

SEPT 2023

Relocation should be last resort

FROM THE TOP

HPA President Elizabeth Pishief

Hello everyone. Welcome to our spring edition of Oculus. I would like to remind everyone that Historic Places Aotearoa's AGM is being held in New Plymouth over the weekend beginning Friday 6 October. The AGM itself is on Sunday morning.

Thanks to Rob Green of Heritage Taranaki for his tremendous support and work organising an interesting programme for us, while also organising many events for Taranaki Heritage Month.

Please send in your enrolment forms as soon as possible and by Monday 25 September.

We are looking for more executive



members, so please consider putting yourself forward.

I warmly welcome Steven De Graaf and the Cargill's Castle Trust as a new Member Organisation. They bring the number of Member Organisations to 10 along with nine Associate members, making a total of 19. We are delighted every time we get a new member.

I am sure many of you will be concerned about the future of the iconic Chateau built on Crown land in Tongariro National Park on the lower reaches of Mount Ruapehu. The latest news available is that it has very high risk and vulnerability to earthquakes. A detailed Seismic

Continued on p3:



Ngāti Te Whiti will launch Heritage Taranaki's Heritage Month at Te Whare Hononga, Taranaki Cathedral (above).

Focus on Taranaki heritage

Heritage Taranaki is looking forward to this year's Heritage Month following a most successful event in October last year.

Heritage Month 2023 will run from 1 October to 5 November as the Taranaki Province reflects on its past, its shared heritage and aspirations for its future community.

Heritage Taranaki invites iwi and hapū, historical and genealogical societies, and the public to share and listen to each other's stories of the unique heritage across the province.

Taranaki has a rich and complex history. The fabric of the community comprises various cultural and narrative threads.

Heritage Taranaki secretary and event coordinator Rob Green says the region's culture has developed over centuries with many different perspectives and stories.

"We believe that an honest gaze to

face our past is well due. And the stories we tell ourselves of our heritage will naturally be different according to our perspective, our 'lens'.

"We need to challenge ourselves to better understand how our identity is reflected and reinforced through the monuments and heritage chosen to be honoured and celebrated."

Coordinated and promoted by Heritage Taranaki, the month-long programme will be delivered by a variety of groups. The event will be launched by mana whenua, Ngāti Te Whiti, in Te Whare Hononga at Taranaki Cathedral on Sunday 1 October at 2pm. It will close on Parihaka Day, 5 November, with an early morning gathering on top of Pūkākā (Marsland Hill) before a Communion Service at the Cathedral.

In Stratford, several schools will be engaged in a series of

Continued on p4

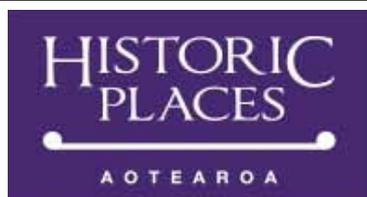
ARCHITECTURAL TERMS *explained*



Oriel windows in Klodzko, Poland
ORIEL WINDOW

a form of bay window which protrudes from the main wall of a building but does not reach to the ground. Supported by corbels, brackets, or similar cantilevers, an oriel window is most commonly found projecting from an upper floor but is also sometimes used on the ground floor.

JOIN US TODAY
to advocate for our
heritage, we need your
strong voices locally,
regionally and nationally



Our executive

The HPA seven-member executive meets monthly via Microsoft Teams. Its members are:

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Could this be you?????

EX-OFFICIO

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HPA Executive Mahi

by Denis Pilkington

Participate in our AGM

Our 2023 AGM is being held in New Plymouth over the weekend from Friday 6 October, hosted by Heritage Taranaki. The AGM coincides with the opening of Taranaki Heritage Month so there will be numerous interesting heritage activities on offer. The AGM takes place on Sunday morning.

The programme has previously been circulated to members, and a further copy accompanies this newsletter.

We are due for our biennial election of officers this year. The rules require nominations must be in the secretary's hands by Saturday 23 September. Nominees must be members of Member Organisations or Associate members and the nomination must be made by the organisation. There is no requirement for nominees to be office bearers in their local organisation. We are seeking a serious effort on the part of members to provide nominations this year as we are disappointed we

have not been able to fill a vacancy on our Executive Committee this year following a resignation at the last AGM.

Please forward nominations to the secretary at info@historicalplacesaotearoa.org.nz or The Secretary, Historic Places Aotearoa Inc, PO Box 133, Napier 4140. Any queries should be directed to the secretary at the above e-mail address.

National Heritage Conference

We have been keen to organise a national heritage conference, possibly in conjunction with other like-minded organisations and open to anyone interested in historic places.

Progress has been a bit slow, but the HPA Executive Committee is now considering a proposal from Historic Places Hawke's Bay to run a conference in Napier as part of the Napier sesquicentennial celebrations next year, possibly in October.

Look forward to hearing more about this proposal at the AGM.

Telling the stories of Alton

Printed in 2021, 140 years after the Alton School opened, these books written by Jacq Dwyer tell the many stories about the school, the families and the settlement of Alton.

Alton is a small rural community in south Taranaki, between the towns of Hāwera and Patea. The school closed in 1995.

Family Stories is 200 pages and contains the stories of 32 families that



lived in Alton some time in its past. Family names featuring include Allen, Amon, Armstrong, Foreman, Gibbs, Hodge, Palmer & Scown. The History of

a Settlement book is 250 pages and contains stories of the school, dairy factory, hotel, churches etc. A treasures trove of information and photos. Books are \$35 each. Contact Jacq Dwyer jacq@dwyer.co.nz for books.

Chateau in need of protection

From page 1:

Assessment was undertaken on behalf of Department of Conservation, which has refused to discuss the report, remediation cost or the substantial, ongoing maintenance costs.

The costs and scale of the remediation will be extremely expensive, and it is likely the Crown will need to contribute

the full cost if the building is to be saved from demolition.

I am sure you will join me in urging the government to protect this venerable building from demolition. As such a famous landmark of New Zealand's tourism industry, its loss would be tragic and bitterly regretted by many New Zealanders.

Panel to discuss 'who owns history'

From page 1:

events culminating in a hui and commemoration in the Stratford War Memorial Function Space. Student art, dance and music may be viewed as the legacy of Tohu Kākahi and Te Whiti O Rongomai is remembered.

Over the almost six weeks of activities, public may take part in field trips, museum visits and presentations by Taranaki heritage experts.

A key event will be a panel discussion on Friday, 6 November beginning at 5.15pm in the Plymouth International Hotel.

The six-member panel will consider the questions: "Who owns History? Who gets to tell the story?"

Parihaka kaumatua and Taranaki identity Dr Ruakere Hond will chair the event. Each panellist will have 10 minutes to present their perspectives before cross-panel discussion and a chance for responses and questions from the floor. The panellists are:

- Andrew Coleman – CE Heritage NZ – Pouhere Taonga
- Jay Ruka – Dean, Taranaki Cathedral,



Brougham Street, Taranaki, 1886.

- Kaihautū Te Manu Hononga, Puketapu
- Tamzyn Pue – Tumu Ahurea O Te Kāhui Maru, Producer, Te Reo o Te Uru Regional News, Te Korimako o Taranaki
- Liana Poutu – Pouwhakarae of Te Kotahitanga o Te Ātiawa Trust.
- Richard Shaw – Professor in Politics, Massey – author *The Forgotten Coast*

- Peter Addis - Professor, Te Kawa a Māui – School of Māori Studies. Te Ātiawa Stretching from Waitara in the north to Pātea in the south, other events comprise field trips, museum presentations and historic walks. "It is Heritage Taranaki's fervent hope that Taranaki Heritage Month will continue as an annual event."

Government provided land for flax industry

By Jacq Dwyer

Pātea Historical Society president

The Pātea Flax Company was formed in September 1869 for growing and processing flax in the district.

At least two sites were considered – one just north of Ball Road at Kākaramea on the Mangaroa Stream, over which the so-called Māori Bridge crossed. Another bridge, the Flax Bridge, near Kākaramea, crossed Kaikura Stream, just below where the school is now. The Kaikura Stream runs out to sea, and it was at the end of this stream that the other site was chosen. The Mangaroa Stream site was never pursued.

Within a few months, plans were drawn up and work began to establish the flax mill near the coast between Pātea and Kākaramea. The Government gave them free use of the 200 acres of land required if certain production levels were met, and the promise that after a few years the land would become the property of the Pātea Flax Company. This never happened.

Charles Vincent of Waverley applied for a lease from the Government with the same conditions, around the same time as the Pātea Flax Company. It took



The Flour Mill built at Kākaramea by Donald Coutts in 1876, later used as a Flax Mill.

a lot longer for his agreement to be settled but, by the end of 1871, Charles was employing 20-30 men.

A limited liability company was formed on 20 October 1869 with 2000 shares made available at £1 each. Provisional directors were Pātea men: John Gibson, Francis Thomas Perry, James Hirst, Glanville Warren Holland, and William Dale jnr with William Halse the solicitor. The directors were

confirmed the next month as Thomas Hirst (chairman), James Hirst, John Gibson, James Ball, William Dawson Webster, William King Hulke and T White. Tension between directors arose from the start with four of them living in New Plymouth, a long way from Pātea. Progress was slow.

Renowned Whanganui nurserymen John and James Laird planted the flax.

To page 4:

Flax plants grew and thrived at Pātea

From page 3:

They hired brothers Charles and Arthur Gibson to help them. Their older brother John Gibson, a company director, became mayor of Patea in 1888. Charles spoke about this time in an interview printed in the *Hawera Star* on 15 November 1924. Charles and Arthur had already spent a few months in the winter of 1870 clearing 30 to 40 acres of fern and tutu (*Coriaria*) and building a ditch and bank fence on a portion of the land, while living in a small toetoe hut they built.

Charles writes of his 1870 winter planting:

Here again we were in luck's way, for the Laird brothers sublet us another good contract, to dig the holes for them to put the flax in. This we did

while James Laird and his men with horse and dray went round the adjacent country selecting the particular plants required.

The holes had to be dug a certain size and depth, in rows a certain distance apart. So far, the directors had done well, for the plants grew and thrived remarkably, but the after story of the company's failure would be too long to detail here.

In 1980, Lee Honeyfield wrote a letter to Pātea Historical Society, recounting his memory of the flax industry on land they farmed. Remnants of the flax fields were there when he was a boy. His father hired 'flax-cutters' and sent wagon-loads of it on the train to Rutherford's Mill at

Waverley. Most of the 200 acres planted in flax for the mill was where the old Pātea Racecourse stood on flat land behind Victoria Street toward the coast.

Glanville Holland was appointed flax mill manager but never saw it in production as he was killed on 10 October 1870. The



Charles Gibson, spent the winter of 1870 planting flax at Kākaramaea

Nelson Examiner reported a few days later that he was digging a foundation for a retaining wall for a water race when a slip fell on his back, crushing his chest against the beam, and breaking one of his legs. He was extricated, and medical assistance sent for. Dr Walker promptly attended but arrived only in time to see him breathe his last. Glanville, 45, left behind a wife and six children. He is buried on top of the hill at the Pātea cemetery. It appears a replacement manager was never appointed and

the whole enterprise was doomed from then on.

The *Taranaki Herald's* 27 October 1870 progress report sounds deceptively promising:

The building erected is 25 feet by 16, and has roof and side lights. In the rear there is a sort of landing stage, for receiving the green and delivering the dressed flax. On the opposite side of the stage is a tool house and workshop.

The motive power will be water, led by a strong timber trough a distance of some 50 yards. The wheel is a turbine, imported from England; this wheel is certainly a curiosity, and difficult to describe accurately. The

power is 8HP with a fall of about 40 feet, the actual size of the wheel is 14¹/₂ inches in diameter, 4¹/₄ inches wide, and weighs about 30-35 pounds, the size of an ordinary grindstone. The speed will be very great — 528 revs per minute.

The water is led to and discharged from the wheel through a series of strong iron pipes; the water by some peculiar method entering the wheel at the centre and discharging all round the rim simultaneously... The ground on which the buildings are erected is 50 acres, enclosed by a wire fence on all sides except the one on which the mill stream runs. The store is 40 feet by 16, and 12 feet high in the stud. The double dwellinghouse near the store is 40 feet by 14, and 10 feet high in the stud, with a lean-to at the back, 12 feet by 10 at each end, and good brick chimneys. About two acres have been taken out of the large ground and fenced for gardening purposes, of which a quarter of an acre has been dug and cleaned, and will be planted with flax seed next week for raising the best descriptions of Phormium tenax. The flax field is about a mile from the works. It contains about 700 acres, enclosed partly by natural boundaries and partly by ditch and bank'.

In April 1873, the 600 acres of land leased by the Pātea Flax Company was sold. The 58 acres of freehold land the Flax Mill was built on was sold in January the following year for £500. The correspondent from *The Wanganui Herald* ended his report with: *If the flax industry had been ever so successful generally, the Patea Company must have proved a failure under the sapient New Plymouth management.*

The Honeyfield family cut flax on this land until the early 1900s and sold it to John Rutherford at the Wairoa Flax Mill. Almost 30 years after the Pātea Flax Company began, the same site out on the cliffs was used for the Pātea Power Station when it began generating power in 1902.

Two years after Pātea Flax Company was wound up, Donald Coutts built a flour mill on the Kaikura Stream at Kākaramaea in 1876. It was accessed from a track off the main road, south of the settlement, set behind what is now Hoopers Engineering. After two years, Coutts sold it to his niece Elizabeth and her husband Edwin Payne. They operated it as a flour mill until 1903, using wheat grown locally. In 1904, Mr Westwood and Mr Chuck started



Location of Pātea Flax Company on the coast, 1870 – lower left corner of map, section 491.

To page 10:

Record oral history 'before it's too late'

By Carol Quirk, ex-NZHPT deputy director

The June 2023 edition of *Oculus* contains many examples of local volunteers doing sterling work to conserve and protect sites of New Zealand's heritage.

When I was Deputy Director of New Zealand Historic Places Trust from 1984 to 1995, the then Regional/District Committees had a huge role to play in this important work. Their efforts are not well appreciated, I fear.

Andrew Coleman writes about *The List* in *Oculus*. Many, if not most, of those places on the list were originally identified by those Regional Committees and in the case of buildings, later inspected by the Trust's Buildings Classification Committee and confirmed or otherwise by the Trust Board.

I was fortunate to be on many of those BCC trips and the local members were passionate about what we needed to see (Rodney Grater, Chair of the North Otago Committee used a whistle to keep us

on schedule). For about 20 years, I've been trying to get NZHPT/Heritage NZ to embark on an oral history recording project before those early pioneers died.

Sadly, it has come to naught and when I tidied my bookcase the other day, the authors' names on the spines of books like Geoff Thornton, John Stacpoole, Jeremy Salmond, Atholl Anderson, Tipene O'Regan, Chris Cochran and Kevin Jones reminded me that some had died without having their involvement in heritage taken down. A lot of history has been lost without being recorded.

My plea to members of Historic Places Aotearoa is to record some

of the oral histories of your older members before it is too late. It doesn't take much except time (I did a number for a Lyall Bay Surf Club centenary book written by the late Gavin McLean).

How our heritage has been/is being identified, conserved and protected is such an important part of understanding heritage.



Carol Quirk (far right) with Maori Advisory Committee members, 1985.

Northern Club brings plaques to 39

By Guy King, Chair HPAuckland Tamaki Makaurau

The 39th Blue Plaque was mounted on a steel railing outside the historic Northern Club last month. It was unveiled on Monday 21 August by Northern Club general manager Michael Sha, Historic Places Auckland chair and Northern Club member Guy King, HPAuckland Secretary Phillip Hartley and HPAuckland Treasurer Gary Russell.

The original wooden building on the site at 19 Princes Street was replaced by a rather crudely detailed Italianate structure of three storeys and a basement designed by architect James Wrigley in 1867. Whatever its shortcomings, it was a handsome building for its day, plastered brick with a parapeted slate roof and sufficient classical ornament of cornice, strongly defined plate bands and window pediments to give some character. The basement was built of bluestone. The iron railings to Princes Street date from 1897. The Blue Plaque is mounted on one of the railings. The Virginia creepers that cover the building were planted in 1927.

The Northern Club was officially founded at a gathering of invited

Aucklanders on 23 August 1869. Twenty men attended. They decided to form a Club to be called the Union Club along the same lines as the Union Club in Sydney and the Army and Navy Club in London because some of the Northern Club's first members were familiar with the Union Club in Sydney. On 27 September, a poll of 'the debenture holders of the New Club' preferred the name Northern to Union, and Northern Club it became. There were 68 founding members, a number of whom were prominent Auckland Citizens.

On 23 August 1994, the club celebrated its 125th Birthday. A century and a quarter is a respectable time span in any context. The club occupies the same club house and is faithful to its first intentions albeit the happy admission of women members in 1990.

When I first joined The Northern Club in 1978,

there were around 550 members. Wives and partners were only permitted to visit the club for the annual Christmas Cocktail Party and on one or two other special occasions.

Today Northern Club has 2400 members, 492 of whom are women. The club had its first female president from 2018- 2020.



From left, HPAuckland chair Guy King; Northern Club Vice President Arthur Morris and Northern Club General Manager Michael Sha celebrate the unveiling of the 39th Blue Plaque with champagne.

Saving ARA Heritage Bus 1301

By John Osborn with Audrey van Ryn

ARA Heritage Buses is a small band of volunteers devoted to saving examples of ex-Auckland Regional Authority (ARA) buses.

In their small collection, the group has ex-ARA MAN SL200 bus No. 1662, an ex ARA MAN tow truck, a former Stagecoach/Fullers MAN 11-190 series bus No. 502, an Auckland Transport Board Daimler No. 511, the only 500 series Daimler in preservation, and ARA Mercedes Benz 0303 bus No. 1091 in complete operational condition.

Perhaps the most important bus to enter the collection is the very first ARA Mercedes Benz 0305, bus No. 1301. This was the first truly modern bus in Auckland and an important milestone in the city's public transport history.

The Mercedes 0305 bus has air bag suspension, power steering, automatic transmission, a rear-mounted 6-cylinder diesel motor, wide doorways, and an automatic rear doorstep that operated the rear doors when a passenger stepped on it. The introduction of the 0305 bus saw No. 1301 in the iconic "mustard and custard livery," resplendent with chrome mags. Free rides were on offer to the public if 1301 turned up in your area. The 0305 buses became the mainstay of the ARA bus service.

The ARA in the 1970s was faced with a non-standardised fleet, which got worse when they bought up a number of private bus lines. The ARA was also looking to replace most of its trolley bus lines. With the aid of government money, the ARA initiated its fleet replacement with 150 Mercedes 0305 buses. In total, the ARA operated 298 Mercedes 0305 buses, the last coming into service in 1980. The chassis, motor and transmission were brought into



New Zealand in a knocked-down state and assembled by Cable Price. These partially built buses were then driven to New Zealand Motor Bodies to receive their bodywork.

The iconic yellow Mercedes 0305 buses became the standard Auckland bus. They were part of the image of Auckland in the 1980s and 1990s. The last ones were not withdrawn until 2005, 32 years after they were introduced.

During the 1980s, many Mercedes buses were converted to run on CNG. There was also an experiment with other alternative fuels, in particular,

methanol. Three ARA buses were converted to run on methanol; the first, named Methanol One, was actually the last ARA Mercedes 0305 bus No. 1600. After the trials, 1600 went back into normal service and was sold off around 2005. It was converted to a camper in such a way that it could be restored to passenger service. Methanol bus No. 3 – MAN SL200 No. 1603 – remains in MOTAT's collection.

In 1979, the ARA purchased 96 Mercedes 0303 coach type diesel buses. They were intended for charter work and cross-town urban services but were often put on to city and suburban rosters.

In 1982, the ARA ordered the first of 88 MAN SL 200 diesel buses, with coachwork from Hawkes of Takanini. These would replace the last of the 1950s Daimler and Leyland diesel buses still in service. Alongside this order was the purchase of 20 MAN SG 220 articulated bendy buses, the first such fleet in New Zealand. No. 2009 was saved, with the support of Civic Trust Auckland, in 2014.

In 1986, the ARA purchased around 60 MAN SL 202 type diesel buses.



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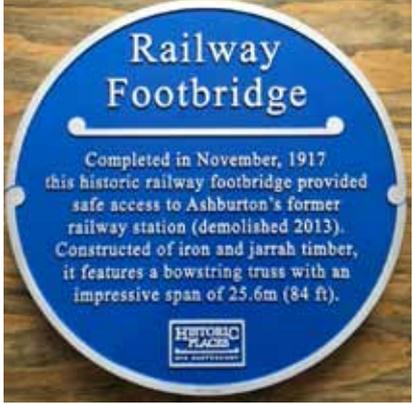
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Railway Footbridge

Completed in November, 1917 this historic railway footbridge provided safe access to Ashburton's former railway station (demolished 2013). Constructed of iron and jarrah timber, it features a bowstring truss with an impressive span of 25.6m (84 ft).

Join the growing national network of heritage Blue Plaques – a project of Historic Places Aotearoa.

Further information is on our website

www.blueplaques.nz

Heritage festivals down south

*By Mark Gerrard, Chairman
Historic Places Canterbury*

Our Stories of Living and Learning is the theme of this year's Christchurch Heritage Festival, running from 6 to 23 October 2023.

Included in this theme is "... *Let's explore the different ways we have learnt from the past and how those who came before us learnt, through educational institutions and through the passing of knowledge between the generations. ...*

... how education and learning have shaped our diverse communities here in Ōtautahi-Christchurch, Te Pātaka o Rākaihautū-Banks Peninsula and the wider Canterbury region."

Sixty-three groups are hosting 100 events, which means there will be something to do for every day of the festival.

The festival is not confined to Christchurch and Banks Peninsula as Lincoln University and the Selwyn Libraries are also participating.

The Heritage Festival is a true community-driven event with the Christchurch City Council's role being facilitating and coordinating the marketing and publicity (printed programme and online) as well as making available funding for grants to hold events.

You can find an online guide at the following link. Click on individual items for more details.

<https://www.ccc.govt.nz/news-and-events/whats-on/programme/72>

Public lecture

As part of the Heritage Festival, Historic Places Canterbury is hosting a public lecture: *University of Canterbury 150 years: From Gothic to Modern* by historian Dr John Wilson.

Wednesday 6-7pm, 18 October,

Historic Rose Chapel, 866 Colombo Street, Christchurch Central City. Doors open at 5.30pm.

In a profusely illustrated presentation, historian Dr John Wilson looks at the buildings of the University of Canterbury to discover what they tell us about the university and city.

John recently completed the 150th anniversary official history of the University of Canterbury, *A New History: The University of Canterbury 1873–2023*.

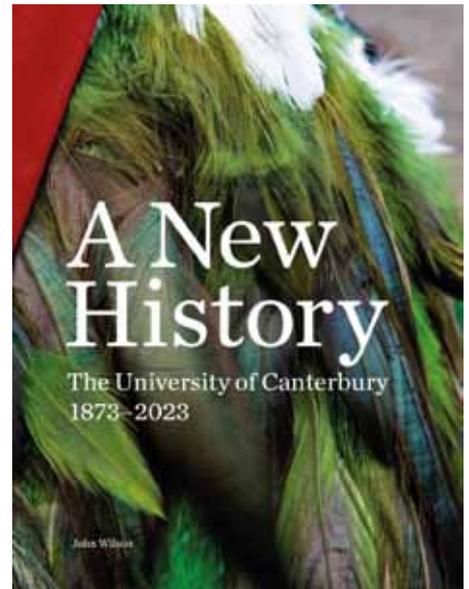
This is a non-ticket event. To avoid disappointment, please arrive at a reasonable time in advance.

Price: Koha (proceeds donated to the Chapel Trust). See <https://www.ccc.govt.nz/news-and-events/whats-on/event/university-of-canterbury-150-years-from-gothic-to-modern>

Dunedin Heritage Festival

Look out for the Dunedin Heritage Festival from 5 to 15 October.

<https://www.southernheritage.org.nz/heritage-festival>



Buses group finally acquires first Mercedes 1301

From page 4:

In 1989, due to the Commonwealth Games being held the next year, additional buses were purchased in the form of the MAN SG 240 bendy articulated buses and the MAN SL 243 diesel buses. Both the SG 240 and SL243 were the last buses purchased by the ARA/ARC before the buses were corporatised.

It was anticipated that bus 1301 would eventually go to MOTAT but MOTAT wanted to acquire the last in service rather than the first.

Poor old No. 1301 ended up being sold to Bayes Coachlines, which used the bus for the next 18 years for charters and school runs.

Come 2006, MOTAT still did not want No. 1301. Instead, it was purchased by Mark Bonham of Hikurangi for conversion into a motor home, and, at the author's request, done in such a way that the bus could be restored later on.

Mark changed the number plate to H1KA, painted the bus green and later sold it. It ended up in Christchurch until ARA Heritage Buses acquired it.

Anyone who would like to support ARA Heritage Buses and their work preserving buses like No. 1301 can contact the society secretary, James Peter.

His email is: james@araheritagebus.org.nz See also <https://araheritagebus.org.nz/> For a 1-minute historic video, go to <https://araheritagebus.org.nz/media.php>

The acronym MAN stands for Maschinenfabrik Augsburg-Nürnberg AG (Machine Factory Augsburg-Nuremberg AG).

Keeping up with RMA reform changes

by HNZPT chief executive Andrew Coleman

Like many heritage advocates and interest groups we at Heritage New Zealand Pouhere Taonga (HNZPT) are finding it difficult keeping up with the Resource Management Act (RMA) reforms. One thing is for certain, by the time you read this article, the known current position is likely to have changed, so please be patient and understanding as we offer a 'current state' perspective.

What do we know or understand today?

The RMA reforms set out to improve system efficiency and effectiveness; better enable development within limits; protect and, where necessary, restore the environment; give effect to the principles of Te Tiriti o Waitangi, and better prepare for adapting to climate change and mitigating emissions.

The Natural and Built Environment Act 2023 (NBEA) and its partner, the Spatial Planning Act 2023 (SPA), both passed their third reading in August 2023.

Introduction of a third Bill, which completes the proposed new planning regime, the proposed Climate Adaptation Bill, has been deferred. The National Planning Framework (NPF) that underpins implementation of the new system has also yet to be released.

We know that, in considering the NBEA and SPA, the Select Committee made changes that responded to technical points made by HNZPT and others in our submissions, including:

- strengthening the system outcome for cultural heritage to help prevent demolition by neglect: the outcome now provides for the protection and, if degraded, the restoration of cultural heritage (clause 5(2)(d)).
- clarifying the drafting of the proposed Effects Management Framework, which now covers both offsetting of adverse effects on specified cultural heritage and compensation (previously redress).
- narrowing the range of exemptions to the proposed Effects Management Framework.
- clarifying that the new category of specified cultural heritage does not affect the NZ Heritage List/Rārangi Kōrero.

The Ministry for the Environment (MfE) is the lead agency for the reforms. Many documents on its website relate to the topics of the Bills, the progress of the Acts and the timeline for reform. With uncertainty and change it is this timeline that is of interest.



HNZPT chief executive Andrew Coleman.

The Climate Adaptation Bill/Act and the NPF become the focus through to mid-2024 when the NPF is planned to take effect, along with the appointments to the 10 proposed Regional Planning Committees.

Three 'pilot' regions, yet unnamed, will then draft regional strategies and NBE plans that will then be consulted.

The timeline for the NBE and Spatial Planning Acts is for them to take full effect in 2027. This time will also have a second tranche of regional strategies and plans.

To quote the MfE website, it is envisaged that in 2033 "the planning process is complete, NBEA and SPA is in effect in all regions, RMA has been completely phased out".

It's unfortunate we must rely on exploring the MfE website ourselves for information; they are hardly likely to receive any accolade for their responsiveness.

There is much public comment and political party statements on the RMA reforms, and we will all have to wait and see how the result of the election in October impacts on the future progress of the reforms.

Based on all of this, we do know we have time, and uncertainty still prevails, and will do for some time!

How are we all best to make the most of this time and manage our contribution, advocacy and advice?

The process will provide a welcome opportunity for many of us with heritage interests to both assist the proposed Regional Planning Committees to address cultural heritage matters, and to develop understanding and expertise in the new planning system.

Of concern, it is not likely that we will be able to have a full and comprehensive understanding of the reform positioning and process.

The lack of response on reform updates from MfE to recent requests from Historic

Places Aotearoa confirms why it will be difficult. This means there are two options; one being to sit and wait for the reforms to arrive; the other continuing to be an active observer and contributor. HNZPT has chosen the second option.

Historic Places Aotearoa, and other heritage advocacy groups, need to make their own calls on approach. Whatever that is, you can be assured HNZPT will continue to inform you on what we know and understand and seek your input and action. Not an ideal position to be in but, with our heritage responsibilities, it's what we'll do.

What about other heritage 'reform' matters?

HPA has long argued that government agency management of government-owned heritage places and buildings has been seriously lacking.

Pleasingly, I know that you also think that we at HNZPT are an outlier with the management of our 45 owned heritage properties being appropriate and an exemplar.

Manatū Taonga, the Ministry for Culture and Heritage (MCH) led an update to the policy for Government Management of Cultural Heritage Places. Now having the policy position, MCH has outsourced the communicating and advisory roles to HNZPT.

We are currently delivering a series of webinars, targeted at government agencies, on how to implement the above policy. The first was held in July 2023 with a presentation on how to assess heritage values.

The series will continue and cover the principles of asset management, managing change, the legislative framework for heritage management, and conservation planning. The first webinar was well attended. We at HNZPT are pleased to be acknowledged as the 'technical specialist' on the topics.

In closing....

Keeping up with the machinery of government, even for an organisation like HNZPT, can be difficult. It is critical to remember that this does not mean that it is impossible, so there is an opportunity to influence, and this is what we all must

For more on Historic Places Aotearoa, visit:
<http://www.historicplacesaotearoa.nz/>

OCULUS Introducing new MO, Cargill's Castle Trust

By Kirsty Lewis

Everyone with an interest in heritage will know of Larnach's Castle, one of Dunedin's major tourist attractions. But did you know that Dunedin also has another castle?

Cargill's Castle is one of the most significant historic structures in Dunedin and the only castle ruin in New Zealand. It has outstanding aesthetic significance and epitomises the romantic ruin: a spectacular cliff-top location, crumbling grandeur, set amid the remains of its garden. It also has special significance as an early surviving concrete structure of Italianate design, expressing the wealth and power of Dunedin's 19th century elite. Its subsequent history reflects changing fortunes and use. It remains a prominent landmark in the city.

Built for Edward Bowes Cargill, the seventh son of Captain William Cargill, one of the founders of the Dunedin settlement in the 1840s, Cargill's home completed in 1877 was originally known as The Cliffs.

Its architect F W (Frank) Petre, at times referred to as Lord Concrete, was an early pioneer of the use of poured concrete for buildings of which there are several fine surviving examples in Dunedin and the lower South Island.

After Cargill's death in 1903, the house passed to his daughter, who married Frank Petre, then through many other owners. The building had a variety of uses, including as a restaurant and cabaret in the mid-20th century. But by the 1990s, it was in poor condition. A permit was issued for its demolition.

This led a group of concerned heritage champions to form, in 1997, the Cargill's Castle Trust and raise the money to buy the property and save it for posterity.

After 25 years, the trust is close to its dream of saving the ruins and enabling public access to a significant part of Dunedin's built and cultural heritage. There is no intention of restoring it as a liveable property, rather to stabilise and maintain it as a ruin and make it safe for public enjoyment.

The trust has developed a staged plan to open the ruins to the public:

Stage 1: stabilisation of the ruins to make it safe for future works.

Stage 2: internal strengthening and steel walkway framing to enable people to walk through the building



Dunedin's other castle, Cargill's Castle, then and now.



and up to a secure viewing platform.

Stage 3: appropriate landscaping and property works for public access, including fencing, pathways and heritage landscaping informed by the original castle gardens.

Stage 4: public access and amenities.

Plans and consents are in place for Stage 1 and the trust is now actively fundraising the \$300,000 for this work. Stage 1 will fix steel bands around the tops of the walls (the roof has long-since gone) to strengthen them and prevent further deterioration.

Stage 1 is critical to saving the ruins, now at significant risk of collapse. Stabilisation is urgent to reinforce the integrity of the structure and allow for strengthening work in Stage 2, which will then protect the building and enable it to be opened to the public.

It's a big job ahead but it's under way. The trust is now a member of Historic Places Aotearoa so watch this space for further updates.

Cargill's Castle is significant historically, architecturally and culturally, not just for Dunedin, but also New Zealand and internationally. It is important we save it. The dramatic coastline setting coupled with the grandeur of the castle ruins provides its own allure and power to fascinate. Public access to the ruin will enable locals and visitors to Dunedin to visit a significant part of the city's cultural heritage, and an opportunity

to experience our rich built heritage, settler history and landscape for decades to come.

For more information and to make a donation, see the trust's website www.cargillscastle.co.nz

For more info about the castle's heritage values, see the Heritage NZ listing at <https://www.heritage.org.nz/list-details/3174/Cargill's%20Castle>

Member Organisations of HPA

- Cargill's Castle Trust, Dunedin
- Historic Places Auckland
- Tamaki Makaurau
- Heritage Tairāwhiti
- HP Hawke's Bay
- Heritage Taranaki Inc
- Whanganui Regional Heritage Trust
- HP Manawatu-Horowhenua
- HP Wellington
- HP Canterbury
- HP Mid Canterbury

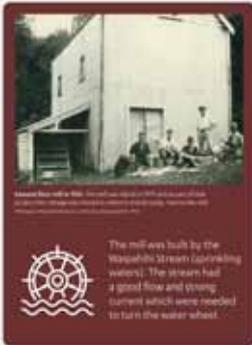
Associate Members

- Christchurch Civic Trust
- Civic Trust Auckland
- Remuera Heritage Inc
- Patea Historical Society
- Heritage Wairarapa
- Kinder House Society
- Point Chevalier Social Enterprise Trust
- Sth Canterbury Historical Society
- Timaru Civic Trust

Te Kawana Mill

From water power to flour

Te Kawana Mill was established in 1854 as part of Whanganui's earliest industries – flour production. For 59 years wheat was milled here on the banks of the Whanganui river using water-power.



A flurry of flour-milling

In the late 1800s, six mills sprang up along the river. Te Kawana Mill was built to help retain a Māori presence on the whenua, and to support their farming. At one stage, Māori at Matakahi were growing more than 200 acres of wheat and corn.

Te Kawana ground grain for longer than any other flour mill on the river and this restored mill building is the only one still in the area.

Construction and a cottage

The mill was built by Peter McWilliam, with tōtara logs that Māori salvaged from the riverbed. Men pit-sawed the timber on the spot. It was named Kawana (governor) after Governor George Grey, who donated the millstones to the Ngā Poutama people.

The first miller was Frenchman Richard Pestell. He lived in a two-roomed cottage at Karatia, across the river. His son Richard (Billy) took over after his father's death, and ran the mill until it closed in 1913.

The management of the mill is now shared by the Whanganui Regional Heritage Trust and the Aihau-Whanganui Incorporation, supported by the Department of Conservation, Whanganui.

The mill is open and free to enter.

Hailing Whanganui flour industry

by Helen Craig, WRHT chair, HPA exec member

This new sign is to be installed outside the Kawana Flour Mill on the Whanganui River Road, near Jerusalem.

This is part of a heritage and cultural sign upgrade project led by Whanganui's economic development agency Whanganui & Partners.

The Whanganui Regional Heritage Trust (WRHT) helps to maintain the mill and cottage with the help of volunteers, Ātihau-Whanganui Incorporation and DoC.

Ann McNamara from WRHT has liaised with all interested parties to finalise the wording and design.

The signage project is continuing to evolve and progress along key routes and into Whanganui city.

The WRHT also actively manages the preservation of Cameron Blockhouse and is involved in many activities locally. These include:

- running an event in the annual Whanganui Summer Programme of bus trips, guided walks and talks.

- Town Centre Regeneration Committee hosted by Whanganui District Council (WDC)
- taking part in the Earthquake Prone Buildings Community Taskforce hosted by WDC
- advocating for heritage buildings retention
- initiating the design and fundraising of the Anzac Parade entranceway for Durie Hill Elevator, to celebrate its centenary in 2019
- managing Whanganui Heritage Awards, launched in 2020 and supporting National Heritage Awards
- managing and coordinating Whanganui Heritage Month, celebrating European and Māori heritage and architecture, history and cultures
- supporting signage to identify heritage buildings and sites including Blue Plaques on commercial buildings.

Visit <https://www.whanganuiheritagetrust.org.nz/>

War marks beginning of end for flax industry

From page 4:

processing flax at the old flour mill. Mr G Simpson and Mr R Buckman also ran it for a time. It was owned by the Patea Borough Council at that time and leased to them.

In 1913, John Rutherford leased the mill from James Williamson and employed a dozen men. The *Patea Mail* reported, 31 January 1913: *At the Kakaramea Mill, flax is put through a machine which strips off the green leaf, leaving the fibre which is then washed and scraped by a simple process and afterwards carted to the paddocks to be bleached. It is then forwarded to Waverley where it is 'scutched' and dressed ready for market. The flax at Kakaramea, though limited in quantity is said to be of first class quality.*

By the end of 1913, Rutherford had realised the work required to process the amount of flax now on hand was more than the men available locally could manage.

The *Patea Mail* reported on 5 November 1913 that he had bought a Suttie & Wynyard catcher and washer. This machine was a marvel and changed the mill output overnight. It was able to treat 10 tons of flax in 8 hours, with the help of four men inside the mill and one man outside weighing flax and delivering it to them on a trolley. This compared to six tons by six men in eight hours before this.

Water was forced to the top of the building by a 4 inch pump and a 12HP Ransome & Sims compound steam engine of 140 pound pressure supplying power to work the whole mill. The return from the Rutherford Mill was about £800 per month. The wages bill for the season of 1913 was £6000.

The outbreak of World War 1 in 1914, with a steady stream of young men leaving the district to fight overseas, was the beginning of the end for flax-processing in the area. With manpower no longer available, followed by shipping prioritised for war work, the prosperous flax industry ended.