

**Archaeological Assessment
Proposed Irongate Industrial Plan Change**



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Prepared By

Cathryn Barr
Team Leader - Heritage
Senior Archaeologist

Myfanwy Eaves
Heritage Consultant

Opus International Consultants Limited
Environmental
6 Ossian Street, Ahuriri
Private Bag 6019, HB Mail Centre,
Napier 4142, New Zealand

Telephone: +64 6 833 5100
Facsimile: +64 6 835 0881

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1 Purpose

1.1 Project Brief

Opus International Consultants (Opus) were commissioned by Hastings District Council to carry out a desk top review of the archaeological and historic values of the area proposed to be rezoned for industrial purposes in the vicinity of Irongate Road and Maraekakaho Road in Hastings. The purpose of the assessment was to identify any potential effects associated with the future development of the industrial area on the archaeological and historic values of the area and identify options that could be used to avoid, remedy or mitigate any potential for adverse effects.

1.2 Limitations

This report is the result of a review of existing literature and historic documents associated with the area. No site inspection or fieldwork was carried out as part of this report.

It should be noted that this is an archaeological and historic assessment and does not present the views of tangata whenua regarding the significance of the area to them. Nor does the report make statement as to the cultural values of the area to tangata whenua.

1.3 Location

The area of the proposed rezoning is located to the west of Hastings city, centred on the intersection of Irongate Road and Maraekakaho Road. The total area being considered for the proposed zone change is approximately 110 hectares. The area is located approximately 3km from the central business district of Hastings, and 1km from the existing residential boundary of the city along Maraekakaho Road (SH 50A).

The land included within this area is currently a mix of dry industrial uses and agricultural and horticultural productive uses.

There is currently a proposal to construct a new section of the Southern Hawke's Bay Expressway through this area. If constructed, this may form part of the eastern boundary of the proposed new industrial area.

Figures One and Two show the approximate location of the proposed new industrial area.

1.4 Proposal

Hastings District Council are considering a proposed plan change that would rezone an area of land in the vicinity of Irongate Road Maraekakaho Road from Plains Zone (rural) to industrial. This would allow the development of predominately dry industry activities in this area.

Figure One indicates the overall area covered by the proposed zone change, and the stages in which it is being considered.

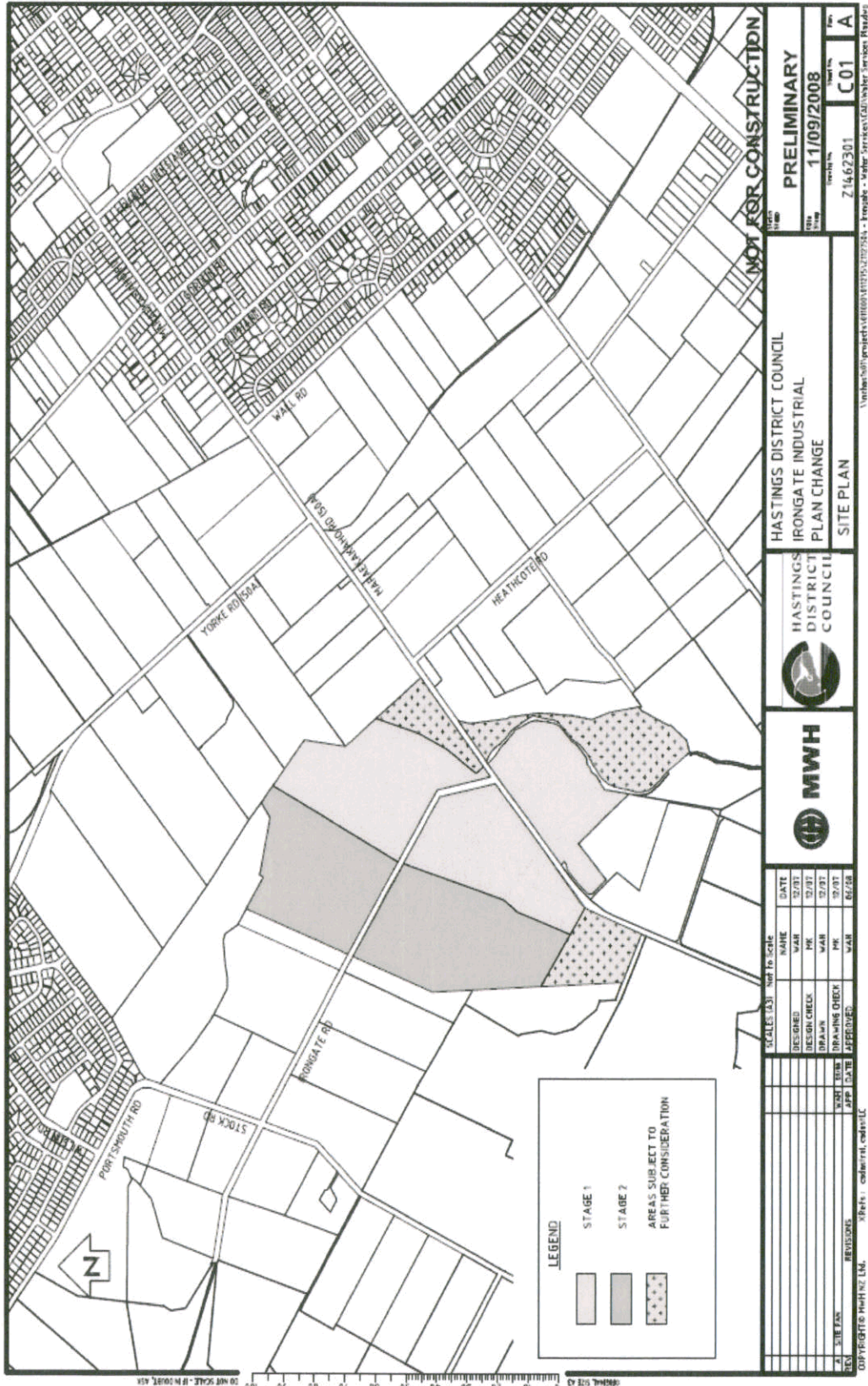


Figure One shows the approximate location of the entire area under consideration for plan change

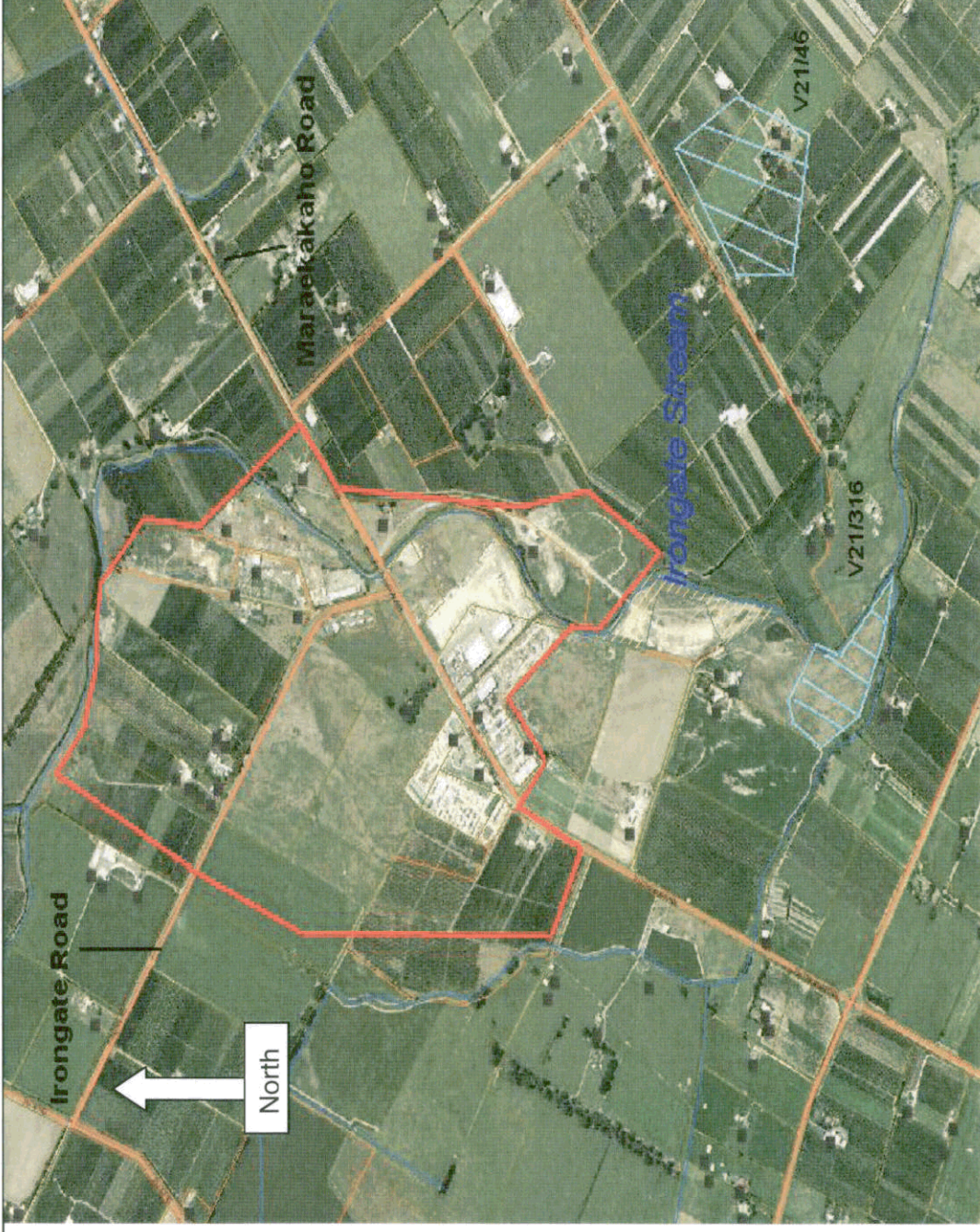


Figure Two Aerial photograph of area showing overall area being considered in zone change. Visible within the area are existing industrial activities.

2 Historic Information

2.1 Methodology

This study involved the compilation of information on the recorded historic and archaeological sites within the area identified as being the proposed new industrial zone. The purpose of this was to identify areas or sites of historic significance that may be affected by the proposed rezoning of the land for industrial purposes..

2.2 NZAA Database

The New Zealand Archaeological Association (NZAA) manages a national database of recorded archaeological sites in New Zealand. There are currently over 59,000 records in the database however there remain several areas of New Zealand that have not been the subject of intensive archaeological survey and recording.

Examination of the database indicates that while there are no recorded archaeological sites within the identified area, there are two recorded sites less than 1km to the south (Figure Two). These are:

- ◆ V21/46 – Pa site recorded in 1963 as being located “at the bottom of Southland Road On the left side of the road a short distance after passing over a small bridge which was over a very large drain.” Information on the location of the pa or village was provided by a Mrs M Pugh who lived in Hastings during her early childhood. At the time that the information was provided (1963) Mrs Pugh was 83, meaning that she was recalling visiting the site on the edge of Hastings in the 1880s and 1890s.
- ◆ V21/316 – Willow Pa. This site was recorded in 2003 from an historic map compiled in 1876. The site is noted as being at the junction of an unnamed stream and the Irongate Stream, on the northern side of Longlands Road between State Highway 2 and Maraekakaho Road.

From information provided on the site record forms, it appears that there is no visible evidence of either of these sites and this has since been confirmed by fieldwork carried out by the author as part of an assessment for the proposed Hawke’s Bay Southern Expressway Extension project (Barr 2008). Given the proximity of the sites and the descriptions provided it is also possible that the pa reported by Mrs Pugh is the same as that marked on the 1876 map (i.e. they are the same site).

2.3 NZHPT Register

The New Zealand Historic Places Trust (NZHPT) compiles and maintains a register of buildings, places or areas of historic significance and / or waahi tapu. There are no known buildings or sites within the project area that are registered as significant with the NZHPT.

2.4 Literature and Historic Map Research

Several accounts of early European settlement in the Hastings District as well as the pre-contact occupation of the area were consulted. Details of texts consulted are provided in the bibliography of this report. In addition to reports and books a number of historic maps and survey plans were consulted on Landonline and in the archives of the Hawke's Bay Museum and Cultural Trust.

1859 Map of the Province of Hawke's Bay – map shows a walking track from Whakatu to Te Aute passing through the general area, but no settlements or pa sites are shown within the project area. (HB Museum reference 5000 40/100)

1876 James Rochfort's Plan of the Napier Country Districts. This plan shows an area identified as Karamu Reserve, and several areas of cultivations. As is noted above in *Section 2.2* Willow Pa is shown on a small stream tributary of the old Ngaruroro River bed. A small settlement is also shown at Bridge Pa. Boundaries of the Mangaroa and Te Awa o Te Atua blocks are identified, as is a road crossing the blocks, identified as the road to Maraekakaho. Also indicated, to the south, at the junction of the Awanui Stream and the old bed of the Ngaruroro River is R Farmers house.. (HB Museum reference 5001 38/349). Part of this map is reproduced as Figure Three.

1879 Plan of Maraekakaho Estate – property of Robert Donald McLean compiled by W Ellison & Sons This plan (SO 11068) shows the extent of McLean's Maraekakaho Station, and some of the surrounding titles and owners. Also indicated on the plan are significant landscape features (Mangaroa Swamp, named high points, rivers and streams and several habitation sites – Maori pa as well as European homesteads). The only such feature that is shown in the vicinity of the proposed Industrial zoning is the old bed of the Ngaruroro River.

1889 Map of the Provinces of Hawke's Bay compiled and drawn by Bristed. This map identifies the Te Awa o Te Atua land block but does not show any information on settlements or features within the block. (HB Museum reference 5005).

General Survey and Subdivision Plans 1905 – 1932 (DP 1709, DP 1815, DP 2975, DP2589, DP2495, DP 3096, DP 3470, DP 4144). Many of these plans are associated with the first subdivision of this area early in the 20th century, and the surveying of public roads through the area. There are no indications on any of these plans of historic features or buildings.



Figure Three Part of Rochfort's 1876 plan showing settlements at Willow Pah (sic) and Bridge Pah (sic). Proposed Industrial zone is north of Willow pa on this figure. Also visible the Karewarewa Stream and the dry route of the Ngaruroro River (HB Museum reference 5001 38/349)

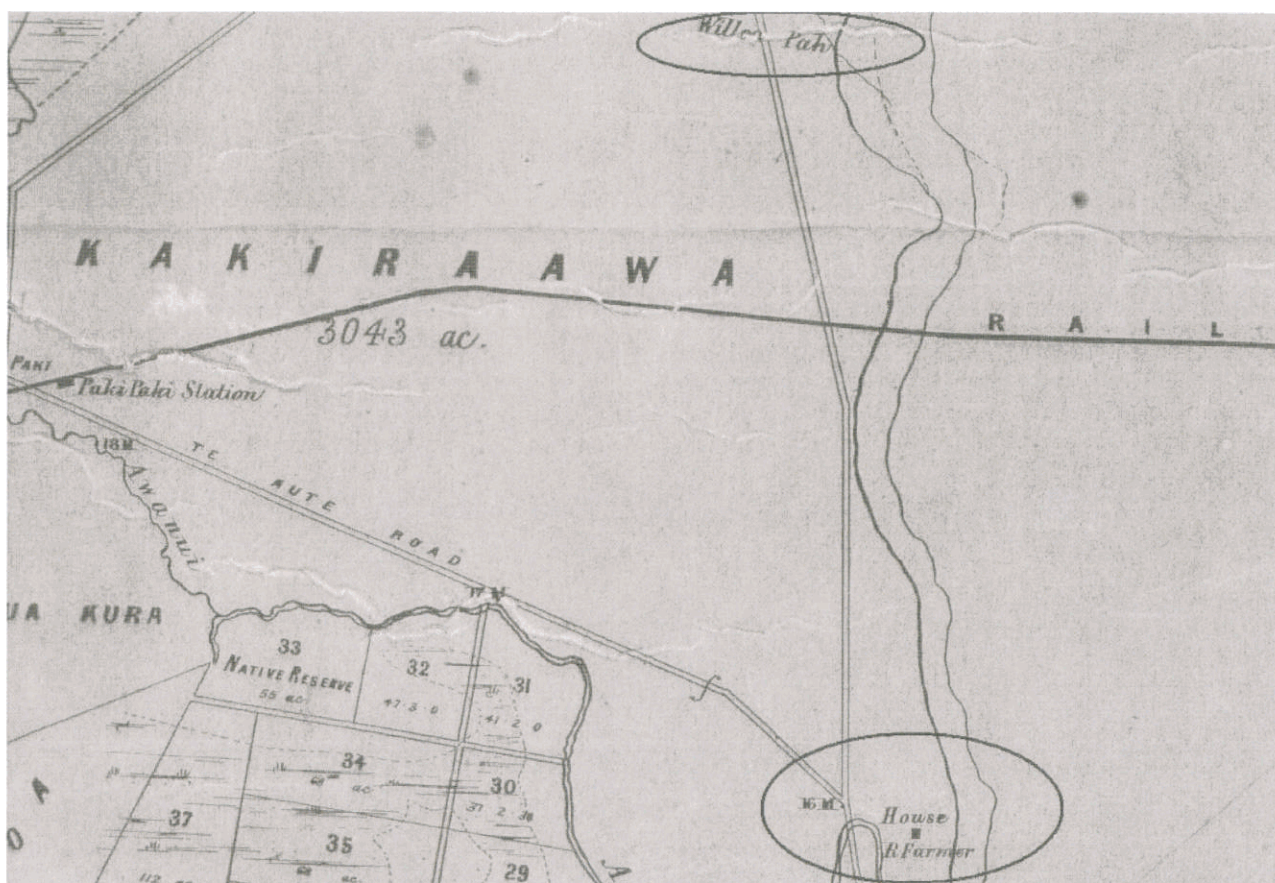


Figure Four Additional Part of Rochfort's 1876 plan showing settlements at Willow Pah (sic) and and Farmer House on Longlands Estate. Also visible the Awanui Stream and the dry route of the Ngaruroro River (HB Museum reference 5001 38/349)

Histories of the Hastings District indicate that this area was settled and the fertile river flats were gardened in pre-European times. However, the area was also prone to flooding, supported by indication of several areas of swamp and wetlands on the plains. The most notable recorded flood event was the floods of Easter 1897 when the railway embankment at Roy's Hill was swept away and the entire area of the Heretaunga Plain was covered in water. Any sites or settlements in this area would have been affected by the floods and by subsequent European farming of the area.

The subject area appears to have been included in the original boundary of Longlands Estate. This property, covering approximately 9,500 acres, was first leased from the Maori owners in 1866 by James Coleman, who established sheep on the property. In the early 1870s Coleman sold his lease to Robert Farmer, and in 1874 Farmer and his new business partner, James Watt had made the property freehold, purchasing 5,070 acres at Te-Awa-o-te-atua, and 3,043 acres at Kakira-awa (MacGregor 1970:106). These two land parcels, indicated by the block sizes, are easily identified on the Rochfort plan, and cover the part of the area of the proposed new industrial zone (see Figures Three and Four). It appears from plans (though these are not totally clear) that the old bed of the Ngaruroro River formed the eastern boundary of the Longlands property.

Unfortunately James Watt died suddenly at Longlands in 1879, leaving a wife and young son, Edward James Watt. The Longlands Estate was held in trust for E J Watt until he was of age and had returned from schooling in England.

As is noted above, early in the 20th century E J Watt began to subdivide Longlands. In 1904 he sold 200 acres adjacent to the railway line to allow the construction of a meat works, which began operations in 1906 (Boyd 1984:96 – 97). That same year Watt had several surveys carried out of land in the vicinity of what is now Irongate / Maraekakaho Road (DP 1709). Examination of historic titles indicates that this block of land was purchased by Hugh Campbell, who then subdivided the property into 11 lots in 1913 (DP 2975). It appears that at this time the farm track was formalised as public road, with small farm lots on either side.

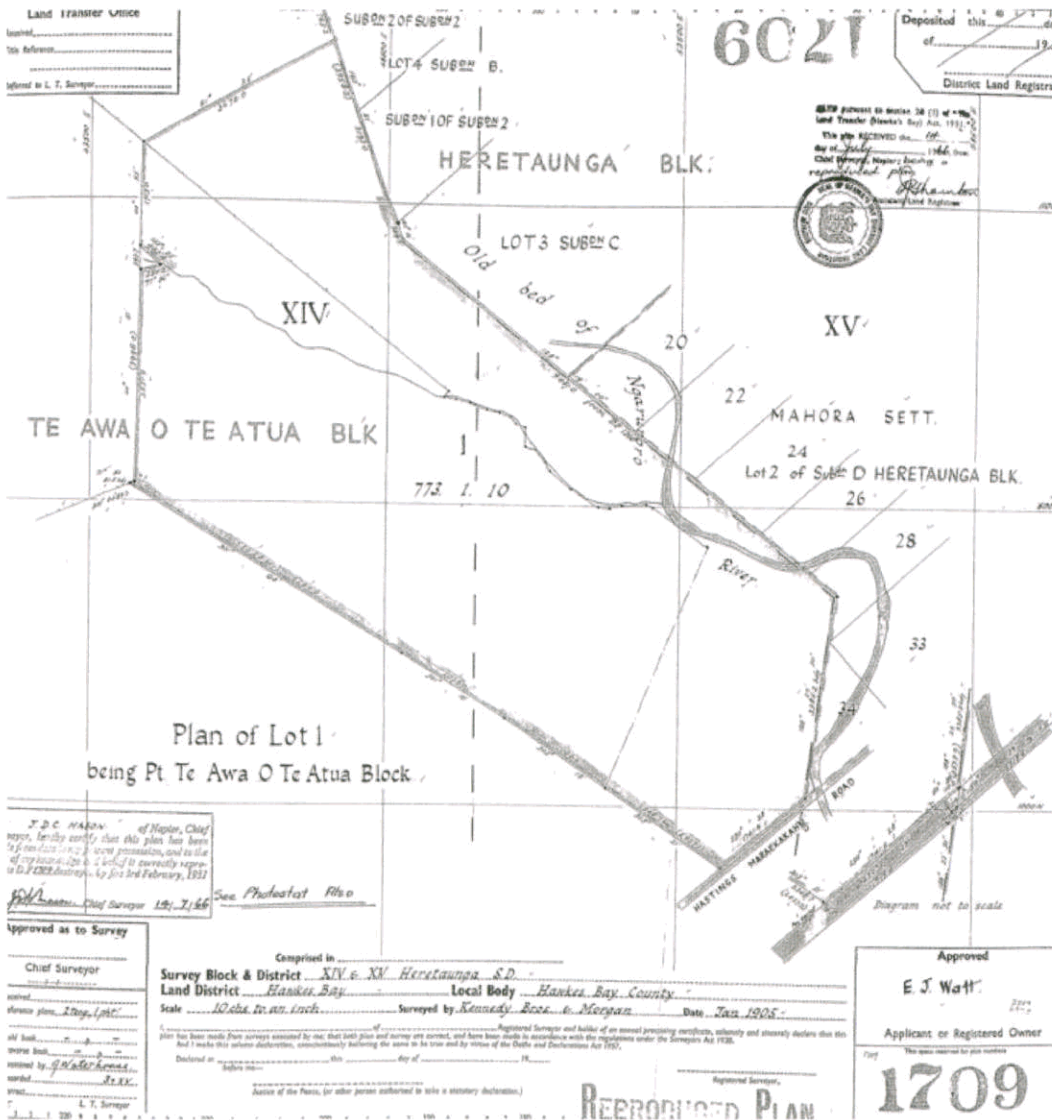


Figure Five DP 1709 (compiled 1905) subdivided by E J Watt

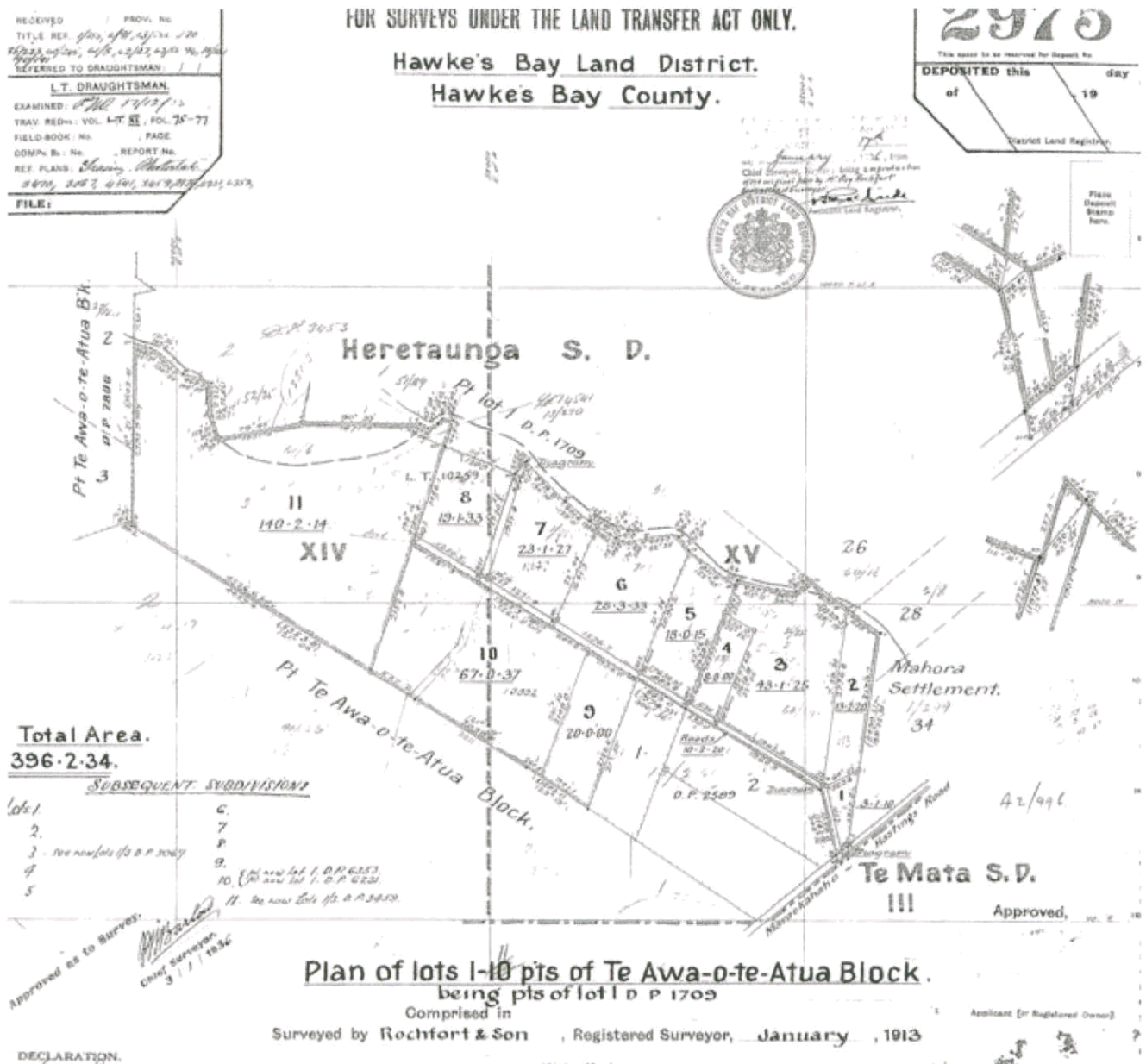


Figure Six DP 2975 subdivision carried out for Hugh Campbell of Lot 1 DP 1709 (compiled 1913)

By the late 1800s the landscape of the Heretaunga Plains had changed, with many of the larger estates being subdivided and land use changing. In 1894 the government passed the Land for Settlements Act, with one of its prime purposes being an attempt to break up some of the larger estates and buy private land for smaller farm holdings. In Hawke's Bay several areas on the outskirts of Hastings were purchased and set up as dairy farms, including 427 acres at Raureka (1896) and 1,133 acres at Mahora (1899) (Boyd 1984). These land settlement blocks are located on either side of Maraekakaho Road, and are both within the area proposed to be rezoned.

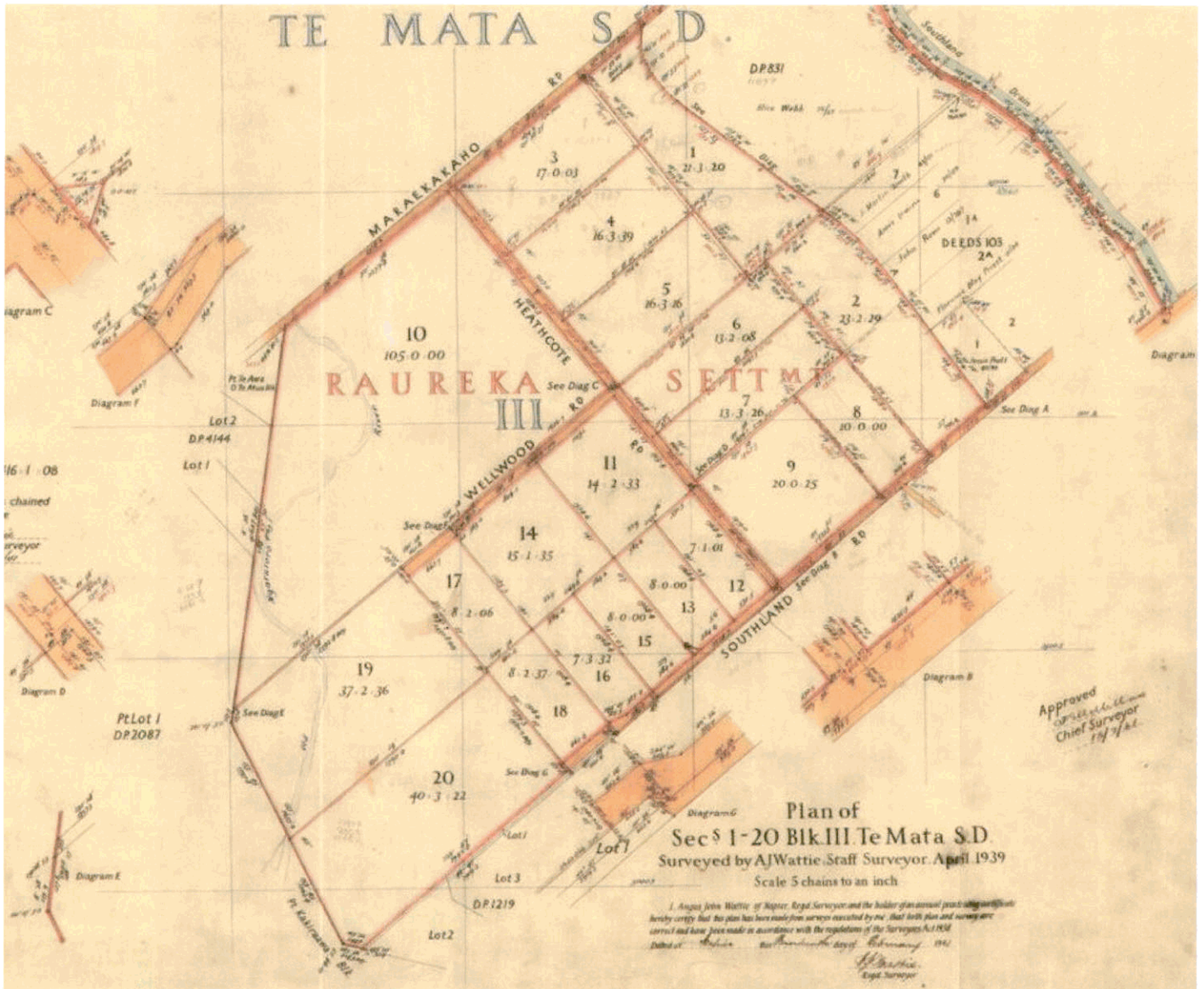


Figure Seven SO 2018 Survey plan of Raureka Settlement, located south of Maraekakaho Road

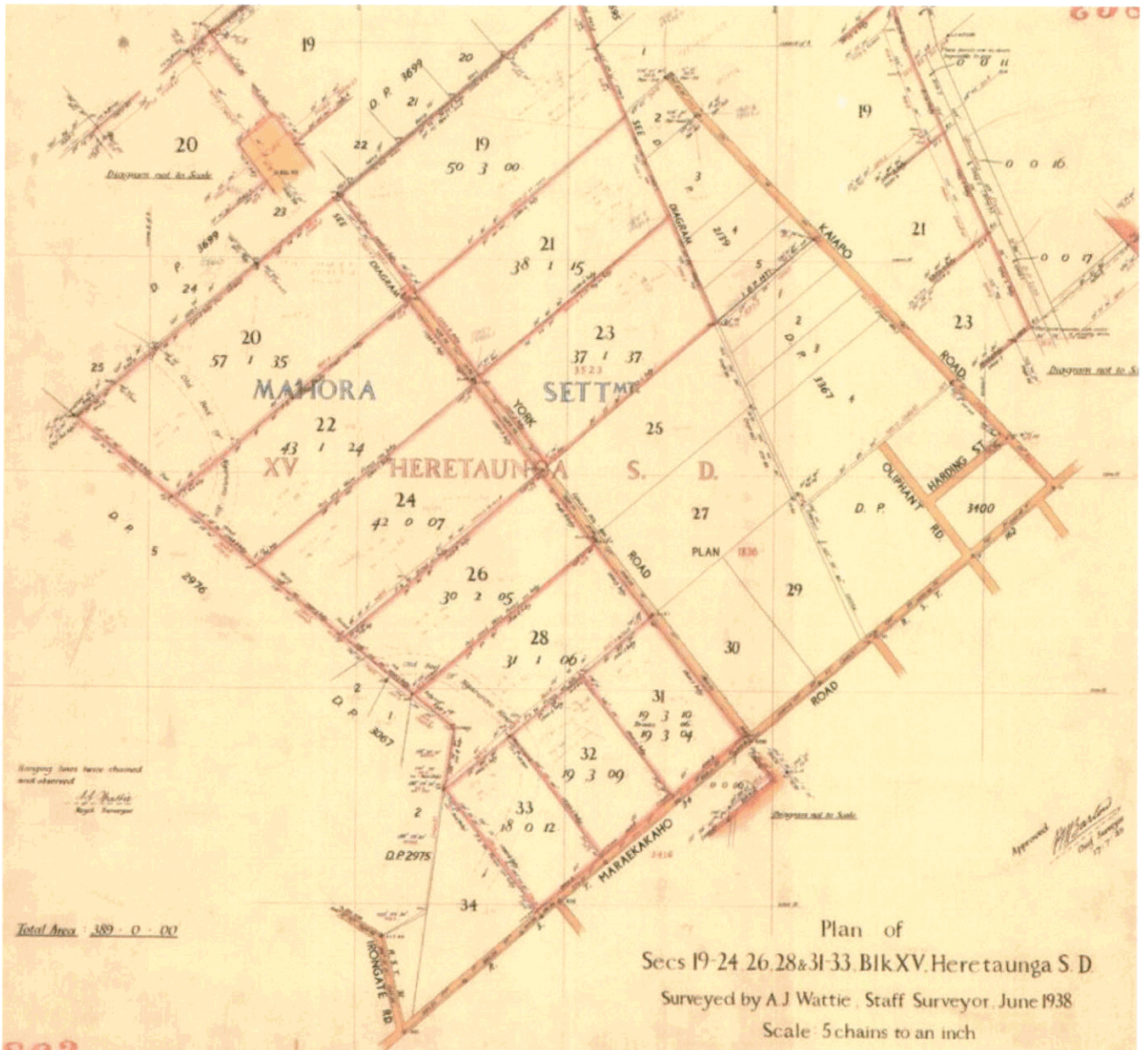


Figure Eight SO 1863 Survey Plan of Mahora Settlement north of Maraekakaho Road.

2.5 Recent Cultural Assessments

As part of a proposed roading project through this area a cultural audit was carried out on behalf of tangata whenua. The results of this work were widely publicized (TV3, Dominion Post, Hawke's Bay Today) following identification of potential European burials in the area of land between York Road and Irongate Road by matakiti, these sites were examined using Ground Penetrating Radar showed anomalies consistent with images indicating burials or graves. This site is located in the road reserve on the north eastern side of Irongate Road approximately 300m north of the intersection with Maraekakaho Road.

Historic research of the properties did not reveal any information on burials in this area, however Maori oral tradition identifies that burials associated with the 1918 influenza

epidemic took place in this area (Kevin and Mike Tamati pers. com.). Test excavations along the route of the proposed expressway, within the area identified by the matakite have not provided any evidence of burials at this location.

2.6 Summary

Considerable historic research on the land blocks located within the area of the proposed new industrial zone indicates that the area was taken up and developed for grazing and cropping early during the European settlement of the Heretaunga Plains district, with the land included in one of the first large estates on the plains – Longlands Estate.

None of the early survey plans, development plans or general historic plans of the area indicates any settlements, buildings or specific activities (gardens, etc) within the area proposed to be used for industrial purposes. Of particular note, there is no reference in any of the historic accounts or survey plans consulted of early European burials in this area.

3 Potential Impacts of Rezoning

3.1 Archaeological Potential of the Area

As is noted, there are no recorded archaeological sites within the proposed new industrial area, but there are several recorded sites in the vicinity. Willow Pa, on the banks of the Irongate Stream (old Ngaruroro River) is the closest recorded site to the project area. This site is noted on an 1876 plan and is mentioned in an historic account by an early Hastings resident used to record the site in the NZAA site file.

Major flooding and changes in the course of the Ngaruroro River are likely to have affected not only the location of sites and land use in the area in the past, but also the survival of any evidence of this use. For these reasons, it is considered that the archaeological potential in this area is low. Intensive farming – ploughing and cropping of the area is also likely to have affected any archaeological evidence that may have been in the area. While the archaeological potential of the area is low, it should be noted that there may be sites of significance to Maori that are not archaeological that have not been identified as a result of this desk top review. Consultation with tangata whenua may result in sites of significance being identified, however it is understood that consultation with local iwi representatives to date has not resulted in any significant concerns being raised.

It is further noted that within part of the area identified as being under consideration for the proposed rezoning, several industrial activities already exist, including relatively large timber and transportation operations.

3.2 Possible Impacts on Heritage of Rezoning

The Resource Management Act 1991 (RMA) provides guidelines and regulations for the sustainable management and protection of the natural and cultural resources, and in 2003 amendments to the RMA elevated historic heritage to a Matter of National Importance. Under Section 6 (f) it is necessary to consider the need for “the protection of historic heritage from inappropriate subdivision, use, and development.”

Changes in use within a previously rural environment generally do have the potential to adversely impact on archaeological resources within that area. In this instance the potential impacts of the proposed rezoning would include development of land for the construction of buildings, earthworks associated with new access ways and any other earthworks associated with changes in land use.

Investigations into the identification of reported graves in Irongate Road, to the immediate north of the proposed Industrial Zone, have not confirmed the location of these within the area identified by matakite. Although no physical evidence of the reported graves has been identified, there does remain some potential that evidence of these may remain somewhere in the Irongate area. Much of the area of the proposed Industrial Zone has been modified already by the establishment of the timber yard, other industrial yards and workshops and intensive horticulture.

Overall the potential negative impacts on heritage of industrial development in this area are minimal. Dependant on any information provided by tangata whenua on sites of significance to them, it is recommended that should the rezoning of this area proceed, all development should proceed with inclusion of advice notes for Accidental Discovery Protocols and reference to the Historic Places Act 1993. Under the provisions of the Historic Places Act 1993 all archaeological sites are protected, whether they are recorded or not. If in the course of any earthworks, unrecorded archaeological material is revealed, there is a legal requirement to obtain an authority to modify the archaeological site under section 10 of the Act.

4 Conclusions

The purpose of this assessment was to identify any potential effects associated with the future development of the industrial area on the archaeological and historic values in the Irongate area and identify options that could be used to avoid, remedy or mitigate any potential for adverse effects. The area proposed to be rezoned for industrial purposes in the vicinity of Irongate Road and Maraekakaho Road in Hastings includes land that has been use by Maori for several hundred years, and which has been farmed by Europeans since the mid 1860s. It is anticipated the potential to locate remains of historic occupation and use within the area of proposed Industrial zoning is low.

In order to manage potential finds within this area in the course of development as an industrial area, it is recommended that advice notes are included as part of any consents or approvals for development that outline an accepted Archaeological Accidental Discovery Protocol to be adopted should suspected archaeological material be found. Any consents or approvals for development should also include reference to the provisions and requirements of the Historic Places Act 1993.

As is noted at the beginning of this report, discussion is focussed on historic and archaeological sites. It is recommended that consultation with tangata whenua is carried out as part of planning and development processes in order to determine whether there are sites of cultural and spiritual significance to them within the area.

References

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Buchanan, J D H 1973

The Maori History and Place Names of Hawke's Bay D Simmons (ed), Wellington

Macgregor, M 1975

Pioneer Trails of Hawke's Bay Wellington

Maps:

Map of the Province of Hawke's Bay 1859 HB Museum reference 5000 40/100

James Rochfort's Plan of the Napier Country Districts 1876 HB Museum reference 5001 38/349

Map of the Provinces of Hawke's Bay compiled and drawn by Bristed. 1889. HB Museum reference 5005

Historic Survey Plans Landonline – DP 1709, DP 2795, SO 2018, SO 1863

Also Consulted

New Zealand Archaeological Association Site File, Hawke's Bay

Field notebooks James Rochfort 1913 – books 89, 91, 94, 96 and 104