

WHAKATU ARTERIAL LINK, HAWKE'S BAY: ARCHAEOLOGICAL ASSESSMENT

Report prepared for
Hastings District Council

By
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EXECUTIVE SUMMARY

Summary

The proposed Whakatu Arterial Link (WAL) Project in Hawke's Bay aims to provide a strategic linkage between State Highway 2 North and Pakowhai Road.

Potential Effects

- There is limited potential to expose archaeological features within the project area. The areas that are more likely to encounter such features include:
 - The area just south of Rangitane Road along the eastern bank of the Karamu Stream, which may have been the location of a 19th century Maori village;
 - Areas near the Stream Bank where earthworks might be undertaken.

Assessment Undertaken

- This report is based on a study of archaeological databases and reports, the Operative Hastings District Plan schedules, historic maps and aerials as well as field survey, to determine the potential effects of the WAL on archaeological values. It does not include an assessment of effects on Maori cultural values.

Results of Assessment

- No pre-1900 archaeological sites along the proposed route would be affected, although there are archaeological sites and waahi tapu identified in the general vicinity. Effects on unrecorded archaeology are always possible but the potential appears to be limited based on the information gathered.

Suggested Approach for Effects Identified are:

- Earthworks should if possible avoid the area on the eastern bank of the Karamu Stream and up to 100m south of the Rangitane Road crossing of the Stream, south of Pakowhai Road, in order to reduce the risk of impacting on any remains of the 19th century Whakatu Village.
- At the construction stage provision should be made for the possibility of unrecorded archaeology being exposed during earthworks by developing comprehensive accidental discovery protocols in consultation between the Council, the Heritage New Zealand (HNZ formerly NZHPT) and tangata whenua. These would ensure that if koiwi tangata (human remains), taonga (Maori artefacts) or subsurface archaeological evidence is uncovered during construction, work would cease in the immediate vicinity of the remains so that appropriate action can be taken.
- Consideration should be given to applying to the HNZ for an authority prior to construction as a precaution, to avoid delays in the event that archaeological sites are discovered.

INTRODUCTION

Project Background

The proposed Whakatu Arterial Link (WAL) Project in Hawke's Bay aims to provide a strategic linkage between State Highway 2 North and Pakowhai Road (Figure 1, Figure 2), primarily to improve connections into and out of the Whakatu Industrial Area and through to the Hawke's Bay Expressway and Port of Napier. The WAL has been identified in the Hawke's Bay Regional Land Transport Strategy short term programme.

This archaeological assessment has been commissioned to establish whether the project is likely to impact on any known archaeological values. It is based on a desktop study, examining aerials and plans as well as any information on recorded archaeological sites, to determine the archaeological constraints on the project; and a field survey of the proposed route undertaken on 27 November 2013.

The proposed WAL works are set out in the Whakatu Arterial Project Description prepared by GHD (2014a). This report has been prepared as part of the required assessment of environmental effects accompanying a Notice of Requirement application under the Resource Management Act 1991 (RMA), and to identify any requirements under the Historic Places Act 1993 (HPA). Recommendations are made in accordance with statutory requirements.

Methodology

The desktop assessment involved the following searches and analysis:

- The New Zealand Archaeological Association's (NZAA) site record database (ArchSite) was searched for information on recorded archaeological sites in the vicinity of the project area.
- The Operative Hastings District Plan schedules and the Heritage New Zealand (HNZ) Register were reviewed.
- Background literature and archaeological reports relating to the area were consulted for relevant information, including previous archaeological surveys and investigations.
- Early survey plans held at Land Information New Zealand (LINZ), and other early plans and aerial photographs, were checked for information relating to archaeological or historic sites.
- Examination of satellite imagery was undertaken to identify potential archaeological sites.
- A field survey of the proposed route was undertaken on 27 November 2013.

The assessment has been revised in response to minor design changes as outlined in the final GHD Project Description (May 2014).

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Figure 1. Location of Project Area

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INTRODUCTION, CONTINUED

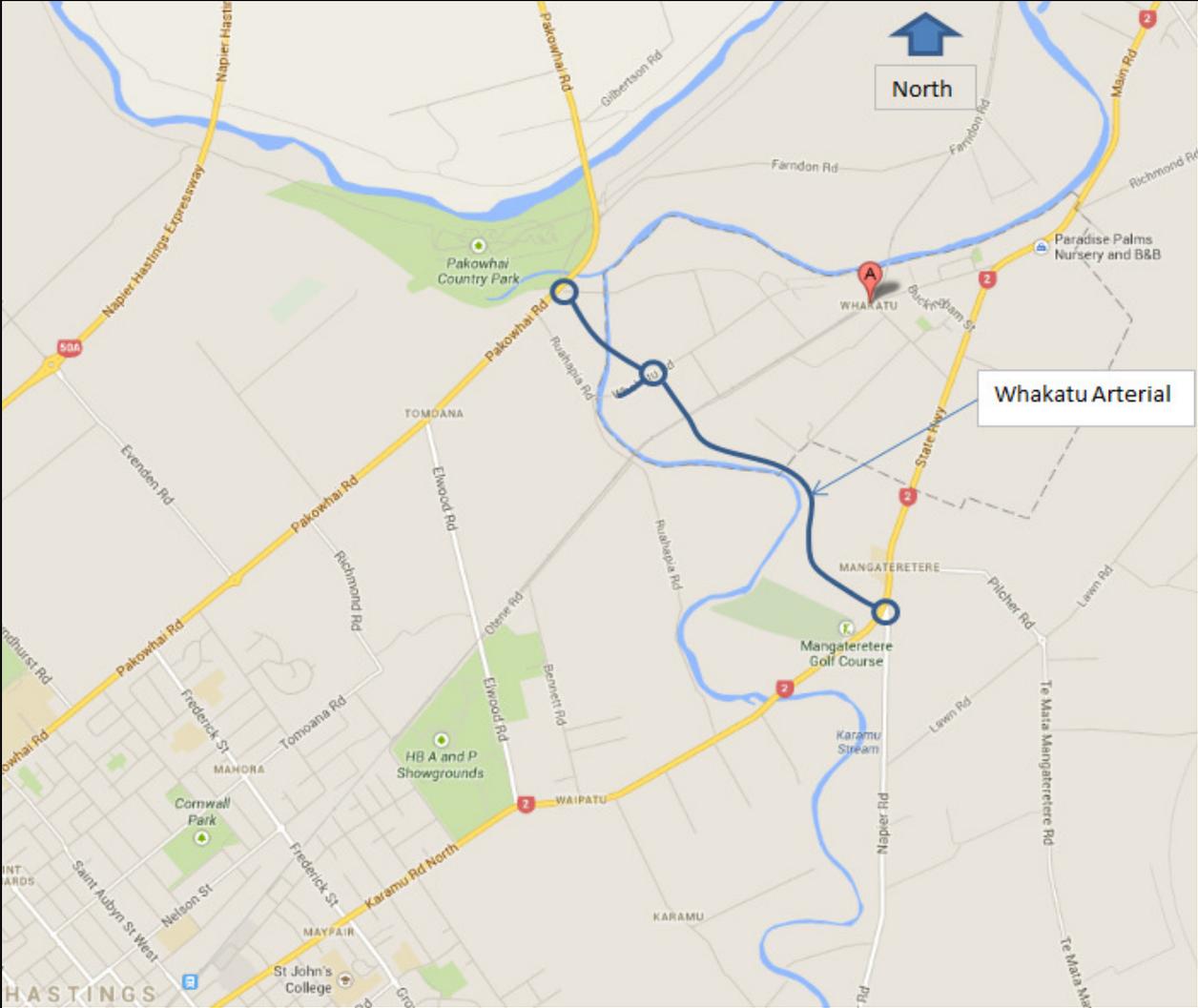


Figure 2. Location of WAL Project (courtesy GHD 2014)

DESKTOP ANALYSIS

Physical Description

The project area is near the old Ngaruroro River bed (Karamu Stream) west of Whakatu. The land is relatively flat and mostly used for commercial gardens, with light industrial buildings. The area has been cleared for some time.

History¹

The Whakatu area was occupied for a number of centuries prior to the arrival of Europeans. Various hapu, and in particular those associated with Rangitane, are linked with the earlier settlement of the region, with the subsequent arrival of Ngati Kahungunu during the mid-16th century (see references listed in the Bibliography). A number of pa sites are recorded near the rivers that flow, or once flowed, across the area (Figure 3) and some of the various hapu historically associated with the land continue to live in the area.

Flooding in 1867 saw the Ngaruroro change course and the Karamu Stream now runs mainly along the western side of the project area in the old river bed.

Early European speculators moved through the area from the late 1830s and early 1840s ‘acquiring’ various land blocks in the area (see, e.g., Best 2013:55ff). However, it was from the 1850s on that the variously leased and bought land around Hawke’s Bay was purchased and distributed by the government. Subdivision focused on agricultural or pastoral settlement from the 1860s and has continued to modern times.

Whakatu was historically associated with a large sawmill run by Robert Cashmore in the nearby Te Pakiaka (‘Big’) Bush². Meat rendering and wool scouring plants were also set up in the area.³ The railway arrived in the 1870s providing a linkage for goods to be shipped locally and overseas. The Whakatu Freezing Works started operations in 1915 and continued until 1986.

Distribution of Archaeological Sites

The NZAA ArchSite database currently has no record of any archaeological sites within the project area, though there are sites in the general vicinity (ArchSite 2013). The location and distribution of archaeological sites often reflects the fact that settlement in pre-European times was largely concentrated in coastal areas, or adjacent to lakes and navigable rivers (Figure 4). As mentioned above, pa sites are located near the old river path and include V21/315 (Karamu Pa) to the southwest and V21/68 and V21/202 to the northeast. The closest recorded site, V21/53 (Burial/waahi tapu) c.500 metres away, is also possibly the Te Ngaue pa site associated with Te Hapuku, who occupied it in 1857 (P. Parsons – see NZAA Site Record Form).

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¹ Adapted from Hastings District Council 2007. Additional detailed historical accounts are listed in the bibliography.

² Pakiaka was the area of a major battle in 1857 related to Te Hapuku being driven off the Heretaunga Plains (Pishief 1997: 15)

³ See, e.g., *Hawkes Bay Herald* 1 March 1870:5; Flax milling was also carried out in the area – *Hawkes Bay Herald* 29 October 1869:2.

DESKTOP ANALYSIS, CONTINUED

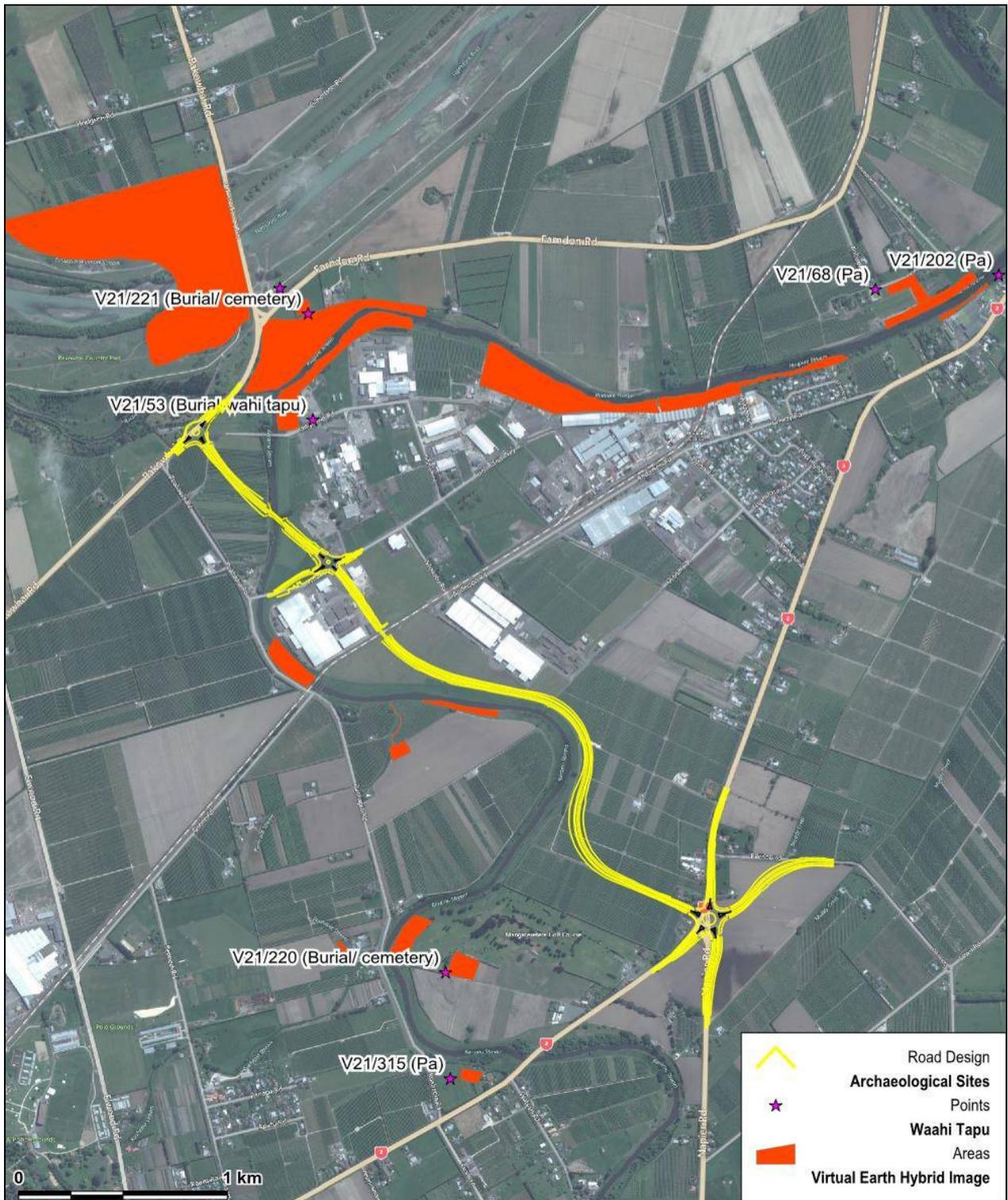


Figure 3. Recorded archaeological sites (NZAA ArchSite December 2012, shown as stars) and scheduled wahi tapu sites (Hastings District Plan, in red)

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DESKTOP ANALYSIS, CONTINUED

Waahi tapu

Waahi tapu are recorded in the Hastings District Plan along the old river banks near the project area (Figure 3) and for the most part comprise family burial grounds dating from the 19th and 20th centuries. Ruahapia Marae is located west of the Karamu Stream with associated cemeteries nearby.

Early Plans and Modern Imagery

A number of early plans showing the Whakatu area are available on the Alexander Turnbull Library Timeframes website and were examined for information relating to past land use. The plans shown here cover the time period of 1840s–1880s:

- Figure 4 is an early map of Hawke’s Bay around 1845 showing Ahuriri Harbour and the Tukituki River. Nothing specific is shown within the project area.
- Figure 5 dates from 1864 and shows the Karamu and Pakowai [sic] Pa, north and south of the project area, with Whakatu identified.
- Figure 6 dates from 1876 and shows Karamu Pa and settlement at Pakowhai, but Whakatu is not indicated.
- Figure 7 dates from the late 1880s and identifies Whakatu west of the river bed.

A number of LINZ plans were examined (see Bibliography) but these mostly only show subdivision of the land during the 20th century. This includes drain reserves and the railway reserve in the northern part of the project area. However, ML 2518, officially dated 1981 (Figure 8), is copied from the Records of the Native Land Court, although no original date is given. The map shows sketches of buildings identified as Whakatu. This plan was geo-referenced onto a modern satellite image and suggests that this Whakatu village was north of the proposed bridge crossing for the WAL along the Karamu Stream bank (Figure 9) where Rangitane Road crosses the stream.

Historic aerial photography was also examined and shows that the land within and near the project area has been in pastoral or commercial gardens since at least the 1950s (Figure 10, Figure 11).

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DESKTOP ANALYSIS, CONTINUED

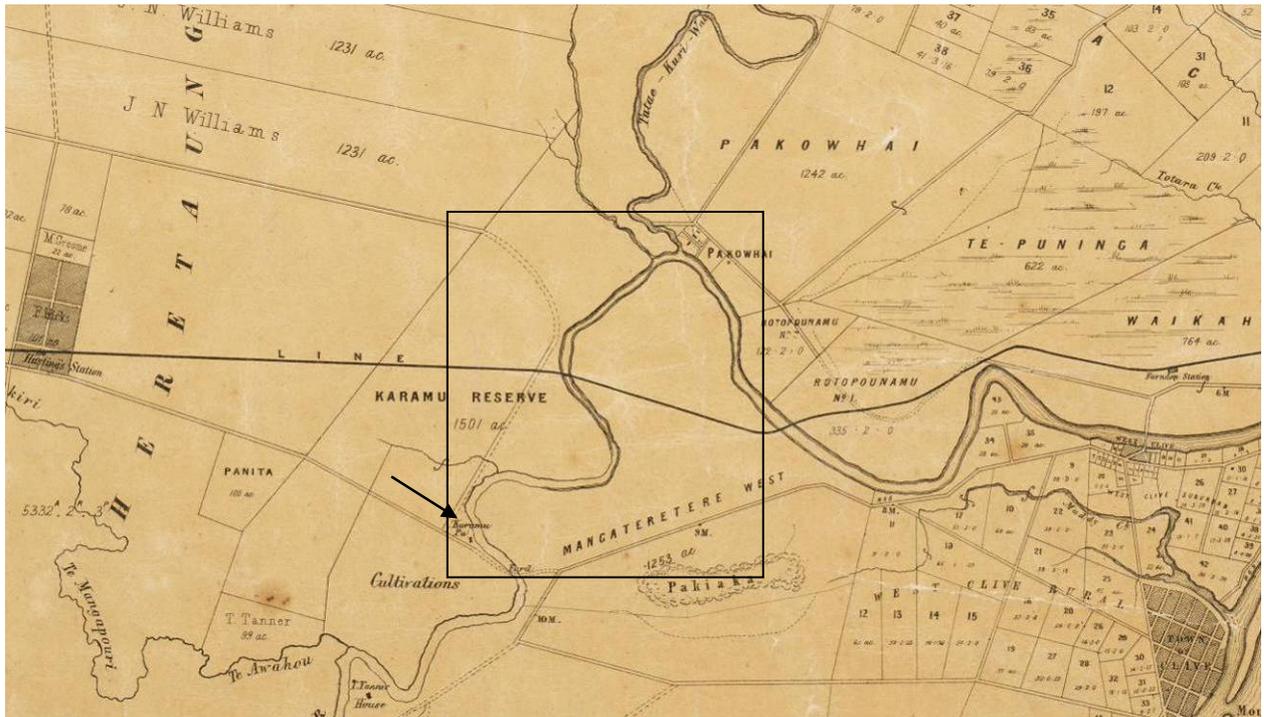


Figure 6. Plan of the Napier country districts, Hawke's Bay, New Zealand [cartographic material], compiled by James Rochfort. 1876. Karamu Pa indicated with arrow, project area within box (<http://ndhadeliver.natlib.govt.nz/content-aggregator/getIEs?system=ilsdb&id=1190242>)

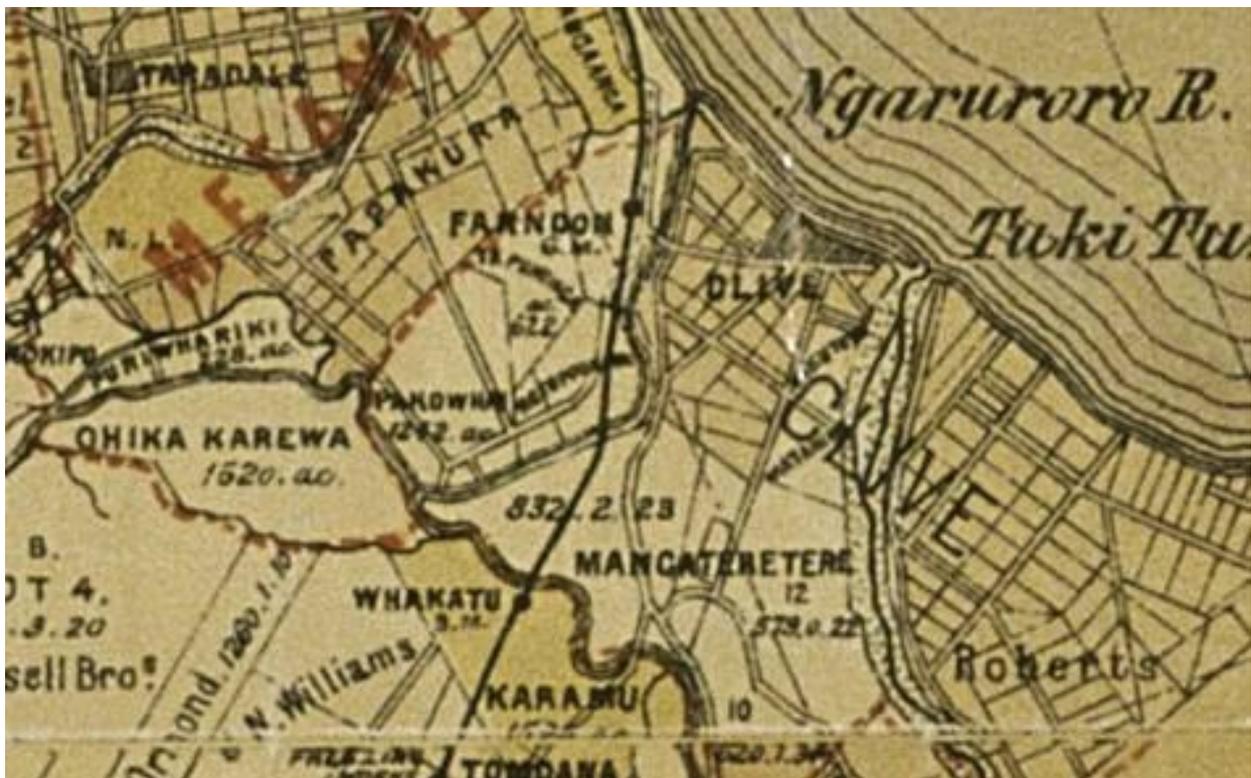


Figure 7. Part of Map of the Province of Hawke's Bay, New Zealand [cartographic material], compiled and drawn from official sources by R.B. Bristed, surveyor; Alfred Jarman, litho dated 1888[9] (<http://ndhadeliver.natlib.govt.nz/content-aggregator/getIEs?system=ilsdb&id=14135>)

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DESKTOP ANALYSIS, CONTINUED

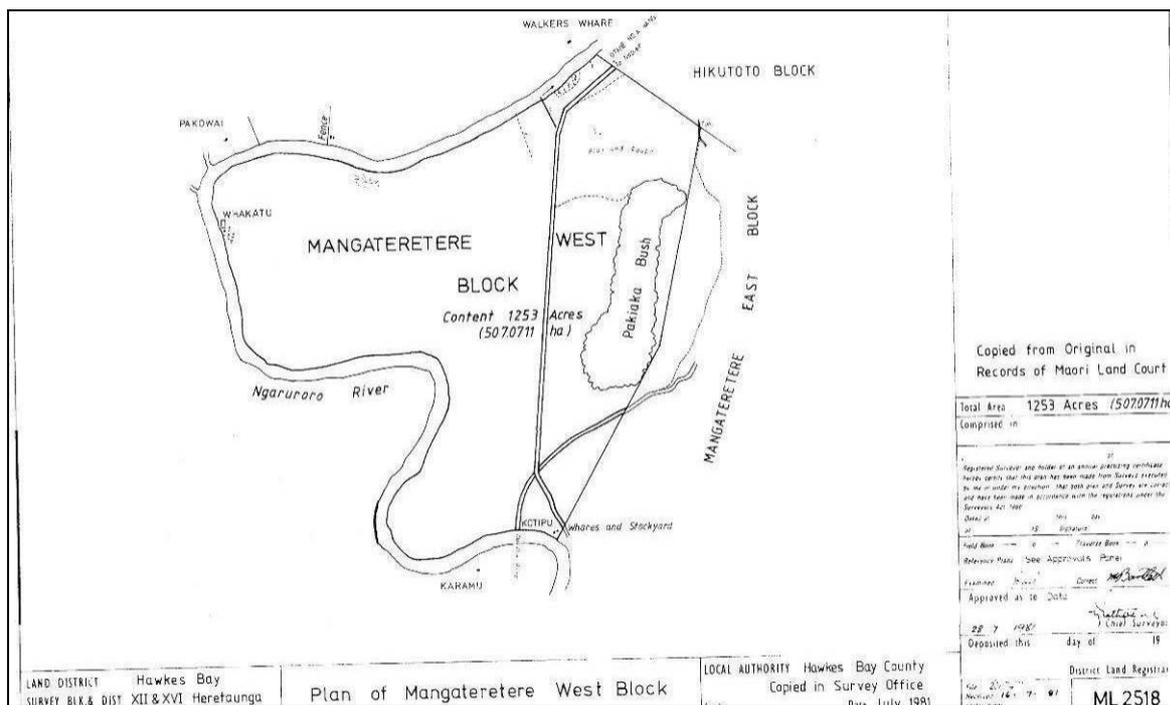


Figure 8. ML 2518 dated 1981, but based on Records of the Native Land Court

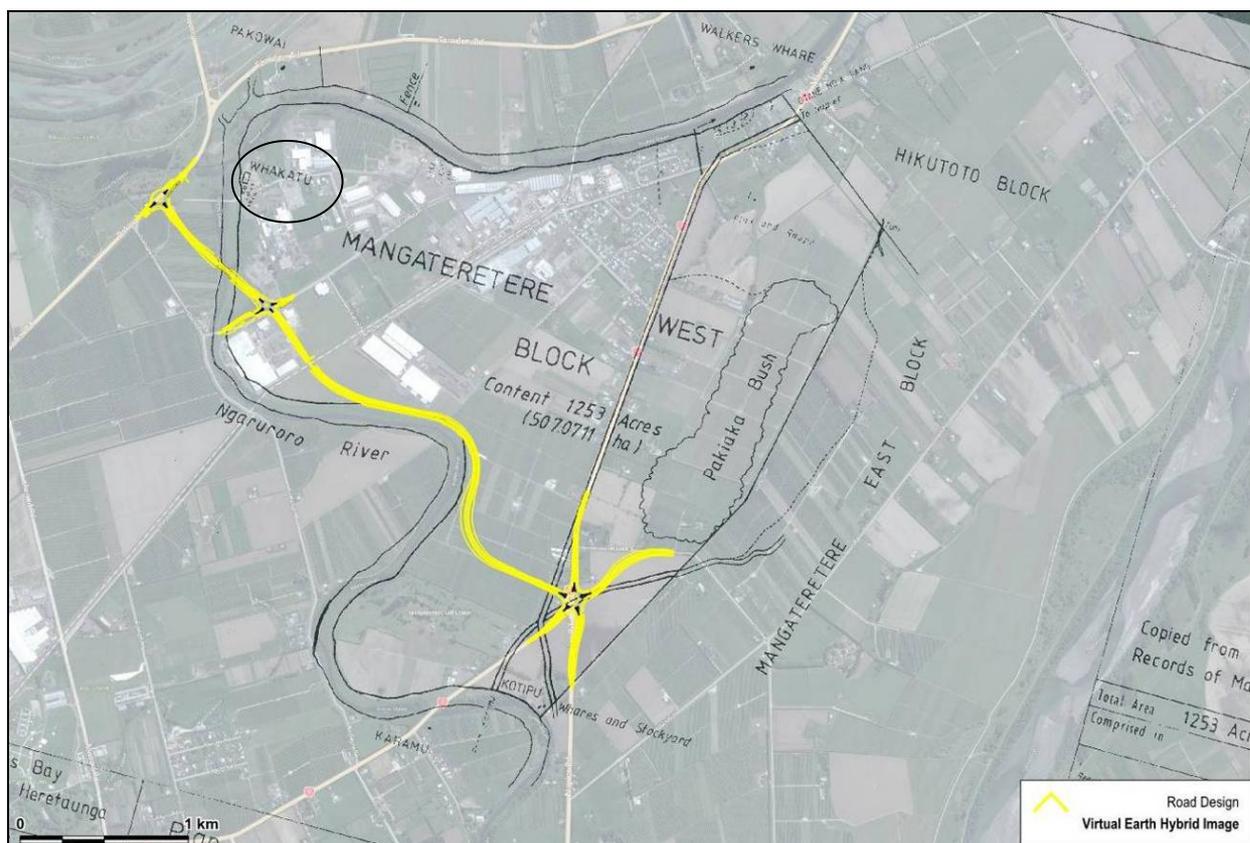


Figure 9. Overlay of ML 2518 on modern aerial, with location of Whakatu Village circled

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DESKTOP ANALYSIS, CONTINUED



Figure 10. View looking SSW across Whakatu Freezing Works in 1951 (Whites Aviation Ltd. Ref: WA-27439-F. Alexander Turnbull Library, Wellington, New Zealand (<http://natlib.govt.nz/records/22746235>))



Figure 11. View looking west across Whakatu Freezing Works in Whites Aviation Ltd. Ref: WA-41381-F. Alexander Turnbull Library, Wellington, New Zealand (<http://natlib.govt.nz/records/30120449>))

FIELD SURVEY

Archaeological Survey The proposed route crosses a number of property boundaries, roads and the Karamu Stream. Land use includes orchards and light industrial as well as some pastoral areas. The northern end of the WAL links into Pakowhai Road (Figure 12) and the area has been levelled for the current road. The WAL continues through orchards (Figure 13) running southeast towards the Stream. No archaeological evidence was observed in the orchards.

The western side of the stream bank near the proposed bridge crossing is covered in vegetation and visibility here was limited (Figure 14). A test pit here contained at least 20cm of scoria (Figure 15). It seems likely that there have been previous levelling and earthworks associated with the orchard and contouring of the stream bank.

The eastern bank of the stream near the bridge is grassed, but it seems that there have been significant earthworks on that side. Removal of fill to the north of the bridge area on the eastern bank is proposed (Figure 16). Clean topsoil (Figure 17) appears to have been dumped in this area, creating a stop bank protecting the lower neighbouring properties (Figure 18). If any archaeological features are present here they are likely to be buried.

Further south, the area also seems to have been modified. A test area for the new road is present north of Whakatu Road (Figure 19), while the route continues towards the industrial area to the southeast on land that has been raised and levelled (Figure 20).

A pedestrian walkway at the end of Anderson Road crosses the proposed route (Figure 21) south of the industrial area and with more orchards to the south (Figure 22). No archaeological features are likely here.

Along the Stream, a large stop bank has been built to protect the orchards from flooding (Figure 23). Archaeological sites were not visible here. As this bank is likely to be unaffected by the works, and no archaeological features were identified within the nearby orchards, the likelihood of archaeological features being encountered is low.

The new intersection of SH2 and Napier Road (Figure 24) is unlikely to impact on archaeology as the area has already been modified. South of the road, the land is mostly in horticultural production but it is unlikely that archaeological features will have survived here (Figure 25).

No archaeological sites within the areas affected by the WAL were identified during the field survey.

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FIELD SURVEY, CONTINUED



Figure 12. Northern extent of WAL showing Pakowhai Road



Figure 13. Orchard at northern end of project area

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FIELD SURVEY, CONTINUED



Figure 14. View looking SE from western bank along Karamu Stream in the area of the proposed bridge crossing



Figure 15. Test pit in the area of the bridge crossing on the western bank

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FIELD SURVEY, CONTINUED



Figure 16. Looking north across area of fill



Figure 17. Test pit in clean fill on raised area



Figure 18. View of neighbouring property to the east of the raised area

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FIELD SURVEY, CONTINUED



Figure 19. View looking towards the north at road test area on eastern bank of Stream near Whakatu Road



Figure 20. View looking approximately southeast across Whakatu Road



Figure 21. Pedestrian walkway at Anderson Road, looking west

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FIELD SURVEY, CONTINUED



Figure 22. Orchard area south of walkway in area of proposed route



Figure 23. Looking south along stream stop bank in apple orchard, north of SH2

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FIELD SURVEY, CONTINUED



Figure 24. SH2 and Napier Rd



Figure 25. Corn/maize and gravel pit near the corner of SH2 and Pilcher Road

DISCUSSION AND CONCLUSIONS

Summary of Results No archaeological sites have been recorded along or close to the proposed route of the WAL. Historical research suggests that Whakatu village was located c.500 metres away on the eastern side of the Karamu Stream in the vicinity of recorded burial site V21/53, and that this area may also have been a pa. Other pa were located in the wider area. A number of waahi tapu (burials and cemeteries) have been identified along the Karamu Stream banks, but all these areas have been avoided by the proposal.

Maori Cultural Values This is an assessment of effects on archaeological values and does not include an assessment of effects on Maori cultural values. Such assessments should only be made by the tangata whenua. Maori cultural concerns may encompass a wider range of values than those associated with archaeological sites. These values are assessed in the Whakatu Arterial Link Cultural Impact Assessment (Ipurangi Developments 2014).

Archaeological Value and Significance While a number of archaeological sites relating to both Maori and early European settlement are recorded in the wider area around the proposed WAL route, the project area itself has no known pre-1900 archaeological sites, and the potential for unrecorded subsurface remains is generally considered low.

The 19th century Whakatu settlement, identified on some historic plans, is nearby and there are a number of waahi tapu relating to burials along the rivers and streams. These are locations of archaeological and/or cultural significance, but are outside the project area.

Effects of Proposal The proposed route of the WAL will have no known effects on archaeological values, since no pre-1900 archaeological sites have been identified in the area affected by the project and the potential for unidentified pre-1900 archaeological remains is generally low.

Proposed earth removal north of the proposed bridge crossing on the eastern bank of the Karamu Stream towards Rangitane Road (Figure 26) has the potential to uncover remains of the 19th century Whakatu Village identified in the historic plans. However, most of the village is thought to be north of the road and confining works to areas more than 100m south of Rangitane Road would make it less likely that features would be encountered.

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DISCUSSION AND CONCLUSIONS, CONTINUED

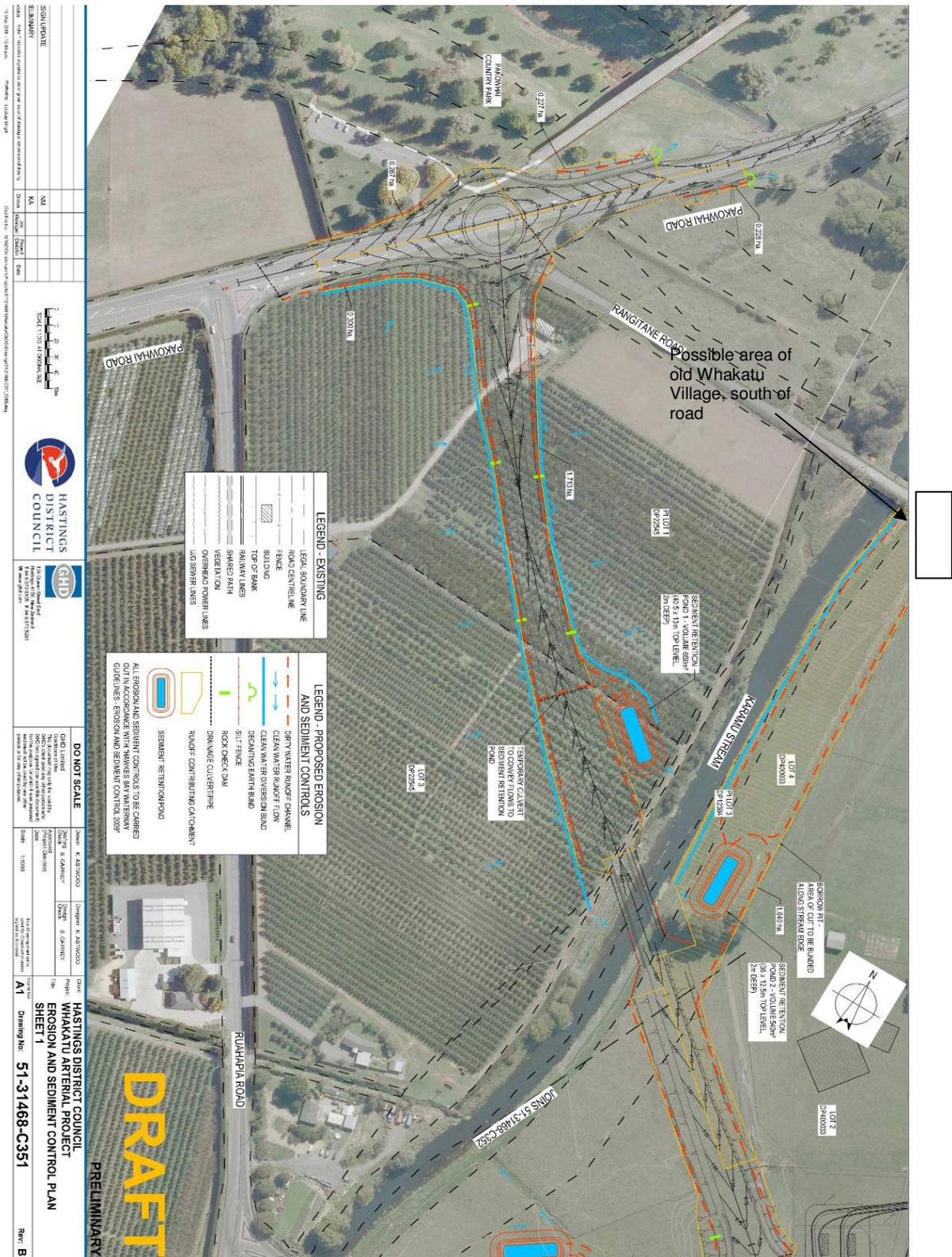


Figure 26. Erosion Control diagram of northern end of the project showing possible area of early Whakatu village south of Rangitane Road. The majority of the village appears to have been located to the north of the road

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DISCUSSION AND CONCLUSIONS, CONTINUED

Effects of Proposal, continued

In areas where archaeological sites have been recorded in the general vicinity it is possible that unrecorded subsurface remains may be exposed during development, even though the potential does not seem high within the project area. Nor can the possibility be excluded that unrecorded burials might be encountered outside the known urupa, particularly next to the Karamu Stream and bridge crossing where more significant earthworks are proposed, as the known burial sites are located close to the stream.

Resource Management Act 1991

Section 6 of the RMA 1991 recognises as matters of national importance: *‘the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga’* (S6(e)); and *‘the protection of historic heritage from inappropriate subdivision, use, and development’* (S6(f)).

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when *‘managing the use, development and protection of natural and physical resources’*. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) as *‘those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological’*. Historic heritage includes: *‘(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Maori, including waahi tapu; (iv) surroundings associated with the natural and physical resources’*.

This assessment has been undertaken to establish the effects of the project on known archaeological values. None of the archaeological sites scheduled for protection in the Hastings District Plan or recorded on the NZAA ArchSite database are located within the project area, and the proposal will therefore have no effects on any known pre-1900 archaeological sites.

Some scheduled waahi tapu are located close to, but outside, the northern end of the project area. These are not addressed in this report as they are Maori cultural heritage sites.

The potential for the WAL to impact on unrecorded archaeology is considered low, based on the research and field survey undertaken, and can be addressed through the development of Accidental Discovery Protocols in consultation between the Council, Heritage New Zealand (HNZ formerly New Zealand Historic Places Trust) and tangata whenua.

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DISCUSSION AND CONCLUSIONS, CONTINUED

Historic Places Act

In addition to any requirements under the RMA 1991, the HPA 1993 protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by the Heritage New Zealand (HNZ formerly NZHPT).

An archaeological site is defined by the HPA s. 2 as: *'any place in New Zealand that – (a) Either – (i) Was associated with human activity that occurred before 1900; or (ii) Is the site of the wreck of any vessel where that wreck occurred before 1900; and (b) Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.'*

Authorities to modify archaeological sites can be applied for either under Section 11, in respect to a particular site or sites, or under Section 12, for all sites that may be present within a specified area. Applications made under S12 require approval by the Maori Heritage Council of the HNZ. An application to undertake an archaeological investigation can also be made under Section 18 of the Act. The tangata whenua must be consulted regarding applications to modify, destroy or investigate archaeological sites which have Maori cultural associations.

Based on this assessment the project will not affect any known archaeological sites as defined in the HPA, and the potential for unidentified sites to be exposed during construction is considered low. If any sites are discovered during construction and cannot be avoided, an authority will be required.

Provision should be made at the development stage for the possibility that unidentified sites may be exposed during earthworks. This can be achieved by applying for a general authority under Section 12 of the HPA as a precaution. Alternatively work can be carried out under accidental discovery protocols, but this would result in delays if archaeological sites are found to be present.

Conclusions

Based on this assessment, the proposed WAL will not affect any known archaeological sites. However, to reduce the risk of impacting on any remains associated with the 19th century Whakatu Village, which was located on the eastern side of Karamu Stream largely to the north of Rangitane Road, removal of soil on the eastern bank of the Stream north of the proposed bridge crossing should avoid areas within 100m of the Rangitane Road crossing of the Stream, south of Pakowhai Road.

The limited potential for the WAL to impact on unrecorded archaeology during development can be addressed through Accidental Discovery Protocols developed in consultation between the Council, HNZ and tangata whenua.

RECOMMENDATIONS

**It is
Recommended:**

- That there should be no major constraints on the proposed WAL route on archaeological grounds, since no pre-1900 archaeological sites have been identified in the area affected by the project and the potential for unidentified pre-1900 archaeological remains is generally low.
 - That if possible earthworks should avoid the area on the eastern bank of the Karamu Stream that is south of and within approximately 100m of the Rangitane Road crossing of the Stream, south of Pakowhai Road, in order to reduce the risk of impacting on any remains associated with the 19th century Whakatu Village.
 - That at the construction stage provision should be made for the possibility of unrecorded archaeology being exposed during earthworks by developing comprehensive accidental discovery protocols in consultation between the Council, HNZ and tangata whenua. These would ensure that if koiwi tangata (human remains), taonga (Maori artefacts) or subsurface archaeological evidence is uncovered during construction, work would cease in the immediate vicinity of the remains so that appropriate action can be taken.
 - That consideration should also be given to applying to the HNZ for an authority prior to construction as a precaution, to avoid delays in the event that archaeological sites are discovered.
 - That the effects of the WAL on Maori cultural values should be assessed by the tangata whenua.
-

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LINZ Plans examined

DEED 140, DP 1025, DP 1032, DP 1544, DP 1913, DP 431, DP 432, DP 446, ML 2518, ML 752, ML 781, SO 4611, SO 4708

APPENDIX: SITE RECORD FORM V21/53

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: V21/53</p> <p>SITE TYPE: Unclassified</p> <p>SITE NAME(s):</p> <p>DATE RECORDED:</p>
<p>SITE COORDINATES (NZTM) Easting: 1932839 Northing: 5609165 Source: CINZAS</p>	
<p>IMPERIAL SITE NUMBER: N134/16 METRIC SITE NUMBER: V21/53</p>	
	
<p>Finding aids to the location of the site Paddock on right hand side of Whakatu Stock Rd. (Last turn right before Nagruroro River bridge from Hastings).</p>	
<p>Brief description Waihi tapu site. 2 raised pits & tombstone (Maori -1875) are visible from road near corner of paddock.</p>	
<p>Recorded features Cemetery/ urupa</p>	
<p>Other sites associated with this site</p>	

Continued on next page

APPENDIX: SITE RECORD FORM V21/53, CONTINUED

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Observations about this site made in

Author	Year	Title	Publication Details
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Supporting documentation held in ArchSite

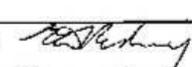
CK AF AE BA AACM

SITE REFERENCE FORM		SITE NUMBER N/134/16
Map number N134	Map name Napier & Hastings	SITE TYPE Kainga
Grid reference 257400N - 293500E 293257		
1. Aids to relocation of site E 429300 N 325700 Two raised 'pits' and a tombstone (Maori -1875) are visible from road near corner of paddock, on right hand side of Whakatu Stock Rd. (Last turn right before Ngarurero River bridge from Hastings). Paddock mentioned is the first past a dump.		
2. State of site; possibility of damage or destruction Site appears to have been damaged by flooding (before stop bank erected.) <i>state possibility of further damage.</i>		
3. Owner H.B. Farmers Meat Co. Ltd. Address Whakatu Freezing Works. P.O. Box 251, Hastings. Attitude Co-operative	Tenant N/A Address " Attitude "	
4. Name of site <u>Pakiaka</u> . Source of name "pa" - "callibash". <i>From name of surrounding bush. (1870s)</i>		
5. Date recorded 3. 6. 64.	Details of investigation; methods and equipment used Recording only - no excavation. photography. Only two definite pits are visible. They are raised 1' and measure 4' x 5' (Kumara pits?) THIS PA WOULD HAVE COVERED ABOUT 1 ACRE. NO EARTHWORKS.	
6. Aerial photograph numbers	Site shows: <u>clearly</u> /bodily/ not at all	
7. Reported by A.C. Verry, 215 Omaha Rd., HASTINGS.	Filekeeper J. Munro, P.O. Box 429, NAPIER.	
Date 3. 6. 64.	Date 24/6/64.	

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APPENDIX: SITE RECORD FORM V21/53, CONTINUED

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION SITE RECORD FORM (NZMS1)		NZAA NZMS1 SITE NUMBER V21/53 DATE VISITED 29/7/93 SITE TYPE Pa SITE NAME: MAORI OTHER	
NZMS 1 map number V21 NZMS 1 map name Napier NZMS 1 map edition 1st			
Grid Reference Easting <input type="text" value="4"/> <input type="text" value="2"/> <input type="text" value="8"/>		Northing <input type="text" value="7"/> <input type="text" value="0"/> <input type="text" value="8"/>	
1. Aids to relocation of site (attach a sketch map) <p style="text-align: center;">already recorded - this is additional information</p> N134/16			
2. State of site and possible future damage <p style="text-align: center;">in pasture - burial ground</p>			
3. Description of site (Supply full details, history, local environment, references, sketches, etc. If extra sheets are attached, include a summary here) <p>According to Patrick Parsons, Poraiti, this is the site of Te Hapuku's fortified pa Te Ngaue, where he was esconced during the Pakiaka fight in 1857. Apparently the combined forces and a newspaper reporter were present when Te Hapuku ceremoniously lit the palisades after he was defeated in September 1857. He left the area in March 1858. See Hamlin Diaries and Hawkes Bay newspapers.</p> <p>This pa is opposite Pakowhai pa.</p> <p>See Buchanan "Maori History and Placenames of Hawkes Bay", Reed, Wgtn. 1973, p 55, p 111, p 157 Wilson "The History of Hawkes Bay" Capper Reprint, Christchurch 1976 pp 108 - 9.</p>			
4. Owner Address		Tenant/Manager Address	
5. Nature of information (hearsay, brief or extended visit, etc.) visit & history Photographs (reference numbers, and where they are held) Aerial photographs (reference numbers, and clarity of site)			
6. Reported by Address E Pishief/ Patrick Parsons 3 Hukarero Rd Napier/ Poraiti		Filekeeper Date  23.8.93	
7. New Zealand Historic Places Trust (for office use)			
<input type="checkbox"/> Type of site <input type="checkbox"/> Local environment today <input type="checkbox"/> Land classification		<input type="checkbox"/> Present condition and future danger of destruction <input type="checkbox"/> Local body	