



InSitu Heritage Ltd

**Eastland Port Ltd
Twin Berths Project
Archaeology and Heritage Effects
Assessment**

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1. INTRODUCTION

Eastland Port Ltd. (EPL) is proposing to redevelop and upgrade its existing port facility (Figure 1), as part of what is referred to as the 'Twin Berths' project. This report addresses proposed works for Stage 2 of that project which comprises a wharf extension, reclamation, breakwater rebuild, dredging and stormwater facilities (Proposal).^{1;2}

The area encompassed by the port has a long and complex history of human occupation and use, and the Proposal has the potential to affect places that have been identified as having heritage values and Māori cultural associations.

This report has been prepared to assess the effects of the Proposal on historic heritage under the Resource Management Act 1991 (RMA). This report also addresses compliance with the archaeological requirements of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA).

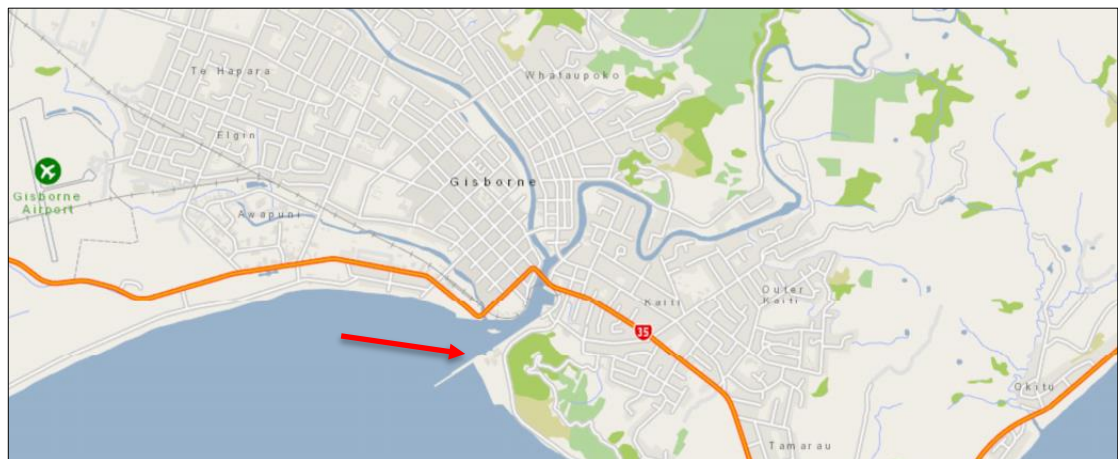


Figure 1: Eastland Port Ltd., Gisborne, location indicated by red arrow (Base map: ArchSite, www.archsite.org.nz)

¹ See Worley July 2022 Eastland Port Reclamation, Wharf 8 Extension and Outer Breakwater. Engineering Report for Consent Application.

² See Cheal Consultants Ltd Draft Eastland Port Twin Berth Project Stormwater Plan Southern Log Yard Proposed Management System.

2. PROPOSAL DESCRIPTION

The Proposal is the second stage of the Twin Berths project. Stage 1 was consented in December 2020, and involves upgrades and alterations to various structures, including the slipway, breakwater and wharves, and a small area of reclamation (Figure 2).

Stage 1 involves remediation of the former slipway and reducing its footprint within the port to enable more manoeuvring space for ships (Number 1 in Figure 2). The works involve removing the old and rusted sheet pile wall, strengthening the river training wall, reshaping the slipway edge, and armouring it with large rock boulders to stop any further erosion and enhance the habitat for juvenile crayfish and marine invertebrates.

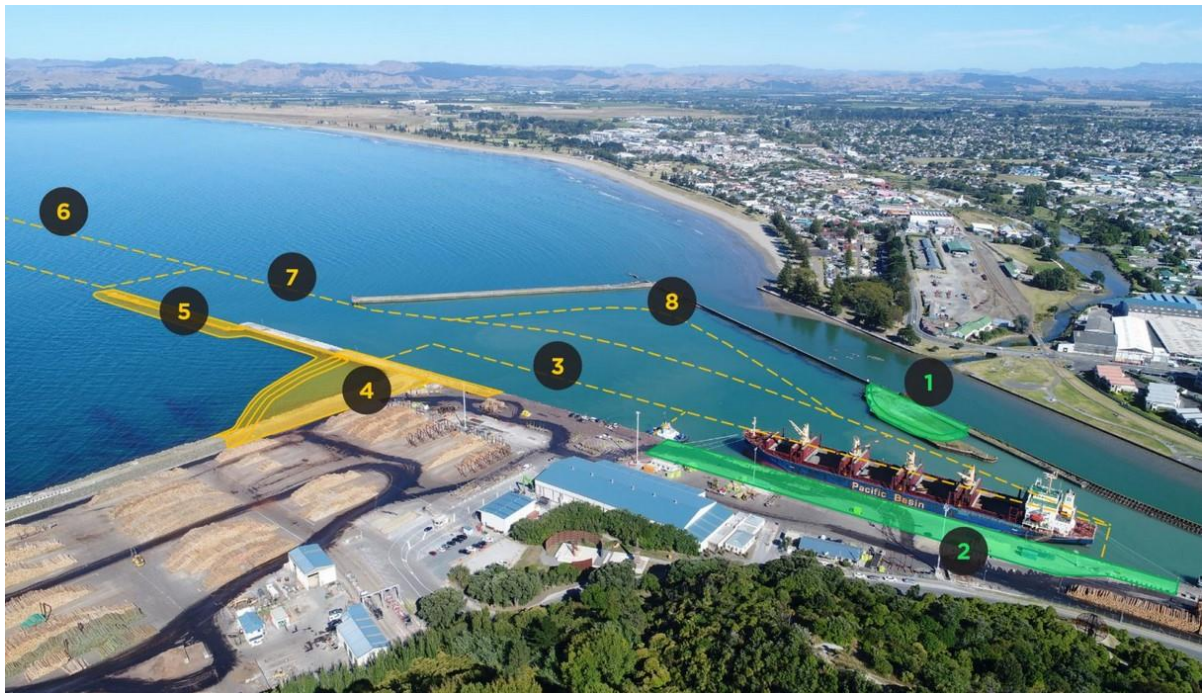


Figure 2: Proposal illustrative plan (Figure 9 from 4Sight Consulting Ltd July 2022 Gisborne Port Twin Berths Project Resource Consent Applications Assessment of Environmental Effects).

Stage 1 also involves rebuilding part of Wharf 6 and all of Wharf 7 (shown as No. 2 in Figure 2). Wharf 6 was built in the 1950s. Over the last seventy or so years Wharf 6 it has been used for a variety of vessel berthing, loading, and unloading activities. Wharf 7 was built in the 1960's and has used for the loading of agricultural produce, and more recently log and other timber produce.

The Stage 2 works subject to this Proposal have several development components. One involves extension of the existing Wharf 8 structure into the area of the inner breakwater (No. 3 in Figure 2), an associated reclamation adjacent to the Southern logyard (No. 4 in Figure 2), and a rebuild of the outer breakwater structure (No.5 in Figure 2).³ Deepening (through capital dredging) of the PNC, VTB and outer port (No.'s 6-8 in Figure 2) to accommodate the larger Handymax vessels is also involved. Improved stormwater collection and treatment facilities in the Southern Log yard is also planned.⁴

Section 7 below outlines the spatial extent of these works and their potential effects on areas identified as having heritage value.

³ See Worley July 2022 Eastland Port Reclamation, Wharf 8 Extension and Outer Breakwater. Engineering Report for Consent Application.

⁴ See Cheal Consultants Ltd Draft Eastland Port Twin Berth Project Stormwater Plan Southern Log Yard Proposed Management System.

3. ASSESSMENT METHODOLOGY

This report presents information from historic heritage databases and lists and draws on research about the history and heritage of the port and wider area. Much of this has been carried out over the last few decades, particularly in relation to the demolition of the Kaiti Freezing Works and for recent RMA processes to enable the redevelopment of the log yards and port facilities.

Information about recorded archaeological sites was obtained from ArchSite (www.archsite.org.nz), the national database of recorded archaeological sites, administered by the New Zealand Archaeological Association. The Heritage New Zealand Pouhere Taonga Archaeological Reports Digital Library (<https://www.heritage.org.nz/protecting-heritage/archaeology/digital-library>) was also consulted.

The New Zealand Heritage List/Rārangi Kōrero (<https://www.heritage.org.nz/the-list>) was consulted for information about listed heritage places.

The Tairāwhiti Resource Management Plan and planning maps (<https://www.gdc.govt.nz/council/Tairāwhiti-plan/Tairāwhiti-plan>) were checked for heritage items.

The historical overview (section 5) provides a summary of key events to provide information and context for the heritage places and is taken from the Eastland Port Ltd. Heritage Inventory.⁵ Sources that were consulted include:

- Published and unpublished maps, books and reports on the heritage and history of the region (Listed in the References section at the end of this report).
- The archives of the Tairāwhiti Museum, Te Whare Taonga O Te Tairāwhiti, Gisborne. Photographs held in the Photographic Archive provided a valuable overview of the physical changes to the area through the period of the mid-1800s to the present day.
- On-line resources including Papers Past, Te Ara, and The New Zealand Electronic Text Collection (Victoria University Library).
- Retrolens – Historical Imagery Resource (<https://retrolens.co.nz/>).

⁵ InSitu Heritage Ltd. 2015. Eastland Port Ltd. Heritage Inventory and Whole of Port Archaeological Assessment. Unpublished report.

InSitu Heritage Ltd was first engaged to carry out a port-wide Heritage Assessment in September 2015. Since that time numerous site visits and archaeological investigations have been completed in relation to Stages 1 and 2 of the Twin Berths Project. Extensive archaeological investigation was undertaken during the upgrade of the Wharfside Log yard between February 2016 and February 2019. The first fieldwork inspection specific to this Proposal was carried out on 16th and 17th October 2017 and on-going advice has been provided since that date.

4. STATUTORY CONTEXT

4.1 Resource Management Act 1991

The RMA purpose is to promote the sustainable management of natural and physical resources. Sustainable management includes the recognition of the need to manage the use, development, and protection of natural and physical resources in a way that enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while also sustaining resources for the needs of future generations and avoiding remedying or mitigating adverse effects of activities on the environment.

The protection of historic heritage from inappropriate subdivision, use, and development is identified as a matter of national importance (section 6(f)), as is the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (section 6(e)).

Historic heritage is defined in the RMA (section 2) 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 Māori, including wāhi tapu; and the surroundings associated with the natural and physical resources (RMA section 2).

These categories are not mutually exclusive, and some archaeological sites may include above ground structures or may also be places that are of significance to Māori. Where resource consent is required for any activity that has an effect on natural and physical resources that have historical, cultural, or other special value for present or future generations, such effects must be addressed in the assessment of environmental effects (RMA 4th Schedule).

4.2 Tairāwhiti Resource Management Plan

The Tairāwhiti Resource Management Plan (TRMP) covers all the resource management plans required under the RMA for the Gisborne region, including the Regional Policy Statement, Regional Plans and District plan. Section C4 addresses cultural and historic heritage. The TRMP sets out a multi-level approach to heritage protection and management through the creation of four Heritage Overlays:

1. Heritage Alert Overlay

2. Archaeological Site and Areas Schedule – Schedule G2
3. Waahi Tapu and Waahi Tapu Areas Schedule – Schedule G3
4. Category A, B and C Post European Contact and Central Business District Schedules – Schedule G4 and G5.

Heritage Overlays 2 through 4 on the planning maps show the locations of identified heritage items; recorded archaeological sites, waahi tapu and HNZPT listed places. Heritage Overlay 1, the Heritage Alert Overlay, is intended to identify much broader areas where early settlement was likely to have occurred and where there is the potential for unrecorded archaeological sites or sites of cultural or heritage significance to be discovered.

The Tairāwhiti Planning map for the Proposal site (extract in Figure 3) shows the Heritage Alert overlay (blue striped area). Recorded archaeological sites are identified as being present in adjacent port and reserve areas. “Post European Contact Sites” (white areas) and “Archaeological Sites” (pink areas) are identified in the adjacent reserve.

With the exception of the Heritage Alert Overlay which encompasses part of Wharf 8, there are no TRMP Heritage Overlays affected by the Proposal.



Figure 3: Heritage Alert Layer (blue hatched area) extending alongside secure wharf area and reclamation (Reproduced from data in the Tairāwhiti Resource Management Plan).

The TRMP does not include any rules associated with the Heritage Alert Overlay. Rule Table C4.1.12 contains the following note:

Heritage matters may be considered in resource consents for discretionary or non-complying activities for any part of any activity or use that requires land disturbance and is located or undertaken in the heritage alert layer. Policy in C4.1.6 guides this circumstance. Heritage matters may also be considered in respect of controlled and restricted discretionary activities where this is specifically stated in the zone or overlay rule that this a matter to which Council will limit its control or restrict its discretion.

4.3 New Zealand Coastal Policy Statement 2010

The current NZCPS came into force in December 2010 and replaced an earlier version. The purpose of the NZCPS is “to state policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand.” Local authorities are required by the Act to give effect to the NZCPS through their plans and policy statements.

Policy 17 specifically address the protection of historic heritage in the coastal environment from inappropriate subdivision, use and development, by:

- (a) identification, assessment and recording of historic heritage, including archaeological sites.
- (b) providing for the integrated management of such sites in collaboration with relevant councils, heritage agencies, iwi authorities and kaitiaki.
- (c) initiating assessment and management of historic heritage in the context of historic landscapes.
- (d) recognising that heritage to be protected may need conservation.
- (e) facilitating and integrating management of historic heritage that spans the line of mean high-water springs.
- (f) including policies, rules and other methods relating to (a) to (e) above in regional policy statements, and plans.
- (g) imposing or reviewing conditions on resource consents and designations, including for the continuation of activities.
- (h) requiring, where practicable, conservation conditions; and
- (i) considering provision for methods that would enhance owners’ opportunities for conservation of listed heritage structures, such as relief grants or rates relief.

In addition, Policy 6(1)(j) recognises the use of buffer areas to protect places of historic heritage value. Policy 15 requires the protection of natural features and

natural landscapes and recognises that natural features and landscapes may possess cultural and spiritual values for tangata whenua and have historical and heritage associations.

4.4 Heritage New Zealand Pouhere Taonga Act 2014

The HNZPTA protects all archaeological sites whether recorded or not. Archaeological sites may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ. These requirements are in addition to obligations under the RMA.

An archaeological site means, subject to section 42(3), –

- (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; and
- (b) includes a site for which a declaration is made under section 43(1).

Archaeological sites may be associated with pre-contact Māori activities and that of later European and other migrants. Māori sites include, but are not limited to, pā (defended sites with ditches and banks), terraces for houses or gardens, kūmara storage pits, and shell middens. Post-contact sites include the remains of houses and early industrial structures, and rubbish pits. Some sites are clearly visible on the ground surface, while others may be buried.

The process applies to sites on land of all tenure including public, private, and designated land. The HNZPT Act contains penalties for unauthorised site damage or destruction. A person must obtain an authority to modify an archaeological site. Applications that relate to areas of Māori interest require consultation with the appropriate iwi or hapū and are subject to the recommendations of the Māori Heritage Council of HNZPT.

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

- The site is recorded in ArchSite or listed by HNZPT
- The site only becomes known about because of ground disturbance, and/ or
- The activity is permitted under a district or regional plan, or a resource or building consent has been granted.

Any recorded and unrecorded archaeological sites affected by the Proposal including those that may be found during works, are subject to the provisions of the HNZPT Act.

HNZPT has the power to list significant historic places and areas, wāhi tupuna, wāhi tapu and wāhi tapu areas on the New Zealand Heritage List/Rārangi Kōrero (Heritage List) (Section 65). Listing is used to inform members of the public and landowners about the values of significant places and to assist in their protection and management under the RMA.

5. HISTORICAL OVERVIEW

5.1 Polynesian voyaging and settlement

Gisborne is situated on the shores of Poverty Bay where the Taruheru and Waimata Rivers join to form the Tūranganui River. The area, known as Tūranganui-a-Kiwa, has a lengthy and complex Māori tribal history, related in oral history, and also reflected in place names, and the remnants of fortified pā, villages, gardens, and fishing camps that survive today. Kiwa was the captain aboard the Takitimu canoe, which, like the Horouta, made landfall at the Tūranganui River⁶. 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 Māori 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 Maia⁷. Hamoterangi discovered the spring and drew water from it for Maia's child. In the 1890s the Māori 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 works⁸. The exact location of the spring is not known.

Te Pioi Pā was situated on the north-eastern slopes of Titirangi and was occupied around 1450⁹. 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 conquest¹⁰.

5.2 Captain Cook's visit

Following in the wake of earlier Māori voyaging traditions, Captain James Cook made his first New Zealand landfall at the mouth of the Tūranganui River in October 1769 at a gut in the papa shelf on Kaiti Beach, later called the Boat Harbour¹¹. Anne Salmond characterised Cook's first interactions with local Māori as

⁶ 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>

⁷ ArchSite Record Y18/392

⁸ Oliver, 2000. Gisborne Harbour Board and the Development of Port Gisborne. Report prepared for the Crown Forestry Rental Trust. p. 55

⁹ ArchSite Record Y18/393

¹⁰ ArchSite Record Y18/391

¹¹ Mackay, 1949. Historic Poverty Bay and the East Coast, N.I., N.Z. Gisborne. p. 26.

‘short, suspicious and violent’ and when Cook left three days later at least nine Māori had been left dead or injured¹².

The first formal meeting took place on a rock in the middle of the Tūranganui River. This rock, Te-Toka-a-Taiau, was a tribal boundary marker and a noted mooring place.¹³ Based on his limited perspective from the coast and frustrated by his inability to secure food and water, Cook mistakenly called Tūranganui ‘Poverty Bay’.

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 pā on Kaiti hill, was not described by the Europeans, and may have been uninhabited by that time¹⁴. In 1888 Williams published an account including a sketch plan (Figure 4) indicating the probable location of the events surrounding Cook’s landfall.

¹² Salmond, 1991. *Two Worlds: First Meetings Between Māori and Europeans 1642–1772*. Penguin, Auckland. p.138.

¹³ Oliver, 2000. p. 20.

¹⁴ Mackay, 1949. p 145

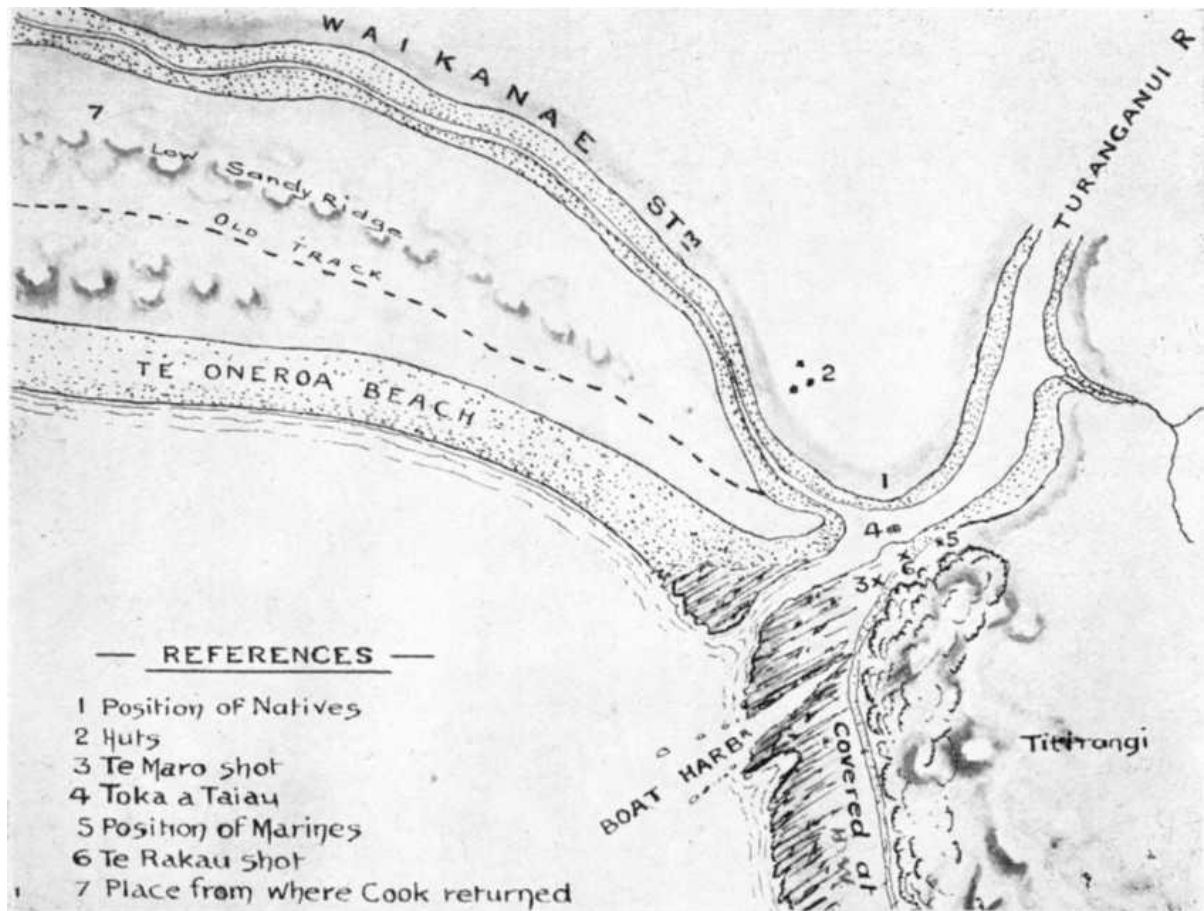


Figure 4: Locale of incidents during Captain Cook's visit to Poverty Bay, 1769. (W. L. Williams, Trans. N.Z. Institute, Vol. XXI, reproduced in Mackay, 1949).

A monument at the base of Titirangi alongside the harbour mouth marks Cook's 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 place¹⁵. 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 is visible extending beyond the southern boundary of the log yard.

5.3 European colonisation

In the 1820s European flax trade commenced, initially with Māori living in the south-west shore of the bay, from ships off Wherowhero (Muriwai)¹⁶. 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 Tūranganui River later that year to trade for flax.

¹⁵ Spedding, 2006. The Tūranganui River, A Brief History, Department of Conservation, Gisborne. p. 29

¹⁶ Oliver, 2000. p. 10.

Shortly after he acquired land just south of Heipipi Pā (village) and constructed a jetty and store. Harris acquired more land in 1838, north of Heipipi at the junction of the Tūranganui and Taruheru rivers¹⁷. He also undertook whaling from Waikahua, at the eastern entrance to the Tūranganui River, briefly in 1838. Missionaries arrived in the Tūranganui-a-Kiwa area shortly after the whalers and traders, and a mission station was also established at Tūranga in 1838¹⁸.

A wharf was built on the Kaiti (eastern) side of the Tūranganui River in 1852 when George Edward Read was invited by local chiefs to build a jetty and a store there¹⁹ (Figure 5). Read also acquired the land Harris had at the confluence of the Tūranganui and Taruheru rivers and built another store and jetty which became the centre of his business activities, and the beginnings of the town of Tūranga as it was to be originally known.



Figure 5: Read's Store and Jetty, 1874 (Tairāwhiti Museum, Reference 101-51, Gisborne 1874)

¹⁷ Ibid, p. 11

¹⁸ Boast, 2008. *Buying the Land, Selling the Land: Government and Māori Land in the North Island 1865-1921*. Victoria University Press, Wellington. p. 374.

¹⁹ Mackay, 1949. p. 187

5.3 New Zealand Wars

Until the mid-1860s the Turanga district was a 'remote and isolated frontier' in the interactions between Māori and Pakeha²⁰. A scattered group of Pakeha traders, farmers and missionaries lived alongside a much larger Māori 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 children²¹.

Although Turanga chiefs initially remained detached from the conflicts occurring elsewhere in New Zealand between Māori and the Crown, this changed in early 1864 with the arrival of the Pai Marire movement²². 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 Māori laid siege to the pā, 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 history²³. 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 blanks²⁴. 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 Tūranga settlement, and by 1868 the Crown had attempted to purchase land for a town site. The possibility of armed conflict also resulted in the construction of fortified structures and buildings by Māori and Crown forces,

²⁰ Boast, 2008. p. 374

²¹ Oliver, 2000. p11

²² Boast, 2008. p. 374

²³ Boast, 2008. p. 377

²⁴ Prickett, 2002. *Landscapes of Conflict: A field guide to the New Zealand Wars*. Random House, Auckland. p. 129.

including a number of military redoubts²⁵. The meeting house, Te Poho o Rawiri, on the eastern side of the river, was also fortified in 1865 by the construction of a ditch and bank.

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 Courthouse²⁶. The events of 1868 were followed by four years of guerrilla warfare as a large-scale military operation of government troops, pro-government Māori and militia pursued Te Kooti into the Urewera and eventually forced him to take refuge in the King Country.

5.4 Gisborne

Agreement was reached with the Māori owners for the purchase of the Tūranganui 2 Block (the township block) in 1869²⁷. 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 Court²⁸. This included land to be held in trust as a village site, which was later used for harbour works in the 1920s.

5.5 Port development²⁹

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. River obstructions, 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 were 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

²⁵ Spedding, 2006. p. 26.

²⁶ Mackay, 1949. p.286.

²⁷ Oliver, 2000. p.21

²⁸ Oliver, 2000. p. 54.

²⁹ Unless stated otherwise, this section relies on information provided in Oliver, 2000.

shore. In 1877 rocks in the river entrance were blasted out, including Te-Toka-a-Taiau.

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 blockyard was built at the location of Read's store on the eastern side of the river (Figure 6), 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 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 6: View from the lower slopes of Titirangi across the block yard (lower left) and Kaiti basin, 1896 (Tairāwhiti Museum, Reference 102-2-40_WFC_A280_1896).

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 buildings³⁰. The freezing works opened in 1896 and operated for nearly 100 years. 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.

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 the 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 Māori reserve and the removal of the meeting house Te Pohō o Rawiri, and also acquisition of land held by other parties. Several houses were also removed. The Kaiti Basin Harbour was completed in late 1931.

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.

³⁰ Oliver, 2000. p. 54

6. IDENTIFIED HERITAGE PLACES AND SIGNIFICANCE

This section addresses the historic heritage places identified through the methodology outlined in Section 3 above. Terminology for historic heritage is as defined in the RMA, and the HNZPTA (set out in Section 4 of this report). 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.

6.1 Heritage items in the Tairāwhiti Resource Management Plan

The Heritage Alert Layer (Layer 1) in the Tairāwhiti Resource Management Plan/Gisborne District Plan (Operative 2006) extends into the area of the port alongside the secure wharf area and reclamation. The boundaries of the alert layer are not intended to be precise but rather to indicate areas where there is potential for heritage places to be present. Aerial photographs clearly illustrate that the land to the south of the Cook Memorial is an area of recent (post-1900) reclamation and the part of the Boat Harbour beyond the Southern Log Yard is visible outside this area to the south (Figure 7).



Figure 7: Heritage Alert Layer (blue hatched area) extending alongside secure wharf area and reclamation (Reproduced from data in the Tairāwhiti Resource Management Plan).

6.2 ArchSite: National database of recorded archaeological sites

There is one recorded archaeological site in the Wharfside Log yard, Y18/382, shown in the upper right of Figure 7. This site record relates to the pre-1900 Block yard and the Kaiti Freezing Works (described in section 5.5 above). The site was subject to archaeological investigation during the upgrade of the Wharf-side Log yard under the provisions of an archaeological authority granted by Heritage New Zealand (No. 2016/820). This site will not be affected by the current Proposal.

6.3 Heritage New Zealand Pouhere Taonga Heritage List Rārangi Kōrero

The Puhi Kai Iti Cook Landing National Historic Reserve is a Category One Historic Place in Heritage New Zealand's Heritage List Rārangi Kōrero³¹. It commemorates the first land-based Aotearoa New Zealand encounter between Māori and Europeans and is located within the Cook Landing Site National Historic Reserve (Figure 8). This is the first national historic reserve on mainland New Zealand and this unique reserve status underlines the place's outstanding significance to all New Zealanders. This site is not affected by Stage 3 of the Twin Berths Project.



Figure 8: View across the Cook Landing Memorial, prior to the development of the port circa 1920. The line of rocks to the left of the monument marks the outer extent

³¹ <http://www.heritage.org.nz/the-list/details/3473>, accessed 28 November 2017.

of the boat harbour (Photograph from the collection of Tairāwhiti Museum, Te Whare Taonga O Te Tairāwhiti).

6.4 Other historic heritage places and surroundings

In 2015 InSitu Heritage Ltd. prepared an inventory of heritage places in the port, to assist with the management of those places and planning for future developments³². The majority of places in the resulting Eastland Port Ltd Heritage Inventory (EPLHI) are not within the area affected by the Proposal. Only two inventory items are potentially affected by Stage 3 of the Twin Berths Project: EPLHI14 Boat Harbour and EPHL15 Harbour Infrastructure (Table 1, Figure 9). Neither of these places are included in the TRMP, ArchSite or the HNZPT Heritage list, however, both meet the definition of historic heritage in the RMA, so are included in this assessment.

Table 1: Summary of inventory items potentially affected by Stage 3 of the Twin Berths Project

Name	Location	EPL Heritage Inventory No.	NZAA Site Record No.
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.	EPLHI14	n/a
Harbour infrastructure	Structures constructed as part of the development the port including breakwaters, training wall, slipway, wharves, and wharf sheds.	EPLHI15	n/a

³² InSitu Heritage Ltd. 2015. Eastland Port Ltd. Heritage Inventory and Whole of Port Archaeological Assessment. Unpublished report.

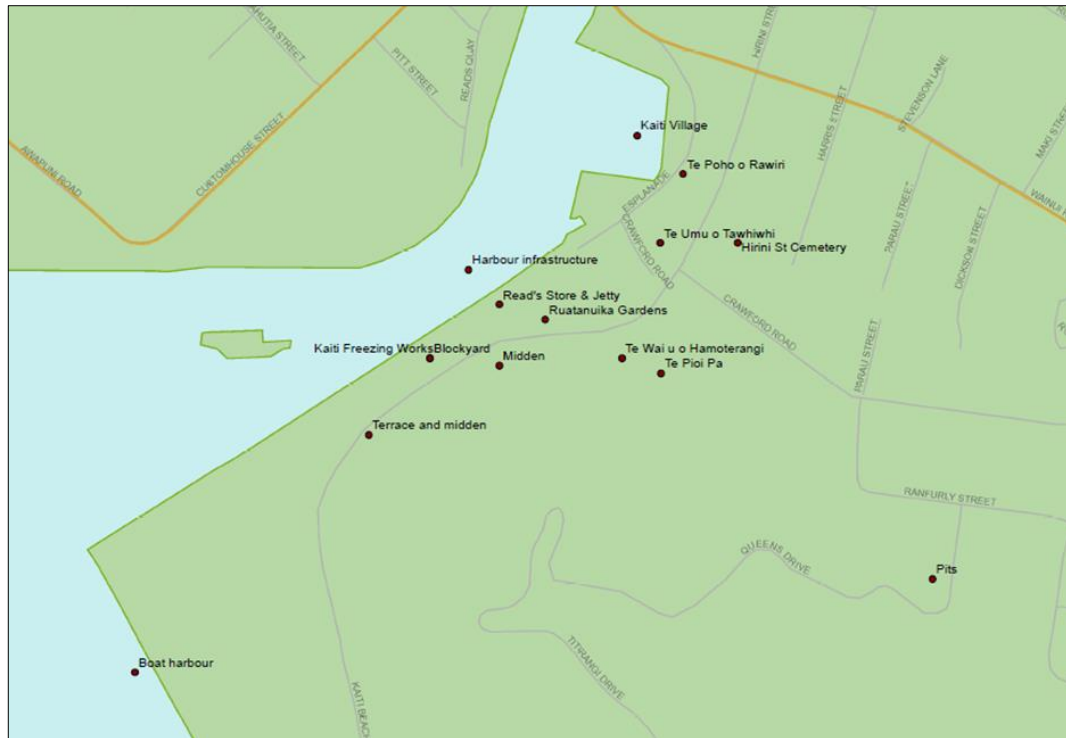


Figure 9: Location of heritage places within Eastland Port, indicated by point only, not extent (Derived from Figure 9 (p.16) within InSitu Heritage Ltd Eastland Port Ltd Heritage Inventory and Whole of Port Archaeological Assessment, September 2015).

The Boat Harbour (EPLHI14) meets the definition of historic heritage in the RMA as it is a natural resource that contributes to the understanding and appreciation of New Zealand's history and cultures. It is a natural feature with Māori heritage values (see below) and is a part of the narrative around the Captain James Cook's first landfall in Aotearoa New Zealand.

The Harbour Infrastructure (EPLHI 15) comprises a range of different built structures relating the use of the river mouth as a harbour and port, including the breakwaters, training wall, slipway, wharves, and wharf sheds. These are physical resources that possess archaeological, architectural, cultural, historic, and technological qualities that contribute to the understanding of the history of New Zealand. However, the elements have been constantly modified and repaired as part of the development and operations of the port. As a result, it not possible to determine which existing components may be original, pre-, or post-1900, or later repairs or alterations.

The RMA also recognises that historic heritage includes the surroundings associated with those natural and physical resources possessing heritage qualities. From an historic heritage perspective, the Tūrangānui 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, surroundings, and wider landscape are also critical for understanding the history and cultural associations. 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.

6.5 Significance

This section provides a consideration of the heritage significance of the Boat Harbour (EPLHI 14), Harbour Infrastructure (EPLHI 15) and the heritage surroundings of the Tūranganui River mouth, of which the port is now a part.

6.5.1 Boat Harbour

A detailed heritage assessment of the Boat Harbour was prepared in 2017³³, and the results are summarised here.

The Boat Harbour is a natural feature, with no physical association with any extant heritage place, such as an archaeological site, building or structure. No references, or evidence, in any historical records could be found of deliberate modification of the feature, such as removal or realignment of rocks relating to use of the Boat Harbour prior to 1900. Although not directly linked to any other heritage place, the Boat Harbour is part of a complex of heritage places at the mouth of the Tūranganui River related to the voyaging history within Tūranganui a Kiwa; and the first contact between Māori and Captain James Cook and his crew of the Endeavour on 8th October 1769. The implications of this are discussed below.

The Tūranganui River is associated with significant Māori voyaging traditions and European voyaging history³⁴. Maia landed his waka 'Te Ikaroa a Rauru' at Puhi Kai Iti. Puhi Kai Iti is the landing place on the true left bank of the river and is encompassed by Wai Kahua. All the Tūranganui a Kiwa people have whakapapa links to Maia, so this place is important to them all. Ngati Oneone are the kaitiaki of

³³ InSitu Heritage Ltd, 20 December 2017 Assessment of Heritage Values, the Boat Harbour, Kaiti Beach, Gisborne. Unpublished report prepared for Eastland Port Ltd.

³⁴ <http://www.teha2019.co.nz/our-stories/heritage-sites/landing-site-Tūranganui-a-kiwa/>, accessed 28 November 2017

this place. Since the time of Maia, Wai Kahua has been used as both a landing and departure point for waka, adjacent to the river entrance³⁵.

The landing place Puhī Kai Iti is encompassed by Wai Kahua. Wai Kahua is a physical place, but it is also a spiritual and metaphysical concept. It represents a vision of the sea around the mouth of the Tūranganui River, and the water of Poverty Bay. The currents and tides of Wai Kahua guard the entrance to the river. When they combine with the activity of Pipitaiari, a taniwha that inhabits the mouth of the river and the bay, they become a tōhu (sign) of weather and sea conditions that may be either favorable or hazardous for anyone setting out to travel or to gather food, and a portent of events. When Cook arrived, Wai Kahua was active. He was led to the landing place of Maia, by the action of Wai Kahua. Wai Kahua is a place of intense spiritual and cultural significance for the people of Tūranganui a Kiwa³⁶.

The first meeting between Captain Cook and Māori in 1769 is a seminal event in New Zealand's history. The Boat Harbour is thought to have been where Cook's party landed and made their way ashore. Cook's visit was however marked by tragedy which resulted in the death and injury of at least nine Māori.

6..5.2 Harbour Infrastructure

From the 1880s onward, industrial developments in relation to the port and the freezing works had major impacts on the landscape of the river mouth. This included the construction of the breakwaters, 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.

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 industrial buildings and structures. This

³⁵ Nick Tupara, pers. comm, November 2017.

³⁶ Ibid.

information may not be available via, or may have been lost from, documents and other historical records. Many of the post-1900 structures, although not fitting the archaeological site definition, are an integral part of the current port infrastructure and may contain remnant elements of pre-1900 structures or be illustrative of the development of the industrial history of the area.

6.5.3 Heritage surroundings

The port area is located within, and is part of, a complex historical and cultural heritage landscape. That landscape comprises the Tūranganui River, its surrounds (including 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.

In 2006 the Department of Conservation published a history of the Tūranganui River, which included an assessment of heritage significance³⁷. 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 Table 2 below.

Table 2: Historic heritage significance of the Tūranganui River (after Spedding, 2006).

<p>Historical Significance</p> <p>The Tūranganui River is unique in that it includes the site where the first formal meeting between Māori and European took place.</p> <p>The first landing site of Lieutenant James Cook.</p> <p>The landing place of voyaging waka.</p> <p>A contested boundary marker for neighbouring iwi and hapū.</p> <p>An important site of early trading and whaling activity in the region.</p> <p>A point of convergence of Māori, European, and Polynesian voyaging cultures.</p> <p>An integral part of a larger voyaging landscape of international significance.</p> <p>It contains the only National Historic Reserve on mainland New Zealand.</p> <p>Cultural Significance</p> <p>The Tūranganui River contains a number of significant sites for iwi.</p> <p>It includes sites of settlement, whare wananga and urupā.</p> <p>These sites have connections to illustrious ancestors.</p> <p>The entire area has been described as a wāhi tapu.</p> <p>Te Toka a Taiau has links with all iwi of Tairāwhiti.</p> <p>Archaeological and Scientific Significance</p> <p>The only recent archaeological excavations in Tairāwhiti have been in this area.</p>

³⁷ Spedding, 2006.

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 Māori names were replaced by European ones in the country.

The industrial history of the area is also reflected in the landscape and surroundings. Since the 1870s there has been a port at the mouth of the river, and the form and alignment of the wharves and breakwaters at the river mouth together provide a tangible reference to past and present port activities.

An important aspect of the heritage surroundings and landscape is the visual links between heritage places. For example, connections between the sea, the river and shoreline are important for understanding the placement and connections between individual places within the landscape. The heritage landscape is also constantly being added to by the addition of features and events; and new forms of commemoration and reminders of earlier events are being incorporated, such as the sculptures at the Puhi Kai Iti Cook Landing National Historic Reserve. Additional references to the history of the area through the placement of sculptures on the slipway and Titirangi have also been proposed. Over time, as the heritage significance of post-1900 structures develops these may warrant consideration in the planning of future changes in the area.

7. ASSESSMENT OF EFFECTS

Figure 2 provides the location and extent of the proposed works relating to Stage 2 of the Twin Berths Project.

As noted above, the Proposal involves the following works that include ground disturbance:

- Upgrade of the Breakwater (mainly the outer half);
- Upgrade of Wharf 8 (in a similar manner to Wharves 6 and 7);
- A proposed reclamation (between the Southern Logyard and the Breakwater),
- Earthworks and stormwater drainage work affecting part of the Southern Logyard (in terms of the adjacent Wharf 8 and reclamation components);
- Installation of additional/new stormwater treatment devices to serve the Southern Logyard;
- Port-wide capital dredging and disposal (along with associated maintenance dredging based on the increased port depth).

Each of these activities is discussed below with reference to their effects on heritage values.

7.1 Upgrade of the Breakwater

The Proposal's upgrade of the inner breakwater involves only minor alterations; however, the existing structure of the outer breakwater is proposed to be encapsulated within an enlarged rubble mound.

The landward section of the breakwater was constructed in the 1880s but has been developed and maintained over the last one hundred plus years.

The proposed work will result in changes to the bulk of the breakwater but the alignment will remain the same, so the form of the harbour will be maintained.

Any surviving archaeological evidence associated with the breakwater will not be destroyed but will be encapsulated under the replacement breakwater mound. As such, there will be no modification of any remaining pre-1900 fabric so archaeological investigation is not required.

7.2 Upgrade of Wharf 8

To enable twin berths at the port, Wharf 8 will need to be extended southwest by approximately 130 m. The Wharf 8 extension is intricately linked to the Outer Port reclamation project. The proposed extension is dependent on logging trucks and other heavy vehicles being able to access it through the adjacent proposed reclamation. The wharf extension is only enabled by improved access through the proposed reclamation.

The wharf is being extended seawards (to the southwest) over the innermost 130m of the inner breakwater. The extended Wharf 8 structure will be approximately 16m wide, i.e., the same width as the existing wharf. Most of the extended width of the wharf will be on the southern (logyard) side³⁸.

Wharf 8 opened in 1967 and is located in the area of the overseas terminal. The wharf abuts the breakwater but is adjacent to an area of the port that has been reclaimed during the twentieth century. Consequently, the Wharf 8 area does not include pre-1900 archaeological material.

7.3 Reclamation and Stormwater Treatment Upgrade

To enable truck access to the southern end of the Wharf 8 extension, additional reclamation is required. The reclamation would need to be sealed to accommodate truck traffic and is proposed to comprise suitable material from the existing revetment along with granular fill as needed.³⁹

The Southern Log Yard is comprised of post-1900 reclaimed ground. Therefore, it does not contain intact pre-1900 archaeological material.

The Boat Harbour lies partially buried under the reclamation for the logyard. The footprint of the Reclamation Area has been designed to provide a minimum 5 metre buffer zone between the works and the Boat Harbour, this will provide adequate set back to ensure that the Boat Harbour is not affected by the proposed reclamation.

It is possible that some of the fill material used for the previous reclamation may originate from other areas that contained archaeological sites. Therefore, if significant ground disturbance occurs in the Southern Log Yard, it is possible that

³⁸ 4Sight Consulting July 2022 Gisborne Port Twin Berths Project Resource Consent Applications Assessment of Environmental Effects.

³⁹ Worley July 2022 Eastland Port Reclamation, Wharf 8 Extension and Outer Breakwater. Engineering Report for Consent Application.

redeposited archaeological material, which could include artefacts, midden, or faunal evidence, may be encountered.

As set out below, it is recommended that the conditions of consent include an Archaeological Discovery Protocol to ensure that if any redeposited archaeological material is encountered it is managed appropriately. The protocol utilised during the monitoring phase of the Wharfside Logyard redevelopment provides an appropriate existing model⁴⁰.

The Twin Berth project provides an opportunity to bring the stormwater treatment for the Southern Log Yard up to the same standard as the other log yards within the port precinct. In broad terms, the proposed concept is to insert new treatment systems into the existing network downstream of the existing filtration structures, and upstream of the existing outfalls.⁴¹

The proposed stormwater treatment upgrade works will have no effect on the natural structure of the Boat Harbour buried within the existing extent of the Southern Logyard.

7.4 Port-wide dredging works

The Proposal includes elements of maintenance and capital dredging works to be carried out in areas numbered 6 to 8 on Figure 2 of this report.

The Harbour Infrastructure is all above sea level. Consequently, dredging will have no visible effect on the Harbour Infrastructure.

The areas of proposed dredging have been subject to previous dredging therefore there is no expectation of encountering archaeological deposits in recently accumulated material.

The proposed dredging activity is not in the vicinity of the Boat Harbour and therefore will not affect that feature.

7.5 Overall effects on the heritage surroundings

It is our assessment that the Proposal will not significantly alter the form of the Harbour Infrastructure so will not affect the heritage values of that infrastructure.

⁴⁰ Heritage New Zealand Archaeological Authority no. 2016/820 granted for the Wharfside Logyard development included protocols for archaeological discovery. Also consent references LL-2016-107193-00, LU-2016-107181; and CD-2016-107183-00.

⁴¹ Cheal Consultants Ltd Draft Eastland Port Twin Berth Project Stormwater Plan Southern Log Yard Proposed Management System.

The proposed 5 metre buffer between the new Reclamation Area and the heritage Boat Harbour provides an adequate set back to ensure the Boat Harbour is not affected. No construction, sediment or debris disposition is proposed within the identified area of the Boat Harbour or within the 5-metre buffer zone.

7.6 Recommended mitigation measures

The following mitigation measures are proposed to ensure that Stage 2 of the Twin Berths Project does not affect historic heritage values:

An Archaeological Site Discovery Protocol should be included as a condition of consent to ensure that if any redeposited archaeological material is encountered during ground disturbance it is managed appropriately.

No construction activity, dredging sediment or debris deposition should be permitted to occur within this identified area of the Boat Harbour or the identified 5 metre buffer between the Reclamation Area and the Boat Harbour.

8. CONCLUSION

The Proposal involves substantial redevelopment and upgrade of the port facility. The area encompassed by the port has a long and complex history of human settlement and use. Many elements associated with these activities are still present and contribute to a complex heritage landscape around the mouth of the river.

The Proposal will not result in adverse effects on archaeological sites, as the work will be undertaken in areas that have been the subject of more recent (post-1900) port infrastructure construction and reclamations.

The Proposal will not result in adverse effects on heritage values, as the work has also been designed to maintain the form of the breakwater and wharves, and the extant portion of the Boat Harbour will be protected.

Nonetheless, the following mitigation measures are proposed to ensure that the Proposal will not have effects on historic heritage values:

1. An Archaeological Site Discovery Protocol should be included as a condition of consent to ensure that if any redeposited archaeological material is encountered during ground disturbance it is managed appropriately.
2. No construction activity, dredging sediment or debris deposition should be permitted to occur within this identified area of the Boat Harbour or the identified 5 metre buffer between the Reclamation Area and the Boat Harbour.

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