


PART ONE: IDENTIFICATION

<b>Place Name:</b>	Former Wharf, Seawall and Road, Stockyard Point, Paihia
<b>Image:</b>	
<b>Site Address:</b>	Stockyard Point, Paihia
<b>Legal Description:</b>	TBA
<b>Certificate of Title:</b>	Nil
<b>Physical Description:</b>	First constructed in 1918 possibly with all timber construction. A road formation, across natural rock shelf was also constructed to access the wharf. The first wharf structure was destroyed by a severe storm in March 1918. The wharf was reconstructed in 1920, using concrete piers and wooden pilings with timber railings and boards. The second structure was destroyed in May 1924. The remains of three concrete piers are still visible. Two are within the intertidal zone with only the bases remaining. The third is still intact and borders the former road and seawall structures on foreshore at Stockyard Point, Paihia. After the 1920 wharf had been severely damaged by a storm in 1924, a new location was chosen for a new structure built entirely of timber.
<b>Site Type:</b>	Historic Wharf, Seawall and Road.
<b>Approx. date (or range)</b>	First structure wharf and road construction 1918, Second Structure (wharf section) and seawall 1920.
<b>NZAA Site No:</b>	None
<b>NZ Heritage List:</b>	None
<b>Regional or District Plan Schedule</b>	Regional Coastal Plan Schedule 1 – Existing Structures Permitted 91/PAI-F
<b>Recorded NZTM grid reference:</b>	

<b>Easting:</b>	1699836	<b>Northing:</b>	6094773	<b>Position:</b>	Visible south-east extent of concrete piers (marine extent) and South-West landward seawall/road structure
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## PART TWO: HISTORIC HERITAGE EVALUATION

Criterion	Comments	Value*
<b>(a) Archaeological and / or scientific importance</b>	The structures may have some archaeological value as to the techniques used for early 20 <sup>th</sup> century engineering and construction on wharf and coastal road/seawall structures	2
<b>(b) Architecture and technology</b>	This was designed unique to the site it was located at. The construction techniques used were pile driving of the wharf pilings into the rock to a depth of, building of a coffer dam to construct the concrete piers. The road itself crosses over the natural rock shelf and has been protected by a stone seawall	2
<b>c) Rarity</b>	Wharfs for both industrial and domestic use were common around the Northland region. However the Paihia wharf as a domestic structure, is unique both in its construction and the materials used, namely concrete for the piers, and stone for the seawall protecting the road built over the natural rock formation to where the wharf remains are situated in the intertidal zone.	4
<b>(d) Representative-ness</b>	The wharf structure overall had similar construction to other domestic wharves of the period. However, the seawall and road formation are possibly unique to the site, due to its geological nature and location.	3
<b>(e) Integrity</b>	Only the concrete pier casements for the wharf section remain. One remains intact as an abutment against the seawall and road structure. The seawall and road structure are still intact and clearly identifiable	3
<b>(f) Context</b>	The wharf structure, seawall and road formed part of the wider domestic water transportation network in the Bay of Islands. Road access during the earlier part of the 20 <sup>th</sup> century was very limited. Reliance on coastal vessels for the conveyance of mail, supplies and passengers during this time period was substantial.	3
<b>(g) People and events</b>	The wharf, seawall and road were designed and constructed by the Public Works Department on both occasions (1918,1920). This was the first domestic wharf at Paihia constructed to enable the residents of the settlement with the ability to safely and conveniently access coastal transportation to other locations around the Bay of Islands including connecting with the rail network at Opuā.	3
<b>(h) Identity</b>	The wharf remains, seawall and road are well known to local residents. The seawall and roadway also forms the beginning of the Paihia to Opuā Coastal Walkway and is still in use.	4

<b>(i) Tangata whenua</b>	The site was originally associated with Chief Te Koke of (to confirm Iwi name). Te Koke had sold the land associated with Stockyard Point to Henry Williams acting on behalf of the Church Missionary Society. However further research needs to be undertaken to establish any importance to Tangata whenua	2
<b>(j) Statutory</b>	The resource is currently listed in Regional Coastal Plan Schedule 1 – Existing Structures Permitted 91/PAI-F. It is not currently listed	2
<b>Threshold for Scheduling</b>	Minimum of 3/High in two criteria:	3

\*Outstanding – 4; High – 3; Moderate – 2; little – 1; None – 0; or Not Known or unassessed - U.

**PART THREE: STATEMENT OF SIGNIFICANCE**

<b>Statement of Significance:</b>	First constructed in 1918, destroyed by a storm in the same year and reconstructed in 1920, and destroyed for a second time in May 1924. The structure was the first domestic wharf at Paihia constructed to enable the residents of the settlement with the ability to safely and conveniently access coastal transportation to other locations around the Bay of Islands including connecting with the rail network at Opuia. The roadway and seawall in particular are notable, and are still in use as forming part of the Paihia to Opuia Coastal Walkway.
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**PART FOUR: EVALUATION RECOMMENDATION**

<b>Identified criteria</b>	(c), (d), (e), (f), (g), (h)
<b>Overall Value*</b>	High
<b>Overall Score*</b>	3
<b>Overall Context**</b>	Regional
<b>Eligibility for scheduling:</b>	Yes
<b>Extent of Place:</b>	(to be inserted into Part 6)
<b>Interior protected:</b>	N/A
<b>Potential Tangata Whenua value:</b>	Possibly land associated with Te Koke
<b>Pre-1900 or gazetted archaeological site:</b>	No

\* Outstanding/ Score 4: of exceptional importance and interest: retention of the identified value(s)/ significance is essential.

High/ Score 3: of great importance and interest: retention of the identified value(s)/ significance is very important.

Moderate/ Score 2: of some importance and interest: retention of the identified value(s)/ significance is desirable.

Low/ Score 1: of limited importance and interest: retention of the identified value(s)/ significance is of low importance.

NA/None/ Score 0: none identified.

\*\* Overall Context: the geographical significance at a local, regional or higher scale, should also be given.

**PART FIVE: MANAGEMENT/ RISK INFORMATION**

Criterion	Comments	Value*
Occupancy/ Use:	Currently forms the beginning of the Paihia to Opuia Coastal Walkway.	3
Management	Forms part of the Paihia to Opuia Coastal Walkway	3
Condition:	The original wharf structure has since been destroyed/removed however one pier remains intact as an abutment against the seawall/roadway. The seawall and roadway are still intact.	3
Fragility/ Vulnerability	The structure is situated on an exposed site. It is vulnerable to potential erosion caused by tidal action. It is also accessible to the general public and potentially exposed to vandalism	4
Threats	Erosion from tidal action. Potential damage caused by vandalism	3
Overall risk:	High	3

\*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Critical

Criterion	Comments	Value*
Opportunities:	The resource is easily accessible via reserve road at the southern end of Paihia township. It currently forms part of the Paihia – Opuia Coastal walkway. There are opportunities for education about the resources’ historic heritage, as well as for recreational purposes as is currently.	4

\*0 – None, 1 - Low, 2- Moderate, 3 - High, 4 – Outstanding

PART SIX- EXTENT OF PLACE



**NZTM coordinates:**

<b>Easting:</b>	1699836	<b>Northing:</b>	6086830	<b>Position:</b>	Visible south-east extent of concrete piers (marine extent) and South-West landward seawall/road structure
<b>Note</b>					

**ADMINISTRATION**

<b>Desktop Date:</b>		<b>Site Visit Date:</b>	Not visited		
<b>Site Accessibility:</b>					
<b>Evaluated by:</b>	Elizabeth Clark			<b>Date:</b>	
<b>Reviewed by:</b>				<b>Date:</b>	
<b>Approved by:</b>	Jon Trewin	<b>Draft:</b>		<b>Final:</b>	15 August 2017
<b>NRC Assessment ID:</b>	03	<b>NRC Schedule ID [Leave Blank]</b>			

**APPENDIX 1 Supporting Research**

Sources Checklist:	Checked

**Bibliography:**

Author(s)	Date	Title	Publisher	Location