te Poho o Rawiri, in the vicinity of the State Highway today. This is consistent with the redoubt being positioned alongside the road approaching the township.

In July 1868 Te Kooti and others escaped from the Chatham Islands and landed at Whareongaonga south of Gisborne. They refused a government offer to disarm while their case for repatriation was considered, and evaded government troops' attempts to capture them. In 1869 escalating concerns about the safety of the residents of Turanga and surrounding areas resulted in the construction of a blockhouse in the township on the corner of Childers Road and Peel Street, and volunteers were called to dig a defensive trench linking it to the Courthouse²³. The events of 1868 were followed by four years of guerrilla warfare as a large scale military operation of government troops, pro-government Maori and militia pursued Te Kooti into the Urewera and eventually forced him to take refuge in the King Country.

3.4 Gisborne

Agreement was reached with the Maori owners for the purchase of the Turanganui 2 Block (the township block) in 1869²⁴. This block became the basis of the town laid out in 1870 on the west bank of the river, and named Gisborne after the then colonial secretary, and to avoid confusion with Tauranga in the Bay of Plenty. In 1886 the Kaiti Block, on the eastern side of the river, was subdivided by the Native Land Court²⁵. This included land to be held in trust as a village site, which was later used for harbour works in the 1920s.

3.4.1 Port development²⁶

The port provides a vital link between Gisborne and the East Coast, national and international trading and freight networks. Maintaining access to the port has been an ongoing concern throughout the history of the town. Rocks in the river, floods and bad weather created continuous problems for the port throughout the late 1800s and early 1900s. The public wharf was gazetted in 1872, and the first harbour master and pilot was appointed in 1874. Initially, large ships had to stand off the coast and small lighters (flat bottomed boats) transported people and goods from ship to shore. In 1877 rocks in the river entrance were blasted out, including Te-Toka-a-Taiiau.

In 1882 the Gisborne Harbour Board was established by an act of Parliament, followed two years later by the Gisborne Harbour Board Empowering Act 1884, passed to provide the Board with resources to carry out major harbour works. In 1885 the harbour board decided to construct a breakwater to improve access to the port, extending from the eastern side of the river mouth. A blockhouse was built at the location of Read's store on the eastern side of the river (Figure 5), to make concrete blocks for its construction, and a tramline linked the block yard to the coast opposite Tuamotu Island, where quarrying took place at Sponge Bay, Puakawai and Tuamotu Islands. A breakwater was also constructed on the western side of the

²³ Mackay, 1949. p.286.

²⁴ Oliver, 2000. p.21

²⁵ Oliver, 2000. p. 54.

²⁶ Unless stated otherwise, this section relies on information provided in Oliver, 2000.

river. These developments, along with dredging and blasting, meant between that from the late 1880s to the mid-1910s coastal steamers were able to use the harbour, until further silting in 1916 prevented access.



Figure 5: View from the lower slopes of Titirangi across the blockhouse (lower left) and Kaiti basin, 1896 (Tairāwhiti Museum, Reference 102-2-40_WFC_A280_1896).

Since its formation, the Harbour Board had debated various plans to develop the harbour to provide improved berthage for large ships, and to address problems with constant silting of the river. These plans were finally realised in the late 1920s. Between 1927 and 1928 a river training wall and diversion channel were constructed to separate the river from the Kaiti Basin, and the basin was excavated to form the inner harbour. The excavation of the inner harbour required the acquisition of land that had been set aside as Maori reserve and the removal of the meeting house Te Poho o Rawiri (see below), and also acquisition of land held by other parties. Several houses were also removed. The Kaiti Basin Harbour was completed in late 1931. A photograph dated 1935-40 shows the new harbour, training wall, wharves and goods sheds (Figure 6).



Figure 6: View over the Inner Harbour, goods sheds and training wall, with Kaiti Freezing Works in background (Tairāwhiti Museum, Reference 114-17_Harbour_1935-1940).

After a hiatus of several years, Gisborne was reinstated from 1950 as an overseas port. It also developed in the 1960s as a fishing port. In 1967 an overseas terminal was opened, which included the construction of an additional wharf sited on the breakwater, and the dredging of a ships' turning circle adjacent to the wharf. A second overseas wharf was opened in 1997.

3.4.2 Te Poho o Rawiri Marae

The meeting house Te Poho o Rawiri was erected in the mid-1800s close to the eastern bank of the Turanganui River, on a terrace above the river on the true left bank of the Kopuawhaka-pata stream. An Anglican church was built nearby in 1864²⁷, and a cemetery established. By the late 1880s the original meeting house was becoming run down, so a second building was erected in a similar location. The church was also falling into disrepair and was demolished in 1901²⁸. A photograph from the 1890s shows the meeting house, church and cemetery, on the river terrace (Figure 7).

²⁷ Mackay, 1949. p. 335

²⁸ Ibid.



Figure 7: 1896 view from the lower slopes of Titirangi across Kaiti, with the Te Pohu o Rawiri marae, church and cemetery in the centre. Hirini St is not yet formed, but appears as a foot track (Tairāwhiti Museum, Reference 015.1-33, 1896)

In the late 1920s the land where marae was located was required for the harbour development, so the marae was moved to its current location on the corner of Ranfurly St and Queens Drive. The current meeting house, the third of its name, was opened in 1930. The memorial that was near the meeting house was relocated to the slopes of Titirangi, above the current location of the marae.

The Hirini St cemetery is now all that remains of the 19th century village. Earthworks on the harbour side of Hirini St have resulted in the land between Hirini St and the harbour being taken down to the level of the wharves. The terrace where the first two meeting houses were located is no longer present on the western side of Hirini St.

3.4.3 Kaiti Freezing Works

The Gisborne Harbour Board did not require the block yard after the completion of the harbour breakwater. From 1896 the land was leased to the Gisborne Sheep Farmers Meat and Mercantile Company (Kaiti freezing works), and the former block yard was the site of its first buildings²⁹.

The freezing works opened in 1896, comprising slaughter rooms, freezing rooms, soap works, stock yards, stables, and a bag room. It operated for nearly 100 years, and during that time a

²⁹ Oliver, 2000. p. 54

substantial programme of building new structures and facilities was carried out (Figure 6). At the time of its closure, the freezing works occupied land from the corner of the Esplanade and Crawford Rd, up to the overseas wharf and terminal, and also extended up the southern side of Crawford Rd to the intersection with Parau Rd (Figure 8).



Figure 8: Turanganui River, Kaiti Freezing works to left, extending along the river and around base of Titirangi (Tairāwhiti Museum, Reference SV_07).

In 1994 the freezing works closed, and two years later all standing buildings and structures were demolished, with the exception of a three gabled building on the corner of Crawford St and The Esplanade. This now houses the Works Café, and is privately owned. Some retaining walls are also still in use in the wharf side log yard. A memorial erected by freezing workers for their co-workers who died in WWI stands on the lower slopes of Titirangi, above the former freezing works.

The demolition of the freezing works was subject to an archaeological authority (No. 1996/21) granted by the Historic Places Trust (now Heritage New Zealand). The outcomes of the archaeological work carried out during the demolition are described in Section 4.2.

4. HERITAGE PLACES AND SIGNIFICANCE

The following section begins with a summary of the heritage places identified in the EPL land holding area as detailed in the Heritage Inventory, followed by a review of the results of previous archaeological work that has been carried in the port area. The heritage significance is then discussed, for the river and its environs as a whole, and also for each historic time period.

4.1 Heritage places

The Heritage Inventory contains 15 historic heritage places, including archaeological sites (Table 1, Figure 9).

Table 1: Summary of places in EPL Heritage Inventory

EPL Heritage Inventory No.	NZAA Site Record No. ³⁰	Name	Location
EPLHI01	Y18/22	Kaiti Village	19 th century Maori village to south of Kopuawhakatapa Stream.
EPLHI02	Y18/30	Te Poho o Rawiri	Original location of the Te Poho o Rawiri meeting house.
EPLHI03	Y18/381	Read's Store & Jetty	Situated midway along Kaiti Freezing Works site.
EPLHI04	Y18/382	Kaiti Freezing Works	At the time of its closure, the freezing works occupied land from the corner of the Esplanade and Crawford Rd, to the overseas wharf and terminal, and also extended up the southern side of Crawford Rd to the intersection with Parau Rd.
EPLHI05	Y18/382	Blockyard	Built at the location of Read's Store and Jetty (Y18/381). Situated midway along Kaiti Freezing Works site.
EPLHI06	Y18/390	Ruatanuika Gardens	Along true left of Turanganui River, in area of freezing works.
EPLHI07	Y18/391	Te Umu o Tawhiwhi	In the vicinity of the north-eastern end of the Kaiti Freezing Works.
EPLHI08	Y18/392	Te Wai u o Hamoterangi	In the south-eastern area of the Kaiti Freezing works site.

³⁰ Note that Y18/472 is not situated in the EPL land holding. Originally Y18/475 was given this number; however, it was renumbered once it was realised that Y18/472 had already been allocated. This record number is incorrectly referred to in some reports and authorities.

EPLHI09	Y18/393	Te Pioi Pa	In the south-eastern area of the Kaiti Freezing works site, on the north-eastern slopes of Titirangi.
EPLHI10	Y18/394	Hirini St Cemetery	Eastern side of Hirini St, near corner with Crawford St.
EPLHI11	Y18/473	Terrace and midden	Terrace with garden soil, also midden with European artefacts, across Kaiti Beach Road from port administration buildings. Probably destroyed by road realignment, but may extend westward into EPL land holding.
EPLHI12	Y18/475	Midden	Recorded on a slump spur extending into the upper terrace of the Log Storage Yard.
EPLHI13	Y18/495	Pits	In paddock opposite Te Poho o Rawiri Marae, Queens Drive.
EPLHI14	n/a	Boat Harbour	Natural reef formation at western end of Kaiti Beach, near harbour entrance, used as a landing place by tangata whenua and Captain Cook.
EPLHI15	n/a	Harbour infrastructure	Structures constructed as part of the development the port including breakwaters, training wall, slipway, wharves and wharf sheds.

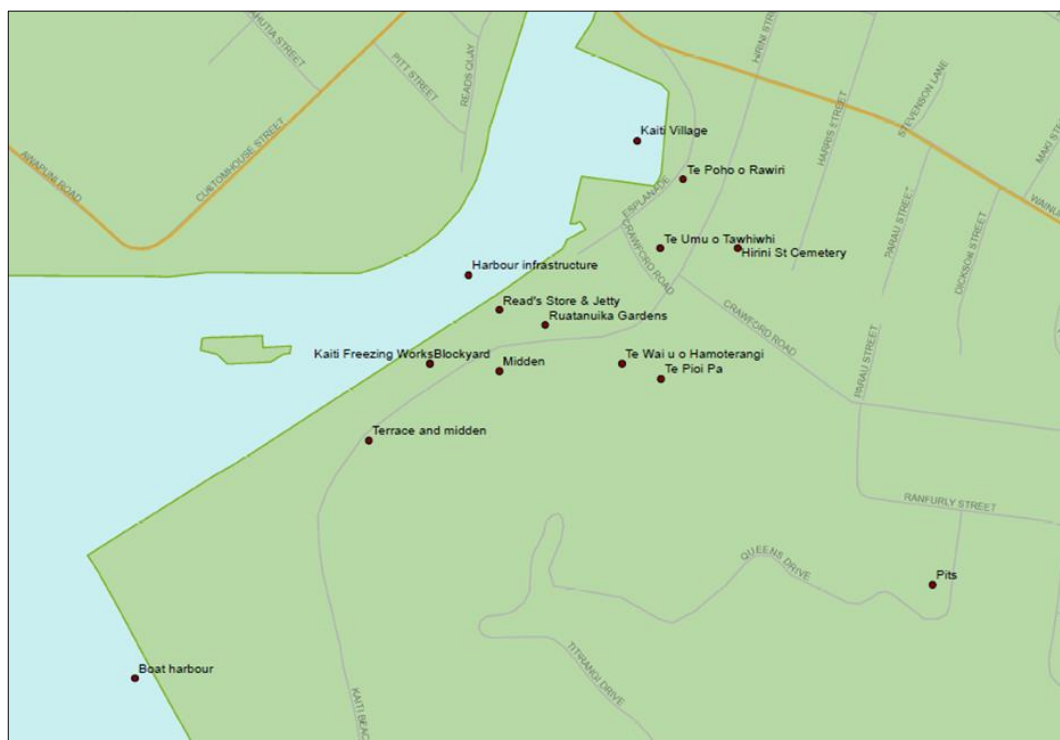


Figure 9: Location of places in EPL Heritage Inventory (also supplied in shapefile format, location shown as point only, not extent).

4.2 Previous archaeological work

Archaeological work carried out in the port area over the last 20 years has provided detailed information about the location and condition of a number of recorded archaeological sites in the EPL land holding.

4.2.1 Demolition of the Weddel Kaiti Freezing Works, 1996

In 1996 Gordon Jackman carried out archaeological monitoring, and archaeological investigation, under Archaeological Authority No. 1996/21, in conjunction with the demolition of the Weddel Kaiti Freezing Works³¹. The authority required that any archaeological features exposed during demolition were subject to appropriate archaeological recording. The extent of any excavation was to be dependent on the scale of any likely damage from foundation removal or the formation of log storage areas.

Jackman concluded that ‘most of the site proved to be devoid of any material originating from before the 20th century. However, a small area of ground had survived a century of industrial development relatively intact under the floor of the old Dry Store at the southern end of the site’³².

Jackman monitored the demolition of the freezing works buildings by way of daily inspections as building foundations were removed, over a period of a month. No archaeological material was encountered during building foundation removal in the area of the Crawford Road stockyards, and the ‘middle section’ of the works. It should be noted that this does not preclude the possibility of such material being present in the vicinity; it may simply not have been found within the building footprints due to previous disturbance.

Jackman stated that the demolition strategy was to incorporate existing terraces, built during the construction of the freezing works, into the future log storage levels. This minimised ground disturbance. Archaeological material may have remained intact in the undisturbed ground at the front section of terraces, protected by dumped spoil overburden.

Intact archaeological material was first identified by Jackman in a location he described as ‘Area 1’ (midden 1), which was exposed by the removal of a retaining wall below the upper road that ran behind the beef chillers³³. Jackman did not investigate the site further as it was not affected by the demolition activity. This midden was subsequently recorded as site Y18/372 (later reassigned as Y18/375) when it was again identified by Phillips in 2002³⁴.

³¹ Jackman, 2009. Archaeological Report Weddel Kaiti Freezing Works Ruatanuika Gardens NZAA Site Y18/390, under NZHPT Authority No. 1996/21. Unpublished report prepared for NZ Historic Places Trust and Eastland Port.

³² Ibid, p1.

³³ Ibid, p34.

³⁴ Phillips, 2002, Preliminary Archaeological Survey and Assessment of Effects: Proposed Port Access Road, Port Gisborne Ltd. Unpublished report prepared for Opus International Consultants Ltd. p8.

Due to a series of misunderstandings, a large area of ground at the south western end of the site, approximately 300 square metres, was dug out to a depth of approximately 1 metre, by a mechanical excavator without archaeological supervision. This unauthorised excavation revealed extensive archaeological material and became the focus of Jackman's investigation over a period of six weeks. Jackman identified this location as Areas 2 and 3, and determined that archaeological evidence relating to early Maori settlement from at least 1650 AD was present³⁵. Archaeological material recovered included stone tools, obsidian, moa bone, shell midden and argillite flakes. The site contained multiple layers of occupation, ranging from early Maori settlement, through to post-1900 freezing works activity. This evidence included an intact lime kiln constructed in 1900-1904, which appeared on freezing works plans up until 1932³⁶.

The site was not fully investigated, because it was determined that no further disturbance of the area was necessary in order to achieve the level required for log yard establishment. Black polythene was laid over the excavation and then the area was back filled without damaging the remaining features. Jackman stated that in 2001 the area was intact and being used for log storage and the banks behind the site were covered in grass and shrubs and only the lime kiln was visible³⁷. Jackman concluded that 'It is likely that remains of Read's Store and the whaling station, together with garden soils and associated evidence still exist. The Port of Gisborne Ltd has stated that they have no intention to disturb this material in the future'³⁸.

4.2.2 Volunteer Coastguard Building, 1998

Archaeological Authority No. 1998/65 was granted by the NZ Historic Places Trust on 13 August 1998 to enable the construction of a Volunteer Coastguard Building, coastguard vessel storage building and car and trailer parking. The building was constructed on EPL land, at the corner of Crawford and Esplanade Roads, in the vicinity of archaeological sites Y18/382 (Kaiti Freezing Works) and Y18/390 (Ruatanuika Gardens). It was noted that half of the proposed development was included in areas where slabs, foundations and footing were taken out and monitored by an archaeologist during the demolition of the freezing works. No archaeological remains were uncovered at that time. Approximately half a metre of fill covered the proposed development site and major building occurred in this area in the 1920s³⁹. It was concluded that the base of the proposed building was unlikely to go through the fill that covered the site and impact on the original ground surface. However, it was though possible that the footings and a proposed drain might reach that level and should be subject to archaeological monitoring. Conditions of the archaeological authority included archaeological monitoring, however it is unclear whether this was carried out, and to date no report on the outcome of that work has been provided to Heritage New Zealand.

³⁵ Jackman, 2009, p79.

³⁶ Ibid, p50.

³⁷ Ibid, p81.

³⁸ Ibid, p81.

³⁹ NZ Historic Places Trust, form for the assessment of section 11 applications, HP File No. 11036-010.

4.2.3 Rakaiatane Road, Port Access, 2002-2008

In 2002 Ken Phillips completed an archaeological assessment of the proposed port access road, which extended from the corner of Crawford Road and Hirini Street, along the western boundary of Titirangi Recreation Reserve, before joining Kaiti Beach Road opposite the (then) Port Gisborne Administration buildings⁴⁰. Phillips described the southwestern portion of the alignment as ‘above the log storage yard’⁴¹. The initial archaeological survey of the alignment was hampered by poor ground surface visibility due to rank pasture, scrub, log stockpiles and demolition rubble deposits, and he estimated that this precluded accurate assessment of about 60% of the alignment. He subsequently carried out test-pitting, using a mechanical excavator, in order to more accurately assess the extent and survival of the archaeological resource within the construction corridor⁴². A total of twelve test-pits were excavated along the alignment, the locations of which are illustrated in Figure 3 of his report.

Phillips found the midden deposit previously identified by Jackman as ‘midden 1’ and recorded it within the NZAA Site Recording Scheme as site Y18/472 (later reassigned as Y18/475). Test-pitting at this point revealed two distinct cultural layers containing intact archaeological material, the butt of an adze and a single obsidian flake were also found within this test-pit. Phillips concluded that the site would be affected by the road construction⁴³.

The majority of the other test-pits did not contain any intact archaeological deposit. One test-pit contained a redeposited cultural layer that he concluded may relate to intact archaeological deposits removed immediately before or during the 1996 archaeological investigation⁴⁴. This suggests that Phillips considered this area (test-pit 9) to be within the area investigated by Jackman in 1996. This concurs with Jackman’s illustration of the excavated area and it appears that the southern portion of Jackman’s ‘Area 2’, including the lime kiln, was probably located within the road alignment corridor⁴⁵. Phillips does not mention the lime kiln within his assessment, so it is not possible to determine whether that feature was intact and found at the time of his 2002 assessment – although Jackman did make note of it being intact in 2001⁴⁶. The lime kiln was not able to be found during the InSitu Heritage Ltd field inspection of the area completed in August 2015.

Phillips’ test-pitting did provide conclusive evidence of pre-1900 intact archaeological material on a terrace at the south-eastern end of the road alignment. This was subsequently recorded as site Y18/473, which comprised of a modified terrace with midden deposits indicating two cultural layers. The top layer included pre-1900 European artefacts, and the lower layer was identified by Phillips as a possible garden soil. It was noted that the terrace was within 50

⁴⁰ Phillips, 2002.

⁴¹ Ibid, p2.

⁴² Ibid, p6.

⁴³ Ibid, p15.

⁴⁴ Ibid, p7.

⁴⁵ Jackman, 2009, p93.

⁴⁶ Ibid, p81.

metres of the Waikahua Cottage site, and is in the general location of Harris's whaling station⁴⁷.

An archaeological authority was subsequently granted by the NZ Historic Places Trust (No. 2004/100, superseded by No. 2005/224) to GDC in order to carry out construction of the port access road. Archaeological monitoring of the construction was required as condition of the authority, however, to date no report on the outcome of that work has been provided to Heritage New Zealand.

4.2.4 Fuel depot, Crawford Road, 2013

An archaeological investigation was required by Heritage New Zealand prior to the construction of the existing Chevron fuel depot, at the corner of Hirini Street and Crawford Road, due to the proximity of recorded site Y18/394 (church and cemetery). This was carried out by Opus International Consultants Ltd. (Archaeological Authority No. 2013/458)⁴⁸.

A preliminary report on the outcome of the archaeological excavation was produced by Opus International Consultants Ltd., dated 12 June 2013 and supplied to Heritage New Zealand. The results concluded that no evidence of unmarked graves or koiwi (human remains) was identified during the archaeological excavations. A layer of modern fill was removed and three trenches were excavated. Archaeological features and deposits were encountered in all trenches, comprising of building debris and bricks, as well as several postholes and small rubbish pits. The report concluded that while some of the excavated material dated to the late 19th century, the majority appeared to be of early to mid-20th century origin (1920s-1960s). This was consistent with information supplied to the Opus archaeologists by local residents, indicating that several houses were located on the block between the 1930s and the early 1960s.

It should be noted that the report supplied in June 2013 was preliminary, and no final report has been prepared to date. The scale and extent of the three trenches and the stratigraphic analysis undertaken was not extensive, and it is highly likely that intact and archaeologically significant material occurs beyond the area of the three trenches excavated by Opus.

4.2.5 Truck stop and Gantry, 2015

The truck stop and gantry area is immediately adjacent to the fuel depot on Crawford Road. In 2015 InSitu Heritage Ltd undertook an archaeological assessment of the area to determine if archaeological sites would be affected by earthworks associated with the construction of the proposed gantry⁴⁹. The area has an entirely modified ground surface consisting of modern fill material and paving. No visible archaeological features are present and test pitting of the area was not practical. A prior geotechnical investigation of the site found the proposed construction area to be generally underlain by gravelly to silting fill extending down some 0.5 –

⁴⁷ Phillips, 2002, p10.

⁴⁸ Barr, 2013. Preliminary Report Authority 2013/458. Letter from Opus International Consultants Ltd. To NZ Historic Places Trust, 12 June 2013.

⁴⁹ Walter, 2015. InSitu Heritage Ltd. Letter of advice to Annalise Hughes, Eastland Port Ltd., 5 June 2015.

0.6m depth. The imported fill contained refuse and building materials. Some of the proposed construction site is also occupied by a concrete slab and foundations, being the remains of a structure removed in approximately 2008. A buried vehicle inspection pit was also encountered during geotechnical testing.

The possibility of pre-1900 archaeological material being present within the area proposed for the Trailer Gantry cannot be absolutely excluded, given the proximity of recorded archaeological site Y18/394 (church and cemetery), and the limited results of the adjacent archaeological investigation. However, the area that will be affected by the construction of the Trailer Gantry and truck access appears to have been subject to a range of previous modification, reducing the probability of intact archaeological material being encountered. Therefore, it was recommended that a minor effects archaeological authority was sought and obtained from Heritage New Zealand, primarily to reduce the possibility of project delay if intact archaeological deposits were found during construction. At the time of preparation of this current report, that application is still in progress, so no results are available from any archaeological monitoring that may be required by Heritage New Zealand as a condition of that authority.

4.2.4 Upper Log Yard, 2015

In 1996 Gordon Jackman monitored the removal of structures within the area now encompassed by the Upper Log Yard. He encountered no archaeological features during that monitoring, but noted that disturbance during the levelling of the stockyards was minor, being confined to the edges⁵⁰. Jackman paid particular attention to demolition work in the vicinity of the possible location of Te Pioi Pa (Y18/393) and Te Wai u o Hamoterangi (Y18/392). A large ditch had been dug along the boundary next to the cattle yards to intercept run-off and water from the water course. He determined that the water course was likely to have supplied the spring, which was probably consequently either non-existent or highly modified.

In 2007 Eastland Infrastructure commissioned Ken Phillips to complete an archaeological report to assess the effects of proposed earthworks associated with the development and expansion of the Upper Log Yard⁵¹. Phillips' report concluded that there were no recorded or suspected archaeological features on the property and that post-1900 industrial use of the property had significantly altered the contour of the land. Phillips noted, however, that due to the close proximity of significant archaeological features, there was a possibility of archaeological features being encountered during earthworks. He recommended that the earthworks associated with the proposed Upper Log Yard expansion be inspected by an archaeologist to determine if intact buried archaeological deposits were encountered. He further recommended that if such deposits were to be affected by the development an archaeological authority from the (then) New Zealand Historic Places Trust would be required.

⁵⁰ Jackman, 2009. p33.

⁵¹ Phillips, 2007. Archaeological Survey and Assessment of Effects: Proposed Earthwork Lot 1 DP 1998 and Lot 1 DP 8836 Port Gisborne Log Yard. Unpublished report prepared for Eastland Infrastructure.

Subsequently, in 2010, EPL commissioned an archaeological report to assess the effects of proposed earthworks on land adjacent to the Upper Log Yard⁵². Kevin Jones carried out an archaeological assessment that focused on a section of the property near the eastern boundary adjacent to the Crawford and Parau Road intersection. This area included an intact ridge that was proposed to be levelled and incorporated into the log yard expansion.

Jones also concluded that most of the property had been modified, and focused his inspection on the intact ridge and a small ridge end at the south-east corner of the property. These areas had intact original topsoil in place at the time of Jones' inspection⁵³. Jones concluded that in order to reduce the risk of delay during the earthworks process, EPL should apply for an archaeological authority from the (then) New Zealand Historic Places Trust, and that a condition of that authority should be that the topsoil of the main ridge should be stripped away and monitored by an archaeologist.

In February 2015 InSitu Heritage Ltd was contracted by EPL to undertake archaeological monitoring, as earthworks involving removal and levelling of the ridge were taking place. No archaeological authority from Heritage New Zealand had been granted at that time.

Subsequent archaeological field inspection of the property confirmed that topsoil had already been removed from the ridge to beyond the point where archaeological features could be expected to be encountered. Examination of the stock piled topsoil and fragmentary traces remaining on the ridge indicated that some evidence of prior human activity was present on the ridge. However it was not possible to make a determination as to whether that activity took place prior to 1900⁵⁴. At the time of the 2015 inspection recent and on-going earthworks on the flat portions of the Upper Log Yard have removed and levelled all evidence of the previous use of the area as part of the Weddel Kaiti Freezing Works. Redeposited material such as old bricks, bottle glass, plain-ware ceramic fragments, building debris, mammal bone, marine shell and charcoal was scattered across most of the levelled area and compacted into the surface.

4.2.6 Proposed Upper Log Yard Extension, 2015

An archaeological field inspection of the proposed Upper Log Yard extension was completed by InSitu Heritage Ltd on 26 August 2015. The field inspection encompassed the entire area of land, which consists of three north-facing spurs with intervening gullies, and an area of flat ground near the eastern margin. The flat land is currently in grazed pasture, and the spurs are covered by a combination of grazed pasture, trees and exotic weeds.

⁵² Jones, 2010. Earthworks for land adjacent to the Eastland Port Ltd upper log yard. Assessment of archaeological effects for Eastland Port Ltd. Unpublished report prepared for Eastland Port Ltd.

⁵³ Jones, 2010. p4.

⁵⁴ InSitu Heritage Ltd. 2015 Archaeological Inspection of property located at the corner of Crawford Road and Rakaiaatane Road, Gisborne. Unpublished report prepared for Eastland Port Ltd.

No archaeological features were identified on the spurs or the gullies. Exposed soil sections were examined, revealing entirely natural soil stratigraphy. Soils on the spurs are derived from Holocene tephra and underlying mudstone, with poor soil development on the slopes. Intervening gullies contain gleyed alluvial soils.

Five pits and a cluster of raised mounds are visible on the flat land near the eastern boundary of the area, adjacent to Queens Drive and opposite Te Poho o Rawiri marae. These features have been recorded as archaeological site Y18/495, as they are consistent with field evidence of pre-1900 Maori horticultural activity. However, their position immediately adjacent to the marae, which was opened in 1930; and their good state of preservation in an area that has been subject to intense grazing by livestock, suggests that they may be of more recent origin. However, no information about the previous use of this area has been made available, and no historic photographic images encompassing this area have been located as yet. The antiquity of these features may not be able to be established without subsurface investigation, and they should be regarded as representing an archaeological site unless definitive information about their origin becomes available.

4.3 Heritage significance

The HNZPTA sets out the significance or values of historic heritage places, including archaeological sites. These are: aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value (section 66). These values are very similar to the qualities of historic heritage places listed the RMA. An application for an archaeological authority specifically requires an assessment of archaeological, Maori and other values. The assessment of heritage values is, however, complex and the values are not discrete categories. There is overlap between history, places and people's connections with places.

From an historic heritage perspective, the Turanganui River and its environs is an unusual and complex place. It contains elements of a number of different periods of human occupation and activity; each with important yet differing heritage values. In addition to the physical remnants of each period, the setting and wider landscape is also critical for understanding the place. The position of the river and its borders at the base of Titirangi, and at the mouth of the river, is important in many of the events that took place there. These landforms, the hill and river, are central to understanding the history and heritage of the place, and provide valuable points of reference through time in historic photographs of the area.

In 2006 the Department of Conservation published a history of the Turanganui River, which included an assessment of heritage significance. That assessment recognises the significance of the river and its environs for tangata whenua, and its national, regional, and local significance, and is reproduced in the box below⁵⁵.

⁵⁵ Spedding, 2006.

Historic heritage significance of the Turanganui River

Historical Significance

The Turanganui River is unique in that it includes the site where the first formal meeting between Maori and European took place.

The first landing site of Lieutenant James Cook.

The landing place of voyaging waka.

A contested boundary marker for neighbouring iwi and hapu.

An important site of early trading and whaling activity in the region.

A point of convergence of Maori, European, and Polynesian voyaging cultures.

An integral part of a larger voyaging landscape of international significance.

It contains the only National Historic Reserve on mainland New Zealand.

Cultural Significance

The Turanganui River contains a number of significant sites for iwi.

It includes sites of settlement, whare wananga and urupa.

These sites have connections to illustrious ancestors.

The entire area has been described as a wahi tapu.

Te Toka a Taiau has links with all iwi of Tairāwhiti.

Archaeological and Scientific Significance

The only recent archaeological excavations in Tairāwhiti have been in this area.

The site has the potential for further archaeological investigation and research which may add considerably to what we currently know about the human activity in the area.

It is associated with the first scientific collection of plants by Joseph Banks.

It is associated with early scientific discovery and research of the moa.

Social Significance

It contains stories of contact and conflict both within and between cultures.

It is the focus for commemorative events and has great potential in this regard.

The area is easily accessible to the public and provides advocacy and education opportunities.

The area has associations with nationally important historical figures e.g Taiau, Tupaea, Lieutenant James Cook, Captain Read, Te Kooti.

The first place where Maori names were replaced by European ones in the country.

A range of archaeological sites from different time periods are present in the EPL land holding, some further comments on their significance are given below, grouped by time period.

4.3.1 Pre-1830s

The Turanganui River has been occupied intermittently from the early period of human settlement of New Zealand onward. Jackman's 1996 archaeological work during the demolition of the freezing works demonstrated that intact archaeological evidence at least prior to c.1650 AD is present at the southern end of the Wharf side Log Yard. This early material has important Maori and archaeological values. It has the potential to contribute significant archaeological information about the early occupation and use of the area. This information, particularly in comparison with similar sites elsewhere on the East Coast and

nationally, could assist with understanding the processes involved in the settlement of New Zealand.

4.3.2 1830-1880s

The eastern side of the river to the south of the Kopuawahakapata Stream became the focus of Maori activity following the arrival of traders, whalers and missionaries, then European settlers, in this period. The marae and meeting house, Te Poho o Rawiri, were established, surrounded by the church and cemetery, houses and gardens. In 1865 the military events saw a defensive wall added around the marae, and Wilson's redoubt erected further north. By the 1880s, European style houses are visible in historic photographs. Read's store and jetty marks a pivotal point in the history of the region, with the opening up of trade and contacts, the resultant changes to Maori and settler economies and access to goods, and ultimately the establishment of the township.

Jackman's 1996 archaeological work during the demolition of the freezing works demonstrated that archaeological evidence from this period is present at the southern end of the Wharf side Log Yard. He found post holes, from a building or structure, a wooden plank bridge, mixed soils indicating gardening, and middens (rubbish) containing artefacts and faunal material relating to pre-1900 occupation. This archaeological material has important Maori, archaeological and historic values. Any surviving archaeological evidence from this time period has the potential to provide information about this critical period of New Zealand's history, including aspects of continuity and change in Maori lifestyles and economy, the activities of early traders and settlers, and the military events of the mid-1860s.

4.3.3 1880s onwards

The 1880s onwards is marked by a shift in activity in the area, from largely domestic to industrial, with the development of the port and the freezing works. These large scale projects had major impacts on the landscape of the river mouth, including the construction of the seawalls and wharves, the change to the course of the river itself, the excavation of the inner harbour, and the major building programme undertaken to provide facilities for the freezing works. The port represents a significant aspect of the history of Gisborne, and is highly visible today. In contrast, very little of the freezing works survive, with the exception of the Works building and a remnant series of retaining walls adjacent to the wharves.

During the demolition of the freezing works in 1996, Jackman recorded railway sleepers, drains and foundations that related to the construction of the wharf and breakwater, and foundations related to building construction during the modernisation of the works⁵⁶. The physical structures relating to the development of the port and freezing works are part of the industrial heritage of the town. They possess historic heritage values as physical markers in the landscape that provide a tangible link with the past. They also have the potential to provide information about the construction methods and building sequences of twentieth century

⁵⁶ Jackman, 2009. p. 80.

industrial buildings and structures. This information may not be available via, or may have been lost from, documents and other historical records.

5. HERITAGE MANAGEMENT RECOMMENDATIONS

The land holdings of EPL are located within a highly significant historical and cultural heritage landscape. That landscape extends over the whole of the area occupied by the port and log yard operations, as well as the adjacent Titirangi Recreation Reserve administered by GDC, and adjacent properties, and is not constrained or defined by legal property boundaries.

A significant aspect of the landscape is the visual links between heritage places. For example, connections between the sea, the river and shoreline are important for understanding the placement of individual places within the landscape. The heritage landscape is also constantly being added to, and the developing heritage significance of post-1900 structures also warrants consideration in the planning of further changes in the area.

A key aspect of the management of heritage places is the identification of threats to heritage values and the implementation of appropriate actions to remove or ameliorate any potential or actual loss of heritage value. The principal categories of threat within the EPL land holdings are the damage or loss of heritage fabric, including archaeological material, and loss of heritage context and setting. Any work affecting heritage places must also comply with the archaeological provisions of the HNZPTA and the Gisborne District Plan.

The sections below contain recommendations in relation to consultation and planning, followed by specific recommendations for each operational area (Figure 10).

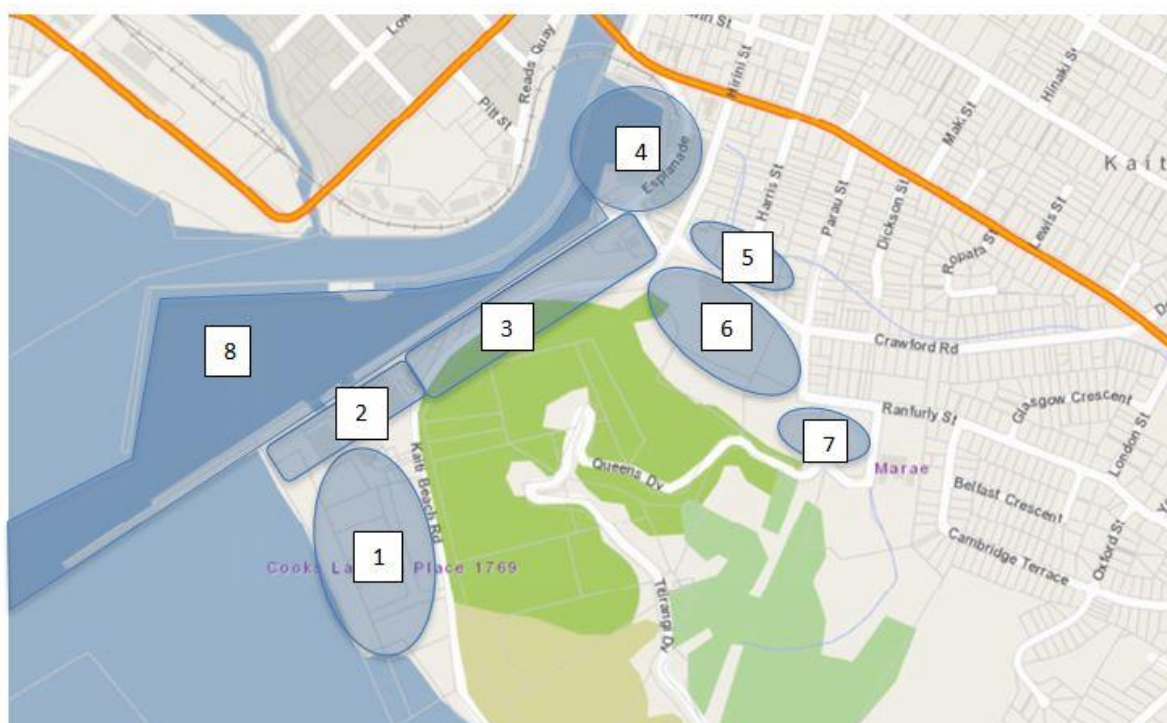


Figure 10: Operational areas, 1=Southern Log Yard, 2=Secure Wharf Area, 3=Wharf side Log Yard, 4=Inner Harbour, 5=Truckstop & Gantry, 6=Upper Log Yard, 7= Upper Log Yard Extension, 8=Channel & Ship Turning Bay. (Base map: ArchSite, www.archsite.org.nz).

5.1 Consultation with Gisborne District Council, Heritage New Zealand, and Ngati Oneone

The historic heritage values of the port area have been recognised in the Gisborne District Plan, and in the protocol between GDC and Ngati Oneone⁵⁷. Some historic aspects of the port will be incorporated into the Tairāwhiti Navigations project heritage trail⁵⁸. Many heritage places in the EPL land holding area have been substantially modified over time, but still possess heritage values.

It is **recommended** that consultation should be undertaken with GDC, Heritage New Zealand and Ngati Oneone regarding the management of heritage places in the EPL land holding. Ideally, this consultation should be undertaken with long term planning in mind, and a strategic approach for historic heritage agreed upon between the parties. The following issues should be addressed, as well as specific recommendations relating to each operational zone as appropriate.

- The exact location of wahi tapu such as Te Umu o Tawhiwhi and Te Wai u o Hamoterangi is unknown, and it is likely that physical evidence of these places has been substantially modified or destroyed. Nonetheless, these places still possess Maori heritage values, and the appropriate on-going recognition of their cultural significance is an important consideration in the planning of future changes to the area.
- Post-1900 structures, many of which are an integral part of the current port infrastructure may contain remnant elements of pre-1900 structures or are illustrative of the development of the industrial history of the area. While the post-1900 structures may not be subject to the archaeological provisions of the HNZPTA, they demonstrate continuity of use and are part of the industrial heritage landscape. Advice should be obtained from Heritage New Zealand about the archaeological authority requirements for port infrastructure.

5.2 Southern Log Yard

The Southern Log Yard is comprised of post-1900 reclaimed ground; therefore it does not contain intact pre-1900 archaeological material. However, the reef known as the Boat Harbour lies partially buried under the reclamation for the log yard. It is also possible that some of the fill material used for the reclamation may originate from areas containing archaeological sites. Therefore, if significant ground disturbance occurs in the yard it is possible that redeposited archaeological material, which could include artefacts and/or midden or faunal evidence, may be encountered.

⁵⁷ A protocol for the protection of Titirangi Reserve and the management of wahi tapu and rchaeological sites to accompany and be read in conjunction with the Titirangi Management Plan between Ngati Oneone and Gisborne District Council, 2006.

⁵⁸ <http://www.gdc.govt.nz/tairawhiti-navigations-and-inner-harbour/> Accessed 28 September 2015.

It is **recommended** that consultation with Heritage New Zealand and Ngati Oneone is carried out during the planning phase of any significant ground disturbance in this area. This would ensure that prior agreement about an appropriate course of action would be in place in relation to the Boat Harbour, and in the event that redeposited archaeological evidence material was encountered.

The Cook Landing National Historic Reserve is bounded by the Southern Log Yard and Kaiti Beach Road. The Reserve commemorates the first landing of Captain James Cook on 8 October 1769. When the memorial was erected in 1906 it was located on the foreshore, 80 feet from the sea⁵⁹. It is now a considerable distance from the sea, and is surrounded by a highly modified environment. The original setting on the foreshore, with views of the coastline has largely been lost. Various attempts have been made to ameliorate that loss, but have met with little success, and caused considerable conflict⁶⁰. Although the Cook Landing Site National Historic Reserve is not part of the EPL land holding, the commercial activities of EPL have a direct bearing on the setting of the reserve. The memorial and reserve is an important element of the post-1900 heritage landscape.

It is **recommended** that if the opportunity arose, that consideration be given to the possibility of moving the focus of interpretation of Cook's landing to a location with a higher elevation within Titirangi Recreation Reserve, where the visual links between landscape features may be more readily achieved.

5.3 Secure Wharf Area

The secure wharf area comprises the overseas terminal and wharf opened in 1967, and subsequent developments. While these structures post-date 1900 and are therefore not subject to the requirements of the HNZPTA it is possible that there are remnants of underlying structures such as the breakwater, tramway and wharves. It is **recommended** that consultation should be undertaken with Heritage New Zealand during planning for any major works in this area.

5.4 Wharf side Log Yard, and adjacent EPL Administration Office Area

In 2001 Jackman stated that the area encompassing his 1996 archaeological investigation was intact and being used for log storage, and that the banks behind the site were covered in grass and shrubs and only the lime kiln was visible⁶¹. He concluded that 'It is likely that remains of Read's Store and the whaling station, together with garden soils and associated evidence still exist⁶².

Since that time it is likely that a part of the eastern and southern extent of his investigated area has been modified by the construction of Rakaiatane Road. However, intact archaeological

⁵⁹ Spedding 2006, p.35.

⁶⁰ Ibid

⁶¹ Ibid, p81.

⁶² Ibid, p81.

material is highly likely to still be present within the Wharf side Log Yard. The exact extent of that deposit is unknown. However, on the basis of Jackman's investigation results, it must be assumed that intact material may be present intermittently across the entire area occupied by the log yard, until proven otherwise by subsurface testing. The impact of any proposed modification of the yard will be dependent on the depth of fill overlying the deposit, and the depth of any proposed disturbance.

The removal of the retaining walls constructed as part of the former freezing works may expose intact archaeological evidence at the front section of terraces where it may have survived due to being buried by fill during terrace construction. As well as the possibility of intact archaeological material being behind the retaining walls, consideration should also be given to the heritage value of the retaining walls themselves.

It is **recommended** that an application be made to Heritage New Zealand for an archaeological authority prior to any ground disturbance in the area of the Wharf side Log Yard. Provision should be made in all earthworks programming for compliance with any conditions that may be contained in any archaeological authority that may be granted. This may include a watching brief of earthworks by an archaeologist with archaeological work as appropriate, and/or archaeological investigation.

Although the retaining walls are of post-1900 construction, they represent one of the few surviving elements of the freezing works, and therefore have heritage value. It is **recommended** that there is prior recording of the walls through at least measured photography before any demolition occurs.

The EPL Administration offices are located at or near the pre-1900 shoreline. No previous archaeological investigation of this area has been completed, so it is not known if subsurface features are present. If relocation, involving earthworks, or demolition of the existing buildings is planned in future it is **recommended** that an archaeological authority application is made and a decision received prior to any ground disturbance.

5.5 Inner Harbour

The Inner Harbour, including the northern extent of the Esplanade, and Crawford Road, west of its intersection with Hirini Street has been substantially modified by large-scale earthworks carried out between the 1920s and the 1960s. However, the area was formerly the location of several significant heritage places, including Te Umu o Tawhiwhi and Te Poho o Rawiri. Although it is highly likely that any archaeological material that may be encountered in the area would be redeposited as a result of these earthworks, the cultural significance of the area remains intact.

It is **recommended** that consultation with Heritage New Zealand and Ngati Oneone is carried out during the planning phase of any significant ground disturbance. This would ensure that prior agreement about an appropriate course of action would be in place and would avoid potential project delays.

The Inner Wharf area includes historic aspects of the port that are imbedded in its current functional structure. These include the training wall, wharves and wharf sheds. These features are part of the industrial heritage of the region. Those structures pre-dating 1900 may be subject to the HNZPTA. It is **recommended** that advice be obtained from Heritage New Zealand about any statutory requirements for major changes to these structures.

5.6 Truck Stop & Gantry

Documentary research and prior archaeological investigation suggests that this area has probably been entirely modified by previous ground disturbance. However, the possibility of intact archaeological evidence being encountered during ground disturbance cannot be absolutely excluded.

It is **recommended** that a minor effects archaeological authority application is made to Heritage New Zealand and a decision received prior to any ground disturbance in order to avoid possible project delay.

5.7 Upper Log Yard

Documentary research and previous archaeological investigation has determined that this area has now been entirely modified by ground disturbance during the construction and operation of the freezing works, and more recently by the expansion and upgrading of the log yard. Te Wai u o Hamoterangi is likely to have been located at the base of Titirangi in the vicinity of the south-western extent of the Upper Log Yard. The spring was probably either destroyed or substantially modified by a ditch dug during the time of the freezing works operation. The area has since been further modified by earthworks.

There are no remaining intact physical heritage values; however this does not negate the cultural value of the area to Ngati Oneone. It is **recommended** that guidance should be sought from Ngati Oneone about appropriate acknowledgement and/or recognition of that cultural value.

5.8 Upper Log Yard Extension

Field inspection undertaken during the course of this assessment has determined that the elevated ridge spurs and intervening gullies within this area do not contain any visible archaeological features, and are unlikely to contain buried features. The flat portion of the land contains a recorded archaeological site, Y18/495 (Pits). The antiquity of this site has not been positively established, however, it is consistent with field evidence of pre-1900 Maori horticultural activity, and must be considered to be subject to the archaeological provisions of the HNZPTA.

It is **recommended** that an archaeological authority application is made to Heritage New Zealand and a decision received prior to any ground disturbance on the flat portion of the Upper Log Yard Extension in the vicinity of this archaeological site Y18/495.

5.9 Channel & Ship Turning Bay

The Channel and Ship Turning Bay area includes historic aspects of the port that are imbedded in its current functional structure. These include the breakwaters, training wall and slipway. These features are part of the industrial heritage of the region. Those structures pre-dating 1900 may be subject to the HNZPTA. It is **recommended** that advice be obtained from Heritage New Zealand about any statutory requirements for major changes to these structures.

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EPL Heritage Inventory No.	NZAA Site Record No.	Name	NZTM_E	NZTM_N	Spatial Data Source	ArchSite Recorded Location	Updated Location	Description	Condition	Gisborne DC Plan Reference
EPLHI01	Y18/22	Kaiti Village	2037700	5707750	InSitu Heritage Ltd.	The site was recorded on the basis of a painting by Baker in the Gisborne Art Gallery and Museum, and the location given as the area occupied by the Kaiti Freezing Works.	Baker's painting shows Te Poho o Rawiri meeting house and the surrounding settlement, which was situated just across the mouth of the Kowhakupata Stream in the 1860s when the painting was made. The village was occupied in the 19th century, before the land was required for harbour developments.	No visible surface evidence.	Condition unknown, but area has been subject to extensive modification. Fragmentary buried evidence may remain.	
EPLHI02	Y18/30	Te Poho o Rawiri	2037760	5707700	InSitu Heritage Ltd.	On the former Kaiti Freezing Works site	The Te Poho o Rawiri meeting house was built on a terrace above the left bank of the Kowhakupata Stream mouth adjacent to the Turanganui River. The marae can be seen in photographs from the 1860s to early 1900s. It was rebuilt in a similar location in the 1880s. The marae was used throughout the second part of the 19th century, until the land was required for harbour developments. In 1930, the marae was relocated to the corner of Ranfurly St and Queens Drive, and the third house of its name was opened .	No visible surface evidence.	Condition unknown, but area has been subject to extensive modification. Fragmentary buried evidence may remain.	Wahi Tapu WY2
EPLHI03	Y18/381	Read's Store & Jetty	2037520	5707530	ArchSite	Location shows on survey plan ML 728A. Situated midway along Kaiti Freezing Works site.		Store established in 1852, operated till? Includes settlement and activities that developed around store? ie. Can see in photos	No visible surface evidence, and area has been subject to modification. However, Jackman's 1996 excavation did encounter intact archaeological deposits likely to relate to Read's Store. Further intact deposits highly likely to be present.	Appendix 4: P6
EPLHI04	Y18/382	Kaiti Freezing Works	2037430	5707460	ArchSite	At the time of its closure, the freezing works occupied land from the corner of the Esplande and Crawford Rd, to the overseas wharf and terminal, and also extended up the southern side of Crawford Rd to the intersection with Parau Rd.		The freezing works opened in 1896, comprising slaughter rooms, freezing rooms, soap works, stock yards, stables, and a bag room. It operated for nearly 100 years, and during that time a substantial programme of building new structures and facilities was carried out.	Jackman report stated that the freezing works was not to be demolished further. However, some modification, removal has occurred since 1996. Remaining intact evidence probably restricted to the 'Works' building within town basin/marina, and retaining walls within the Wharfside Log yard. Remanant terracing/retaining wall also present above port access road.	Appendix 1
EPLHI05	Y18/382	Blockyard	2037430	5707460	ArchSite	Built at the location of Read's Store and Jetty (Y18/381). Situated midway along Kaiti Freezing Works site.		Blockyard constructed in 1880s to manufacture blocks for harbour wall. Subsequently built over by Kaiti Freezing Works.	No visible surface evidence, and area has been subject to modification. However, Jackman's 1996 excavation did encounter intact archaeological deposits likely to relate to the Blockyard. Further intact deposits highly likely to be present.	Appendix 1

EPLHI06	Y18/390	Ruataniuka Gardens	2037580	5707510	ArchSite	Along true left of Turanganui River, in area of freezing works. Visible in 1874 photograph, showing Reads Store and Jetty.		Location of Maori gardens used from first settlement till late 1800s.	No visible surface evidence, and area has been subject to modification. However, Jackman's 1996 excavation did encounter soils and structures likely to relate to gardening activity. Further intact deposits may be present.	
EPLHI07	Y18/391	Te Umu o Tawhiwhi	2037730	5707610	ArchSite	In the vicinity of the northeastern end of the Kaiti Freezing Works, above the Esplande near former corner of Crawford Rd.		Site associated with a battle that took place in c.1600, where Tawhiwhi was killed and consumed as an act of conquest.	Area has been highly modified, but presence of fragmentary intact deposits can not be ruled out.	Wahi Tapu WY4
EPLHI08	Y18/392	Te Wai u o Hamoterangi	2037680	5707460	ArchSite	In the southeastern area of the Kaiti Freezing works site, near the Crawford Rd Hirini St intersection.		A spring named for Hamoterangi who landed around 1400 near Titirangi, on the waka Te Ikaroa-a-Rauru that was captained by her cousin Maia. Hamoterangi discovered the spring and drew water from it for Maia's child.	Area has been highly modified, both by freezing works development and upper log yard. Drain dug at the base of the hill during freezing works development may have tapped spring.	Wahi Tapu WY3
EPLHI09	Y18/393	Te Pioi Pa	2037731	5707440	ArchSite	In the southeastern area of the Kaiti Freezing works site, on the northeastern slopes of Titirangi.	May correspond to Y18/357, recorded near the Freezing Workers memorial, that includes terraces, middens and burials.	Pa dating from c.1450, also used as a burial place.	Condition unknown, but there is a reasonable possibility that this site coincides with Y18/357.	
EPLHI10	Y18/394	Hirini St Cemetery	2037831	5707610	ArchSite	Eastern side of Hirini St, near corner with Crawford St.		Location of a Anglican church, erected in 1864 and demolished in 1901, and cemetery (Mackay). The cemetery is surrounded by mature trees, and there are several headstones still standing.	Cemetery/urupa intact. Location of church has not been established, and condition of any remaining subsurface evidence is unknown. Excavation at corner of Hirini and Crawford did not encounter church but was limited in extent.	Wahi Tapu WY1
EPLHI11	Y18/473	Terrace and midden	2037350	5707360	ArchSite	Terrace located across Kaiti Beach Rd from the Port administration buildings.		30m x 15m terrace, with two different cultural layers revealed by test pitting. Firstly, a probable pre-1900 garden soils, secondly, midden with pre-European artefacts.	Site identified during survey and testpitting prior to realignment of Kaiti Beach Road. Subsequently destroyed by realignment of road under HPA authority no. 2005/224.	
EPLHI12	Y18/475	Midden	2037520	5707450	ArchSite	On a slump spur extending into the upper terrace of the Log Storage Yard (2002).	Originally recorded as Y18/472, but correct site numbering is Y18/475.	Midden in three cultural layers observed in exposed section of the slump, and through test pitting, including stone artefacts.	Noted by Jackman in 1996 after the removal of a retaining wall. Still visible in 2002, and recorded as a site at that time. Included a surface scatter of shell around the slump. Adze found in testpit for road realignment. Not able to be relocated in 2015. Was included on HPA Authority No. 2005/224 and probably destroyed by road realignment.	

EPLHI13	Y18/495	Pits	2038085	5707172	ArchSite	In paddock opposite Te Poho o Rawiri Marae, Queens Drive.		Group of five raised rim pits, and possible gardens mounds.	Clear surface definition.	
EPLHI14		Boat harbour	2037045	5707050	InSitu Heritage Ltd.					Wahi Tapu WY11
EPLHI15		Harbour infrastructure	2037480	5707575	InSitu Heritage Ltd.					